

RAILWAY DEPARTMENT
GOVERNMENT OF INDIA
RAILWAY BOARD

Railways in India

Administration Report for the year

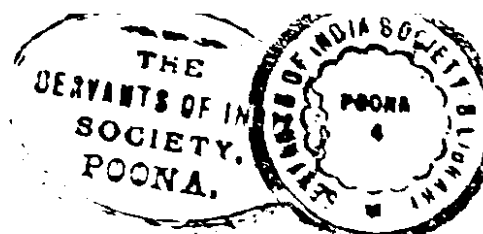
1917-18



VOLUME II
(APPENDICES)

SIMLA
GOVERNMENT CENTRAL PRESS
1918

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

AGENTS IN EUROPE.

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Messrs. Thompson & Co., Madras.	Manager, <i>East Coast News</i> , Vizagapatnam.*
Messrs. Temple & Co., Madras.	Manager, "The Agra Medical Hall and Co-operative Association, Limited." (Successors to A. John & Co.), Agra.*
Messrs. Combridge & Co., Madras.	Mr. T. K. Seetharama Aiyar, Kumbakonam, Superintendent, Basel Mission Book and Tract Depository, Mangalore.*
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Messrs. D. B. Taraporevala, Sons & Co., Bombay.	
Mrs. Radhabai Atmaram Sagoon, Bombay.	
Mr. Sunder Pandurang, Bombay.	

* Agents for sale of the Legislative Department publications.

Books and Technical Papers published by the Railway Board.

Books.

- (1) Administration Report on the Railways in India. Publishd Yearly. Price Volume I, Report, Rs. 1-8-0 or 2s. 3d. Volume II, Appendices, Rs. 1-8-0 or 2s. 3d.
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. I or 1s. 6d.
- (3) History of Services of the officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0 or 3s. 9d.

Technical papers.

- (4) About 200 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—
 - (a) Original descriptions of Railway Works in India and elsewhere.
 - (b) Reprints of articles from foreign Engineering Magazines.
 - (c) Reprints or abstracts of reports received by the Government of India on subjects connected with Railways.

A complete list of the papers can be obtained *gratis* from the Chief Engineer with the Railway Board, Simla.

The books and papers can be bought from the—
 Superintendent, Government Printing, 8, Hastings Street, Calcutta.
 The prices of the papers vary from Annas Four to Rupees Eight.

APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1918.

Name of Railway.	Gauge.	SECTION OPENED.		MILEAGE OPENED			Date of first opening.	REMARKS.
		From	To	Single line (Route mileage)	Second, third, etc., lines, as the case may be.	Total track (excluding sidings).		
1	2	3	4	5	6	7	8	9

I—STATE LINES WORKED BY THE STATE.

North Western ...	5' 6"	Ganjal ...	Warcha ...	8'32	...	8'33	22-12-17	
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II—STATE LINES WORKED BY COMPANIES.

Bombay, Baroda and Central India.	5' 6"	Mile 9 ...	Mile 10	(a) 1'00	2'00	1-5-17	(a) 3rd and 4th tracks.
Great Indian Peninsula ...	"	Dhamangaon ...	Dahegaon ...	...	(b) 22'24	33'24	10-5-17	(b) 2nd track.
		Dahegaon ...	Dhatra ...	...	(b) 3'11	3'11	12-3-18	
Total 5' 6" ...	...	...	.....	...	25'35	25'35		
Assam-Bengal ...	3' 3"	Bihubar ...	Naginimara ...	2'29	...	2'39	1-9-17	
Total II ...	...	.....	.....	2'29	26'35	29'64		

III(A)—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.

Ahmadpur-Katwa ...	2' 6"	Ahmadpur ...	Pachandi ...	24'62	...	24'62	30-5-17	
		Pachandi ...	Katwa ...	7'64	...	7'64	29-9-17	
		.....	.....	32'26	...	32'26		
Bankura-Damoodar River...	"	Indus ...	Fakirpur ...	11'66	...	11'66	1-4-17	
		Fakirpur ...	Rainagar ...	5'95	...	5'95	6-6-17	
Kalighat-Falta ...	"	Gholesapur ...	Falta ...	17'61	...	17'61		
Total III (A) ...	...	.....	.....	75'20	...	75'20		

III (B) BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE .

Dhaughara-Jamalpurgunj ...	2' 6"	Daughara ...	Jamalpurgunj ...	8'31	...	8'31	1-9-17	
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IV(B)—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.

Phagwara-Bahon ...	5' 6"	Nawashahr ...	Jaijon ...	19'42	...	19'42	3-5-17	
Pulgaon-Arvi ...	2' 6"	Pulgaon ...	Arvi ...	21'83	...	21'83	25-2-17	
Total IV(B) ...	...	.....	.....	41'25	...	41'25		

V—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.

Mymensingh-Bhairab Bazar	8' 3½"	Mymensingh ...	Netrakona ...	26'47	...	26'47	16-7-17	
		Kishorganj ...	Gourigram ...	30'21	...	30'21	1-9-17	
Total V ...	...	.....	.....	56'68	...	56'68		

VIII—UNASSISTED COMPANIES' LINES.

Madaya Light ...	2' 6"	Toungbyon ...	Madaya ...	7'70	...	7'70	22-5-17	
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APPENDIX 1—concl'd.

Mileage opened during the financial year ended the 31st March 1918.

Name of Railway.	Gauge.	SECTION OPENED.		MILEAGE OPENED.			Date of first opening.	REMARKS.
		From	To	Singlo line (Route mileage.)	Second, third, etc., lines, as the case may be.	Total track (excluding siding).		
1	2	3	4	5	6	7	8	9

IX—DISTRICT BOARD LINES.

Suramangalam-Salem ...	5' 6"	Suramangalam ...	Salem ...	3.86	..	3.86	1-6-17	
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XI—NATIVE STATE LINES WORKED BY NATIVE STATES.

Mysore-Arsikere ...	3' 3 1/2"	Mysore ...	Arsikere ...	102.95	..	102.95	3-1-18	
Tarikere-Narasimharajapura	2' 0"	Lakvalli ...	Narasimharajapura	14.72	..	14.72	15-5-17	
Total XI ...	..	.....	.....	117.67	..	117.67		

XII—NATIVE STATE LINES WORKED BY THE MAIN LINE.

Tinnevely-Quilon (Travancore) (Native State section)	3' 3"	Quilon ...	Trivandrum ...	37.91	..	37.91	1-1-18	
Bilimora-Kalamba ...	2' 6"	Unai ...	Kalamba ...	8.69	..	8.69	1-5-17	
Bodeli-Chhota Udaipur ...	"	Bodeli ...	Chhota Udaipur...	22.56	..	22.56	1-12-17	
Gaekwar's Dabhoi ...	"	Masor Road ...	Jambusar ...	6.68	..	6.68	1-5-17	
Rajpipra State ...	"	Nanded temporary station.	Nanded town ...	1.74	..	1.74	10-11-17	
Total 2' 6"	..	.....	.....	39.87	..	39.87		
Total XII	..	.....	.....	77.78	..	77.78		

XIII—COMPANIES' LINES GUARANTEED BY NATIVE STATES.

Bangalore-Chik Ballapur Light.	2' 6"	Bangalore City ...	Yesvantpur ...	3.50	..	3.50	7-1-18	
GRAND TOTAL	..	.....	.....	402.56	26.35	429.91	..	

APPENDIX 2.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.	
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10	11	
I.—STATE LINES WORKED BY THE STATE.											
1	5' 6" GAUGE. Eastern Bengal ...	2-1-62	E. B. Ry.	413-18	(a) 156-08	569-26	769-97	353-77	1,123-74	(a) 132-92 miles double, 1-66 triple and 21-47 quadruple line. (b) Excludes 11-66 miles of sidings laid but not worked, as also 2-01 miles of main line and 4-37 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway. (c) Excludes 2-18 miles of 3' 3 1/2" gauge line at Benares shown under 3' 3 1/2" gauge, but includes 18-79 miles of mixed (5' 6" and 3' 3 1/2") gauge line, between Burhwal and Bara Banki over which the Bengal and North-Western railway trains also work and 1-17 miles of 3' 3 1/2" gauge track over the Ramgunga bridge, Bareilly, and 0-49 mile of mixed (5' 6" and 3' 3 1/2") gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work. (d) Includes 1-06 miles of 3' 3 1/2" gauge sidings on mixed (5' 6" and 3' 3 1/2") gauge section between Burhwal and Bara Banki. (e) Excludes 3-46 miles of the Lucknow-Bareilly railway, between Aishbagh and Duliganj, worked over, but includes 16-79 miles referred to in remark (c) above. (f) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.	
2	North Western ...	13-5-61	N. W. Ry.	2,967-94	722-33 (double)	3,690-27	4,412-60	1,317-81	5,730-41		
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	(c) 1,488-55	21-22 (double)	1,509-77	1,530-99	(d) 338-01	1,869-03		
	Total ...	...	...	4,869-67	839-63	5,769-30	6,713-56	2,009-62	8,723-18
3' 3 1/2" GAUGE.											
4	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co.	(e) 80-34	...	80-34	80-34	(d) 11-61	91-95		
5	Eastern Bengal ...	28-8-77	E. B. Ry.	970-43	7-29 (double)	977-72	985-01	273-06	1,258-07		
6	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	(f) 2-18	...	2-18	2-18	...	2-18		
	Total ...	...	...	1,052-95	7-29	1,060-24	1,067-53	284-67	1,352-20
2' 6" GAUGE.											
7	Eastern Bengal ...	18-7-81	E. B. Ry. ...	35-10	...	35-10	35-10	1-85	36-95		
8	Kalka-Simla ...	9-11-03	N. W. Ry.	59-92	...	59-92	59-92	9-53	69-45		
9	Kohat-Thal ...	1-4-03		61-75	...	61-75	61-75	7-14	68-80		
10	Nowshera-Durgai ...	1-1-01		40-40	...	40-40	40-40	6-00	46-40		
11	Trans Indus (Kalsbagh-Banna).	15-6-13	...	135-38	...	135-38	135-38	11-40	146-78		
	Total	332-55	...	332-55	332-55	35-92	368-47	
2' 0" GAUGE.											
12	Jorhat (Provincial)	15-12-84	Assam Administration.	32-50	...	32-50	32-50	2-04	34-54		
	Total ...	...	...	6,287-67	906-92	7,194-59	8,146-14	2,332-25	10,478-39
II.—STATE LINES WORKED BY COMPANIES.											
5' 6" GAUGE.											
13	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	123-10	2-78 (double)	125-88	128-66	50-11	178-77	(g) Included with the Native State section, serial No. 128. (h) 258-19 miles double and 1 mile quadruple line. (i) 645-82 miles double, 24-23 triple, 11-49 quadruple, 2-24 quintuple and 0-85 sextuple line. (j) 719-70 miles double and 29-62 quadruple line. (k) Includes 2-97 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bezwada and Tadepalli. (l) Includes 0-45 mile, being portion of line between North facing points and North outer signals at Waltair treated as double line, and 1-05 miles of double line from Washermenpet to Basin Bridge Junction. (m) Although a leased line, it is for convenience shown under the head "State lines worked by Companies."	
14	Baran-Kotah ...	1-7-08		40-29	...	40-29	40-29	3-38	43-67		
15	Bengal-Nagpur ...	6-4-80	B. N. Ry. Co.	1,782-43	106-21 (double)	1,888-64	1,994-85	511-58	2,506-43		
16	Bezwada Extension	10-2-89	N. G. S. Ry. Co.	21-47	...	21-47	21-47	1-15	22-92		
17	Bhopal-Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	12-66	...	12-66	12-66	(g)	12-66		
18	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	737-93	(h) 259-19	997-12	1,258-31	341-60	109-91		
19	Cawnpore-Banda ...	21-4-13	G. I. P. Ry. Co.	75-71	...	75-71	75-71	7-64	83-35		
20	East Indian ...	15-8-54	E. I. Ry. Co.	1,779-15	(i) 684-62	2,463-77	3,205-73	1,084-80	4,290-53		
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1,603-81	(j) 749-32	2,553-13	3,361-69	826-57	4,188-26		
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	986-79	(k) 44-94 (double)	1,061-73	1,076-67	215-02	1,291-69		
23	South Bihar (m) ...	5-7-99	E. I. Ry. Co.	79-19	...	79-19	79-19	8-63	87-82		
24	South Indian ...	23-5-60	S. I. Ry. Co.	445-94	...	445-94	445-94	72-34	518-28		
	Total ...	...	...	7,888-47	1,847-06	9,735-53	11,701-17	3,123-12	14,824-29

APPENDIX 2 —contd.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauge.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, reble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

II.—STATE LINES WORKED BY COMPANIES—contd.

3' 3 1/2" GAUGE.										
25	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	869.41	...	869.41	869.41	169.43	1,038.84	(a) Includes 11.19 miles on 5' 6" gauge, of which 2.10 miles at Ujjain and 0.29 mile at Idgah (Agra) are worked by the Bombay, Baroda and Central India railway (5' 6" gauge), 3.07 miles at Agra worked by the East Indian railway and 5.73 miles, Delhi Main to Nangal Bays, worked by the North Western railway. (b) Includes 0.09 mile on 5' 6" gauge at Delhi worked by the Agra-Delhi Chord railway. (c) Includes 11.37 miles on the 5' 6" gauge. (d) Includes 14.96 miles on the 5' 6" gauge. (e) The Native State section of this railway forms an integral part of the Jodhpur railway. (f) Includes 2.97 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bezwada and Tadepalli Block hut. (g) Includes 1.26 miles of sidings in the Bezwada station yard. (h) This line is the joint property of Government and the Palanpur Durbar. (i) Includes sidings on the Native State section, serial No. 151.
26	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	(a) 1,818.60	(b) 3.01 (double)	1,821.61	(c) 1,824.62	(d) 382.99	2,207.61	
27	Burma ...	2-5-77	B. Rys. Co.	1,222.91	118.94 (double)	1,341.85	1,440.79	321.65	1,782.44	
28	Burma extensions ...	15-4-07		186.93	...	186.93	186.93	49.48	236.41	
29	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32.00	...	32.00	32.00	2.82	34.82	
30	Jodhpur-Hyderabad (British section) (e).	18-8-92	J. B. Ry. ...	123.98	...	123.98	123.98	19.64	142.62	
31	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	312.43	...	312.43	312.43	60.45	372.88	
32	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	(f) 1,518.13	...	1,518.13	1,518.13	(g) 170.06	1,688.19	
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		296.28	...	296.28	296.28	32.92	328.60	
34	Nilgiri ...	15-6-99	S. I. Ry. Co.	28.96	...	28.96	28.96	4.56	33.52	
35	Palanpur-Deesa (h)	8-11-93	B. B. & C. I. Ry. Co.	17.28	...	17.28	17.28	1.29	18.57	
36	South Indian ...	15-7-61	S. I. Ry. Co.	881.49	...	881.49	881.49	172.15	1,053.64	
27	Southern Shan States	15-6-12	B. Rys. Co.	69.68	...	69.68	69.68	7.55	77.23	
28	Tinnevely-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	50.41	...	50.41	50.41	(i) 16.29	66.70	
39	Tirhoot ...	1-11-75	B. & N. W. Ry. Co.	793.93	10.05 (double)	804.00	814.05	211.74	1,025.79	
Total				8,222.44	132.00	8,354.44	8,486.44	1,621.42	10,107.86	
2' 6" GAUGE.										
40	Broach-Jambasar ...	23-11-14	B. B. & C. I. Ry. Co.	29.69	...	29.69	29.69	3.07	32.76	
41	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	217.25	...	217.25	217.25	19.68	236.93	
42	Jubbulpore-Gondia Extension.	18-4-03		311.81	...	311.81	311.81	39.96	351.77	
43	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73.40	...	73.40	73.40	4.15	77.55	
44	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	97.20	...	97.20	97.20	7.70	104.90	
45	Purulia-Ranchi ...	15-11-07		115.30	...	115.30	115.30	10.09	125.39	
46	Baipur-Dhamtari ...	10-9-00		56.94	...	56.94	56.94	3.82	60.76	
47	Tirupattur-Krishnagiri	18-9-05	S. I. Ry. Co.	25.38	...	25.38	25.38	2.52	27.90	
Total				926.97	...	926.97	926.97	90.99	1,017.96	
2' 0" GAUGE.										
48	Tumsar-Tirodi Light	1-4-16	B. N. Ry. Co.	51.10	...	51.10	51.10	1.22	52.32	
Total II				17,088.98	1,979.08	19,068.04	21,165.68	4,836.75	26,002.43	

APPENDIX 2—contd.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.

(A) WORKED BY THE BRANCH LINE COMPANY.

2' 6" GAUGE.										
49	Ahmadpur-Katwa ...	30-5-17	A. K. Ry. Co.	32-26	...	32-26	32-26	2-29	34-55	
50	Bankura-Damoodar River.	15-12-16	B. D. R. Ry. Co.	59-95	...	59-95	59-95	4-34	64-29	
51	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	32-52	...	32-52	32-52	4-31	36-83	
52	Kalighat-Falta ...	28-5-17	K. F. Ry. Co.	25-33	...	25-33	25-33	3-42	28-75	
	Total III (A) ...	...	...	150-06	...	150-06	150-06	14-36	161-42	

(B) WORKED BY THE MAIN LINE.

5' 6" GAUGE.										
53	Hardwar-Dehra ...	1-3-00	O. & B. Ry.	32-04	...	32-04	32-04	4-48	36-52	
2' 6" GAUGE.										
54	Dasghara-Jamalpur-gunj.	1-9-17	B. P. Ry. Co.	8-31	...	8-31	8-31	0-77	9-08	
	Total III (B) ...	...	...	40-35	...	40-35	40-35	5-25	45-60	

IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.

(A) WORKED BY THE BRANCH LINE COMPANY.

2' 6" GAUGE.										
55	Champaner-Shivrajpur Pani Light.	2-2-11	Guzerat Rys. Co.	32-40	...	32-40	32-40	4-54	36-94	
56	Godhra-Lunavada ...	4-2-12		25-45	...	25-45	25-45	1-95	27-40	
57	Nadiad-Kapadvanj	5-3-13		28-01	...	28-01	28-01	4-02	32-03	
	Total IV (A) ...	...	...	85-86	...	85-86	85-86	10-51	96-37	

(B) WORKED BY THE MAIN LINE.

5' 6" GAUGE.										
58	Amritsar-Patti ...	21-9-06	N. W. Ry.	54-26	...	54-26	54-26	8-12	62-38	
59	Jullundur-Mukerian	1-1-15		44-81	...	44-81	44-81	3-88	48-69	
60	Mandra-Bhann ...	1-5-15		46-38	...	46-38	46-38	4-19	50-57	
61	Phagwara-Rahon ...	1-4-15		45-21	...	45-21	45-21	5-24	50-45	
62	Sara-Sirajganj ...	1-7-15	E. B. Ry.	53-12	...	53-12	53-12	23-92	77-04	
63	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38-16	...	38-16	38-16	4-00	42-16	
64	Southern Punjab (Main line).	10-11-97		424-36	1-56 (double)	425-92	427-46	76-19	503-67	
65	Southern Punjab (Jullundur Doab).	23-6-12		130-19	...	130-19	130-19	16-93	147-12	
66	Southern Punjab (Ludhiana Extension.)	10-6-05		152-04	...	152-04	152-04	16-62	168-66	
67	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	155-72	...	155-72	155-72	10-37	166-09	
	Total	...	...	1,144-25	1-56	1,145-81	1,147-37	169-46	1,318-83	

APPENDIX 2—contd.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.

IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.

(B) WORKED BY THE MAIN LINE.—contd.

68	3' 3½" GAUGE. Ahmedabad-Dholka	23-2-08	} B. B. & C. I. Ry. Co. {	33'54	...	33'54	33'54	2'78	36'32	(a) Includes 1'63 miles on the 5' 6" gauge.
69	Ahmedabad-Parantij	1-5-97		88'70	...	88'70	88'70	13'32	102'02	
70	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	56'05	...	56'05	56'05	9'15	65'20	
	Total	...	...	178'29	...	178'29	178'29	25'25	203'54
71	2' 6" GAUGE. Dhond-Baranmati ...	20-5-14	} G. I. P. Ry. Co. {	27'26	...	27'26	27'26	1'70	28'96	
72	Ellichpur-Yeotmal ...	1-12-13		117'66	...	117'66	117'66	9'77	127'43	
73	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76'70	...	76'70	76'70	3'56	80'26	
74	Pulgaon-Arvi ...	25-9-17	G. I. P. Ry. Co.	21'83	...	21'83	21'83	1'68	23'51	
	Total	...	...	243'45	...	243'45	243'45	16'71	260'16
75	2' 0" GAUGE. Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	95'44	...	95'44	195'44	3'39	98'83	
	Total IV (B)	...	...	1,661'43	1'56	1,662'99	1,664'55	214'81	1,879'36

V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.

76	3' 3½" GAUGE. Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	87'93	...	87'93	87'93	7'21	95'14
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VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.

77	5' 6" Gauge. Delhi-Umballa-Kalka	1-3-91	E. I. Ry. Co.	206'40	...	206'40	206'40	(b)33'13	239'53	(b) Includes sidings on the Jind-Panipat (Native State section), Serial No. 132. (c) Receives land only from Government.
78	3' 3½" GAUGE. Bengal and North-Western. (c)	2-4-84	B. & N. W. Ry. Co.	1,241'65	...	1,241'65	1,241'65	225'45	1,467'10	
79	Bengal Doonars extensions. (c)	20-4-00	B. D. Ry. Co.	116'56	...	116'56	116'56	13'93	130'40	
80	Mirpur Khas-Jhndo (c)	18-4-09	} J. B. Ry. {	50'43	...	50'43	50'43	2'71	53'14	
81	Mirpur Khas-Khadro (c)	1-1-12		49'50	...	49'50	49'50	3'00	52'50	
82	Rohilkhand and Kumaon.	12-10-84	R. & K. Ry. Co.	258'72	...	258'72	258'72	32'05	290'77	
	Total	...	...	1,716'86	...	1,716'86	1,716'86	277'14	1,994'00
83	2' 6" GAUGE. Barsi Light (c) ...	1-3-97	B. Lt. Ry. Co.	117'50	...	117'50	117'50	14'61	132'11	
84	Dehri-Rohtas Light	6-2-11	D. R. Lt. Ry. Co.	23'83	...	23'83	23'83	4'67	28'50	
85	Powayan Light (c) ...	17-6-90	R. & K. Ry. Co.	38'86	...	38'86	38'86	1'25	40'11	
86	Shahdara (Delhi)-Saharanpur Light. (c)	7-5-07	S. S. Lt. Ry. Co.	92'50	...	92'50	92'50	8'62	101'12	
	Total	...	...	273'69	...	272'69	272'69	29'15	301'84

APPENDIX 2—contd.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA—contd.

87	2' 6" GAUGE. Matheran Light (a)...	22-3-07	G. I. P. Ry. Co.	13.61	...	12.61	12.61	1.18	13.79	(a) Receives land only from Government.
	Total VI	2,208.56	...	2,208.56	2,208.56	340.60	2,549.16	

VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.

88	3' 3½" GAUGE. Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	86.02	...	86.02	86.02	19.18	105.20	
89	2' 0" GAUGE. Darjeeling-Himalayan	23-8-80	D. E. Ry. Co.	51.00	...	51.00	51.00	7.99	58.99	
	Total VII	...	...	137.02	...	137.02	137.02	27.17	164.19	

VIII.—UNASSISTED COMPANIES' LINES.

90	3' 3½" GAUGE. Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	5.50	...	5.50	5.50	11.78	17.28	
91	2' 6" GAUGE. Bengal Provincial ...	7-11-94	B. P. Ry. Co.	33.27	...	33.27	33.27	2.33	35.60	
92	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	16.00	...	16.00	16.00	...	16.00	
	Total	...	...	49.27	...	49.27	49.27	2.33	51.60	
98	2' 0" GAUGE. Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	3.31	...	3.31	3.31	0.55	3.86	
94	Kulasekarapatnam-Tissianvillai Light.	18-7-15	(b)	18.00	...	18.00	18.00	2.00	20.00	(b) East India Distilleries and Sugar Factories, Ltd. of Madras.
	Total	...	...	21.31	...	21.31	21.31	2.55	23.86	
	Total VIII	...	...	76.08	...	76.08	76.08	16.66	92.74	

IX.—DISTRICT BOARD LINES.

95	5' 6" GAUGE. Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3.86	...	3.86	3.86	2.05	5.91	
96	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	21.50	...	21.50	21.50	1.50	23.00	
	Total	...	...	25.36	...	25.36	25.36	3.55	28.91	
97	3' 3½" GAUGE. Bezavada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51.80	...	51.80	51.80	7.07	58.87	
98	Podanur-Pollachi ...	15-10-15	S. I. Ry. Co.	25.04	...	25.04	25.04	1.74	26.78	
99	Tanjore District Board.	2-4-94			111.94	...	111.94	111.94	11.91	123.85
	Total	...	...	183.78	...	183.78	183.78	20.72	209.50	
	Total IX	...	...	214.14	...	214.14	214.14	24.27	238.41	

APPENDIX 2—contd.

Mileage open on 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.

X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.

100	3' 3 1/2" GAUGE. Bengal Dooars ...	15-1-93	B. D. Ry. Co.	36'40	...	36'40	36'40	4'67	41'07	
101	2' 0" GAUGE. Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65'16	...	65'16	65'16	4'03	69'19	
102	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52'24	...	52'24	52'24	4'08	56'32	
103	Bukhtinrpur-Bihar Light.	1-7-03	B. B. Ry. Co.	33'00	...	33'00	33'00	3'16	36'16	
104	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co.	36'75	...	36'75	36'75	1'73	38'48	
105	Tezapore-Balipara Light.	9-8-94	T. B. Lt. Ry. Co.	20'10	...	20'10	20'10	1'11	21'21	
	Total ...	...	...	207'25	...	207'25	207'25	14'11	221'36	
106	2' 0" GAUGE. Howrah-Amta Light	1-7-97	H. A. Lt. Ry. Co.	43'87	...	43'87	43'87	5'00	48'87	
107	Howrah-Sheakhala Light.	2-8-97	H. S. Lt. Ry. Co.	19'75	...	19'75	19'75	1'22	20'97	
	Total ...	...	...	63'62	...	63'62	63'62	6'22	69'84	
	Total X ...	...	...	307'27	...	307'27	307'27	25'00	332'27	

XI.—NATIVE STATE LINES WORKED BY NATIVE STATES.

108	3' 3 1/2" GAUGE. Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	(a) 206'31	...	206'31	206'31	31'33	237'63	(a) Includes 1'21 miles of Dool estate line worked for goods traffic only.
109	Bikaner ...	9-12-91	J. B. Ry. ...	497'66	...	497'66	497'66	25'65	523'31	
110	Dhrangadra ...	1-6-98	Bhavnagar Durbar.	(b) 42'71	...	42'71	42'71	3'98	46'69	(b) Includes 2'56 miles of Dhrangadra quarry branch worked for goods traffic only.
111	Gondal-Porbandar State.	19-1-81	Gondal and Porbandar Darbars.	(c) 148'01	...	148'01	148'01	18'45	166'46	(c) Includes 1'55 miles from Porbandar to Porbandar Bandar and 3'70 miles of Ranawad quarry branch worked for goods traffic only.
112	Jamnagar ...	8-4-97	Navanagar Durbar.	(d) 54'22	...	54'22	54'22	3'78	58'00	(d) Includes 5'93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only.
113	Jetalsar-Rajkot ...	12-4-93	G. P. Ry. ...	46'21	...	46'21	46'21	4'69	50'90	
114	Jodhpur ...	24-6-82	J. B. Ry. ...	608'75	...	608'75	608'75	50'01	658'76	
115	Junagad State ...	1-9-88	Junagad Durbar.	(e) 120'90	...	120'90	120'90	12'58	133'48	(e) Includes 0'73 mile of Dungarpur quarry line and 0'30 mile of Veraval Dock estate line worked for goods traffic only.
116	Khijadiya-Dhari ...	1-3-13	G. P. Ry. ...	37'22	...	37'22	37'22	4'94	42'16	
117	Morvi ...	11-3-80	Morvi Durbar.	73'94	...	73'94	73'94	7'83	81'77	
118	Mysore-Arsikere ...	3-1-18	Mysore Durbar.	102'95	...	102'95	102'95	5'21	108'16	
119	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	67'30	...	67'30	67'30	4'93	72'23	
	Total ...	...	...	2,006'18	...	2,006'18	2,006'18	173'37	2,179'55	
120	2' 6" GAUGE. Cutch State ...	18-5-05	Cutch Durbar	36'78	...	36'78	36'78	2'70	39'48	
121	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36'38	...	36'38	36'38	4'50	40'88	
122	Kolar District ...	15-12-13	Mysore Durbar.	63'51	...	63'51	63'51	2'62	66'13	
123	Mohari-Barauli ...	10-2-17	Dholpur Durbar.	15'25	...	15'25	15'25	0'65	15'90	
124	Morvi ...	24-3-87	Morvi Durbar	18'89	...	18'89	18'89	2'46	21'35	
	Total ...	...	...	170'81	...	170'81	170'81	12'90	183'71	

APPENDIX 2—contd.
Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

XI.—NATIVE STATE LINES WORKED BY NATIVE STATES—concl.

Serial No.	Names of railways	Date of first opening for traffic.	Agency for working.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	REMARKS.
125	2' 0" GAUGE. Gwalior Light ...	2-12-99	Gwalior Durbar.	249'96	...	249'96	249'96	12'43	262'39	
126	Pipar-Bilara Light ...	25-11-10	J. B. Railway	25'25	...	25'25	25'25	0'77	26'02	
127	Tarikera-Narasimharajapura.	15-1-15	Mysore Durbar.	26'60	...	26'60	26'60	1'50	28'10	
	Total ...	...	...	301'81	...	301'81	301'81	14'70	316'51	
	Total XI ...	...	...	2,478'80	...	2,478'80	2,478'80	200'97	2,679'77	

XII.—NATIVE STATE LINES WORKED BY THE MAIN LINE.

Serial No.	Names of railways	Date of first opening for traffic.	Agency for working.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	REMARKS.	
128	5' 6" GAUGE. Bhopal-Itarsi (Native State section).	18-11-84	G. I. P. Ry. Co.	44'56	...	44'56	44'56	(a)26'08	70'64	(a) Includes sidings on the British section, serial No. 17.	
129	Bhopal-Ujjain ...	11-11-95		113'28	...	113'28	113'28	9'05	122'33		
130	Binn-Goonn-Baran ...	23-9-95		147'07	...	147'07	147'07	11'65	158'72		
131	Jammu and Kashmir (Native State section.) (b)	15-3-90	N. W. Ry. ...	16'01	...	16'01	16'01	3'01	19'02	(b) The British section of this line forms an integral part of the North Western railway.	
132	Jind-Panipat (Native State section.) (c)	1-11-16	E. I. Ry. Co	25'90	...	25'90	25'90	(d)	25'90		
133	Khanpur-Chachran	2-7-11	N. W. Ry. ...	22'02	...	22'02	22'02	3'43	25'45		(c) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway.
134	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	9'88	...	9'88	9'88	5'74	15'62		(d) Included with the Delhi-Umballa-Kalka railway, Serial No. 71.
135	Ludhiana-Dhuri-Jakkhal.	10-4-01	N. W. Ry.	78'05	...	78'65	78'65	5'97	84'62		
136	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	32'51	...	32'51	32'51	1'33	33'84		
137	Petlad-Cambay (Anand Tarapur section).	5-5-90		21'42	...	21'42	21'42	3'34	24'76		
138	Petlad-Cambay (Tarapur Cambay section)	20-6-01		12'36	...	12'36	12'36	3'81	16'17		
139	Rajpura-Banatiuda...	1-11-84	N. W. Ry. ...	108'04	...	108'04	108'04	24'90	133'03		
	Total ...	...	...	631'70	...	631'70	631'70	98'40	730'10	
	3' 3 3/4" gauge.										
140	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	37'92	...	37'92	37'92	4'57	42'49		
141	Cooch Behar State...	15-9-93	E. B. Ry.	33'09	...	33'09	33'09	2'35	35'44		
142	Gaekwar's Mehsana	21-3-87	B. B. & C. I. Ry. Co.	162'63	...	162'63	162'63	19'85	182'48		
143	Hindapur (Yesvantpur Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	51'35	...	51'35	51'35	4'12	55'47		
144	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50'31	...	50'31	50'31	5'85	56'16		
145	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	108'04	...	108'04	108'04	(e)10'04	118'08	(e) Includes 0'44 mile of 5' 6" gauge.	
146	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	29'27	...	29'27	29'27	1'89	31'16		
147	Mysore-Nanjangud...	1-12-91		15'80	...	15'80	15'80	1'11	16'91		
148	Sangli State ...	1-4-07		4'90	...	4'90	4'90	0'29	5'19		
149	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	103'30	...	103'30	103'30	8'16	111'46		
150	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	64'75	...	64'75	64'75	11'28	76'03		
151	Tinnevely-Quilon (Travincore) (Native State section)	1-6-04		95'96	...	95'96	95'96	(f)	95'96	(f) Included with the British section, serial No. 38.	
152	Vijapur-Kalol-Kadi...	10-6-02		B. B. & C. I. Ry. Co.	46'11	...	46'11	46'11	4'63		50'74
	Total ...	...	...	803'43	...	803'43	813'43	74'14	877'57	

APPENDIX 2—concl'd.

Mileage open on the 31st March 1918.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1918.			TRACK MILEAGE OPEN ON THE 31st MARCH 1918.			REMARKS.
				Single line.	Double, triple, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

XII.—NATIVE STATE LINES WORKED BY THE MAIN LINE—concl'd.

Serial No.	Names of railways	Date of first opening for traffic.	Agency for working.	Single line.	Double, triple, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	REMARKS.
153	2' 6" GAUGE. Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	31'93	...	31'93	31'93	4'30	39'23	
154	Bodoli-Chhota Udaipur ...	1-12-17		22'56	...	22'56	22'56	(a)	22'56	(a) Included with the Gackwar's Dabhoi railway, serial No. 152.
155	Gackwar's-Dabhoi ...	8-4-73		153'94	...	153'94	153'94	(b) 17'28	171'22	(b) Includes sidings on the Bodoli-Chhota Udaipur railway, serial No. 154.
156	Kosamba-Zankhvav	1-5-12	B. N. Ry. Co.	26'10	...	26'10	26'10	2'70	28'80	
157	Mourbhanj State ...	20-1-05		32'41	...	32'41	32'41	1'76	34'17	
158	Parlakimedi Light ...	1-4-00		24'62	...	24'62	24'62	1'71	26'33	
159	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	19'25	...	19'25	19'25	3'11	22'36	
160	Rajpipla State ...	1-7-97		39'24	...	39'24	39'24	2'79	42'03	
	Total ...	...	...	353'05	...	353'05	353'05	93'65	386'70	
	Total XII.	...	...	1,788'18	...	1,788'18	1,788'18	206'19	1,994'37	

XIII.—COMPANIES' LINES GUARANTEED BY NATIVE STATES.

Serial No.	Names of railways	Date of first opening for traffic.	Agency for working.	Single line.	Double, triple, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	REMARKS.
161	3' 6" GAUGE. Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	330'13	...	330'13	330'13	49'61	379'74	(c) Includes 5'82 miles of mixed (5' 6" and 3' 3 3/4") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
162	3' 3 3/4" GAUGE. Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	390'75	0'98 (double)	391'13	391'51	53'97	445'48	
163	2' 6" GAUGE. Bangalore-Chik Balapur Light.	15-9-14	Mysore Durbar.	38'74	...	38'74	38'74	1'75	40'49	
	Total XIII.	...	...	759'62	0'38	760'00	760'38	105'33	865'71	

XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.

Serial No.	Names of railways	Date of first opening for traffic.	Agency for working.	Single line.	Double, triple, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	REMARKS.
164	3' 3 3/4" GAUGE. Perulam-Karaikkal...	14-3-98	S. I. Ry. Co.	14'65	...	14'65	14'65	2'13	16'78	
165	Pondicherry ...	15-12-79		7'85	...	7'85	7'85	2'37	10'22	
166	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51'10	...	51'10	51'10	15'96	67'06	
	TOTAL XIV.	...	...	73'60	...	73'60	73'60	20'46	94'06	
	GRAND TOTAL OF ALL RAILWAYS	...	...	3,445'54	2,887'92	36,333'47	39,381'59	6,387'79	47,772'38	

APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1913.

Name of railway.	Gauge.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			Date of sanction.	Agency for construction.	REMARKS.
		From	To	Single line. (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10

I.—STATE LINES WORKED BY THE STATE.

Eastern Bengal	...	5' 6"	Tiljala	...	Docks	...	(a) 4.53	9.06	22-5-14	S.B.R. Co	(a) 3rd and 4th tracks.
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II.—STATE LINES WORKED BY COMPANIES.

Bengal-Nagpur	...	5' 6"	Raipur	...	Parvatipuram	...	(b) 260.67	...	260.67	26-1-06	B. N. R. Co.	(b) Work commenced on 37.48 miles only. (c) Work commenced. (d) 2nd track.		
			Adra	...	Bhojoodih	...	...	(c) (d) 18.45	18.45	27-12-12		
			Kandra	...	Gomharia	...	(c) 5.53	...	5.53	24-6-14				
			Karkri bridge	...	Gomharia	...	...	(c) (d) 4.48	4.48	24-6-14		
							266.20	22.93	289.13					
East Indian	...	"	Topusi-Baraboni Chord			...	(e) 3.70	...	3.70	23-5-13	E. I. Ry. Co.	(e) Not commenced. (f) 3rd track. (g) 3rd and 4th tracks.		
			Allahabad Fort Branch Extension to Daraganj.			...	(e) 1.85	...	1.85	23-11-14				
			Raneegunge	...	Ondal	...	...	(e) (f) 12.82	12.82	2-3-16		
			Burdawn	...	Khana Junction.	...	...	(e) (g) 8.00	16.00	12-3-13		
			Hazaribagh Road.	...	Gujhandi	...	...	(c) (d) 32.84	32.84	19-11-17		
			Gurpa	...	Bandhua	...	...	(c) (d) 18.98	18.98	19-11-17		
			Portion of Grand Chord line...			...	...	(c) (d) 40.59	40.59	19-11-17		
Great Indian Peninsula	...	"	Dhanbad	...	Katrasgarh and beyond.	...	(c) 2.38	(c) (d) 9.37	11.75	25-3-18	G. I. P. Ry. Co.	(h) This is an overhead connection of the Harbour Branch Extension.		
										7.93			122.60	130.53
			Amla	...	Nagpur	(c) 63.74	...	103.74			8-6-08	
Total 5' 6"	...	"	Tank Bundar	...	Victoria Terminus.	...	(c) (h) 2.12	2.12	4.24	6-3-12	G. I. P. Ry. Co.			
			Tadali	...	Ghugus	...	(c) 9.08	...	9.08	31-5-17				
										114.94			2.12	117.06
							389.07	147.65	544.72					
Alnavar-Dandeli	...	3' 3 1/2"	Alnavar	...	Dandeli	...	(c) 19.12	...	19.12	31-1-18	M. & S. M. Ry. Co.			
Southern Shan States	...	"	Aungban	...	Yawnghwe	...	(c) 34.25	...	34.25	23-7-09	B. Mys. Co.			
							53.37	...	53.37					
Jubbulpore Gondia Extension.	...	2' 6"	Khirsadoh	...	Sirgora	...	(e) 8.43	...	8.43	24-6-04	B. N. Ry Co.			
			Itwari Bazar	...	Schee	...	(c) 0.58	...	0.58	...				
							9.01	...	9.01					
Total II							451.45	147.65	607.10					

III (A).—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.

Arakan Light	...	2' 6"	Buthidaung	...	Maungdaw	...	(c) 18.50	...	18.50	6-6-11	A. Lt. Ry. Co.	
Fatwah-Islampur Light	...	"	Fatwah	...	Islampur	...	(c) 27.00	...	27.00	24-2-15	F. I. Lt. Ry. Co.	
Total III (A)							45.50	...	45.50			

APPENDIX 3—contd.

Mileage sanctioned or under construction on the 31st March 1918.

Name of Railway.	Gauge.	SECTION OPENED.		MILEAGE SANCTIONED.			Date of sanction.	Agency for construction.	REMARKS.
		From	To	Single line. (Route mileage.)	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10

III (B).—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.

Chaparmukh-Silghat ...	3' 31"	Chaparmukh...	Silghat ...	(a)50·81	...	50·81	5-10-15	} A. B. Ry. Co.	(a) Work commenced.
Katakhal-Lalabazar ...	"	Katakhal ...	Lalabazar ...	(a)23·30	...	23·30	9-3-16		
Total III (B) ...	...	...	...	74·11	...	74·11	...

IV (B).—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS, WORKED BY THE MAIN LINE.

Panposh-Raipura ...	5' 6"	Panposh ...	Raipura ...	(a)14·30	...	14·30	10-1-17	B. N. Ry. Co.	(b) Since opened.
Khulna-Bagirhaut ...	2' 6"	Khulna ...	Bagirhaut ...	(a)19·66	...	19·66	9-3-16	E. B. Ry.	
Larkhana-Jacobabad ...	"	Larkhana ...	Jacobabad ...	(a)75·45	...	75·45	9-3-16	L. J. (Sind) Ry. Ld.	
Mayurbhanj Extension	"	Baripada ...	Talbond ...	(a)38·71	...	38·71	11-9-15	B. N. Ry. Co.	
Pachora-Jamner ..	"	Pachora ...	Jamner ...	(b)34·62	...	34·62	17-3-15	G. I. P. Ry. Co.	
Total 2' 6" ...	...	.....	.....	168·44	...	168·44	...	...
Total IV (B) ...	...	...	...	182·74	...	182·74	...	...

V.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.

Mymensingh-Bhairab Bazar.	3' 3"	Shamganj ...	Jaria Jhanjail...	(b)13·17	...	13·17	5-5-15	M. B. B. Ry. Co.
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VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.

Bengal Doonars Extension.	3' 31"	Chalsa ...	Matelli ...	(a)5·31	...	5·31	26-9-13	B. D. Ry. Co.
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VIII.—UNASSISTED COMPANIES' LINES.

Ambaji-Taranga ...	3' 6"	Varetha Junon.	Baroda Frontier	(a)1·64	...	1·64	} 8-7-11	} A. T. Lt. Ry. Co.
		Baroda Frontier	Samnia ...	(a)18·86	...	18·86		
Total VIII ...	...	...	...	20·50	...	20·50	...	...

IX.—DISTRICT BOARD LINES.

Manamadura-Sivaganga	3' 31"	Manamadura...	Sivaganga ...	(c)12·43	...	12·43	2-12-15	} S. I. Ry. Co.	(c) Not commenced
Tanjore District Board	"	Mayavaram ...	Tranquebar ...	(c)17·96	...	17·96	15-12-15		
		Tiraturaipundi	Vedaraniem ...	(a)23·12	...	23·12	15-10-12		
Tinnevely-Tiruchendur	"	Tinnevely ...	Tiruchendur...	41·08	...	41·08	16-7-15		
				(a)38·18	...	38·18			
Total IX ...	...	...	...	91·69	...	91·69	...

APPENDIX 3—concl'd.

Mileage sanctioned or under construction on the 31st March 1918.

Name of railway.	Gauge.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			Date of sanction.	Agency for construction.	REMARKS.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (including sidings.)			
1	2	3	4	5	6	7	8	9	10

XI-NATIVE STATE LINES WORKED BY NATIVE STATES:

Bhavnagar State	3' 3"	Savar Kundla...	Mahuva ...	(a) 54'30	...	54'30	16-6-15	Bhavnagar Darbar.	(a) Work commenced.
		Dongar ...	Port Albert Victor.	(b) 27'03	...	27'03	22-10-15	J. B. Ry.	(b) Not commenced.
Bikaner	"	Bikaner ...	Kolayat ...	(b) 105'00	...	105'00			
		Hanumangarh	Sadulpur ...	132'03	...	132'03			
Chickjajur-Chitaldrug...	"	Chickjajur ...	Chitaldrug ...	(b) 21'07	...	21'07	28-1-14	Mysore Durbar.	
Jodhpur	"	Marwar Juncn.	Sanderao ...	(b) 77'83	...	77'83	10-7-14	J. B. Ry.	
Junagad State	"	Veraval ...	Una ...	(c) 56'91	...	56'91	16-6-16	Junagad Durbar.	(c) Work commenced on 19'51 miles.
Okhamandal	"	Kuranga ...	Arthara ...	(a) 37'02	...	37'02	5-5-13	Baroda Durbar.	
Total 3' 3 1/2"	...	.....	.....	379'16	...	379'16			
Cutch State	2' 6"	Anjar ...	Bachan ...	(a) 23'75	...	23'75	20-11-13	Cutch Durbar.	
Tarikere-Narasimharajapura.	2' 0"	Tadasa ...	Hebbe ...	(a) 10'00	...	10'00	27-8-17	Mysore Durbar.	
Total XI	...	...	...	412'91	...	412'91	...		

XII-NATIVE STATE LINES WORKED BY THE MAIN LINE.

Gackwar's Mehsana	3' 3 1/2"	Khalipur ...	Khakhal ...	(b) 17'23	...	17'22	15-3-12	Baroda Durbar	
		Wagrod ...	Khareda ...	(b) 12'44	...	12'44	14-1-13		
				29'66	...	29'66	...		
Jaipur State	"	Reengus ...	Sikar ...	(a) 30'97	...	30'97	5-10-14	Jaipur Durbar	
		Sikar ...	Jhunjhun	(b) 39'85	...	39'85	15-6-16		
				70'82	...	70'82			
Secunderabad Gadwal...	"	Wanaparti Rd.	Gadwal ...	(a) 13'45	...	13'45	27-2-14	N. G. S. Ry. Co.	
		Secunderabad...	Falknuma ...	...	8'89	8'89	...		
				13'45	8'89	122'34			
Trichinopoly-Pudukkottai.	"	Trichinopoly...	Pudukkottai...	(b) 32'00	...	32'00	4-8-16	S. I. Ry. Co.	
Vijapur-Kalol-Kadi	"	Bhoyani Road	Bechraji ...	(a) 21'30	...	21'30	5-8-16	Baroda Durbar.	
Total 3' 3 1/2"	...	.....	...	167'23	8'89	176'12			
Bilimora-Kalamba	2' 6"	Mahuva ...	Anaval ...	(b) 17'91	...	17'91	11-5-14	"	
		Motipura.	Tankhala ...	(a) 25'23	...	25'23	25-2-14	"	
Gackwar's Dabhoi	"	Samlaya ...	Timba ...	(a) 33'34	...	33'34	21-4-14		
		Choranda ...	Koral ...	(a) 11'68	...	11'68	29-6-17		
				71'31	...	71'31			
Kosamba-Zankhvav	"	Zankhvav ...	Bardipada ...	(b) 22'57	...	22'57	23-3-14	"	
Navsari-Kamrej Light...	"	Navsari ...	Kamrej ...	(b) 20'00	...	20'00	4-2-14	"	
Total 2' 6"	...	.....	...	131'79	...	131'79			
Total XII	...	.....	...	299'02	8'89	307'91			
GRAND TOTAL	...	.....	...	1,596'40	161'07	1,757'47			

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
I.—STATE LINES WORKED							
Eastern Bengal	5' 6"	...	8,03	24,91	32,94	21,59,05	2,01
Eastern Bengal	3' 3½" & 2' 6"	...	2,16	5,17	7,63	12,82,85	...
North Western, Commercial section	5' 6"	...	58,21	—3	58,18	62,68,19	...
„ „ Military „	„	...	2,17	17,65	20,82	18,09,69	2,03,31
Kalka-Simla	2' 6"	...	8	23	31	1,97,68	...
Kohat-Thal	„	...	19	1	20	42,80	...
Nowshera-Durgai . . . . .	„	...	...	8	8	26,48	...
Trans-Indus (Kalabagh-Bannu)	„	5,66	94	1,67	8,27	97,21	2,30
Oudh and Rohilkhand	5' 6"	}	50	—2,55	—2,05	21,05,07	...
Cawnpore-Burhwal	3' 3½"						
Jorhat (Provincial)	2' 0"	...	...	...	...	10,60	...
TOTAL . . . . .	...	5,66	73,58	47,14	1,26,35	1,39,99,82	2,07,62

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—
(i) In the case of railways purchased from the old Guaranteed Companies* the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

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

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

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

† Nilgiri (South Indian railway).
Sargauli-Raxaul (Tirhoot railway).

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

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

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

Indian Midland (Great Indian Peninsula railway).
Lucknow-Bareilly.
Mysore.
Madras and Southern Maharatta.

DIX 4.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY THE STATE.										
3,79	1,92	23,46	...	1,62,67	...	23,45,18	2,01	23,47,19	} 25,425	
1,26	99	23,71	...	...	...	13,06,56	...	13,06,56		
2,47	1,48	32,23	...	2,24,05	...	65,50,47	...	65,50,47	} 62,511	
1,57	1,20	2,61	...	...	2,62	18,12,33	2,05,93	20,18,26		
3,30	2,95	...	...	...	...	1,97,93	...	1,97,58		
69	62	...	...	...	...	42,80	...	42,50		
66	57	28	...	...	...	26,76	...	23,76		
72	66	5,57	...	17	2,30	1,02,95	4,60	1,07,55		
1,33	1,08	...	...	47,60	...	21,52,57	...	21,52,57	17,476	
33	31	...	...	52	...	11,12	...	11,12	74	
...	...	93,89	...	4,35,01	4,92	1,45,28,72	2,12,54	1,47,41,26	105,466	

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

	Rs.
East Indian railway	6,550,000 @ Rs. 15 = £1 = 9,92,50,000
Eastern Bengal railway	1,136,437 „ = 1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804 „ = 4,40,07,060
South Indian railway	982,277 „ = 1,48,39,155
Oudh and Rohilkhand railway	1,036,049 „ = 1,55,40,733
Great Indian Peninsula railway	14,859,218 „ = 22,28,88,270
Bombay, Baroda and Central India Railway	4,135,280 „ = 6,20,23,200
Madras railway	2,561,928 „ = 3,84,28,920

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
II.—STATE LINES WORKED							
Bengal-Nagpur	5' 6"	10	11,49	19,28	24,87	35,07,07	2,43
Gondia-Chanda	2' 6"	}	76	86	1,62	4,90,71	...
Jubbulpore-Gondia Extension	"						
Nagpur-Chhindwara	"						
Purulia-Ranchi	"						
Raipur-Dhamtari	"						
Tumsar-Tiroāi Light	2' 0"	...	...	1	1	10,04	...
Bombay, Baroda and Central India *	5' 6"	...	7,86	15,54	23,40	24,76,78	...
Bombay, Baroda and Central India	} 3' 3 3/4"	...	-2,56	2,19	-37	16,52,03	...
Palanpur-Deesa . . . . .		...	...	7	7	14,17	...
Broach-Jambusar		2' 6"	...	...	...	...	...
East Indian	5' 6"	...	8,67	35	9,02	70,04,42	...
South Bihar . . . . .	"	...	...	...	...	1,19,77	...
Great Indian Peninsula	"	77	4,26	55,72	60,75	63,54,34	1,40,89
Agra-Delhi Chord . . . . .	"	...	...	71	71	1,48,69	...
Baran-Kotah . . . . .	"	...	...	1,74	1,74	49,17	...
Bhopal-Itarsi (British section) . . . . .	"	...	...	11	1	40,95	...
Cawnpore-Banda . . . . .	"	...	...	68	68	79,89	...
Madras and Southern Mahratta	"	...	2,78	5,12	7,90	18,44,14	...
Madras and Southern Mahratta	3' 3 3/4"	...	-1,85	1,44	-41	13,57,72	...
Dhone-Kurnool . . . . .	"	...	...	2	2	10,18	...
Mysore section (M. and S. M.)	"	...	1,56	79	2,29	1,87,29	...
Bezwada extension	5' 6"	...	...	...	...	12,49	...
South Indian . . . . .	"	...	...	-42	-42	7,03,13	...
South Indian	3' 3 3/4"	...	-1,77	1,54	-23	9,62,56	...
Nilgiri	"	...	8	8	16	81,75	...
Morappur-Hosur	2' 6"	...	...	1	1	29,58	...
Tirupattur-Krishnagiri . . . . .	"	...	...	...	...	10,79	...
Tinnevelly-Quilon (Travancore) (British section)	3' 3 3/4"	...	...	-4	-4	43,63	...
Tinnevelly-Quilon (Travancore) (Native State section)	"	...	2,01	11,68	13,69	1,65,97	...
Carried over . . . . .	...	87	33,29	1,11,32	1,45,48	2,74,47,80	1,43,32

DIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES.										
1,88	1,40	47,52	...	60,98	...	26,35,57	2,43	36,98,00		
61	56	...	...	...	...	4,90,71	...	4,90,71	28,429	
20	19	...	...	...	...	10,04	...	10,04		
2,42	1,52	...	...	77,83	...	25,54,66	...	25,54,66		* Includes the capital outlay on the Patri branch (Rs. 8,08,406).
30	74	...	...	52,94	...	17,04,97	...	17,04,97	21,122	
48	46	...	...	...	...	14,17	...	14,17		
2,88	1,66	-2,99	...	1,24,71	...	72,16,14	...	72,16,14	56,300	
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	
2,49	1,52	...	...	1,60,22	...	65,14,56	1,40,89	66,55,45	52,432	
1,18	83	...	...	...	...	1,48,68	...	1,48,68	991	
1,22	1,13	...	...	...	...	49,17	...	49,17	328	
3,40	...	...	...	...	...	40,95	...	40,95	273	† Includes the expenditure on the Native State section.
1,06	96	...	...	...	...	79,80	...	79,80	533	
1,79	1,43	...	...	51,48	...	18,95,62	...	18,95,62		
89	80	...	...	20,08	...	13,77,80	...	13,77,80	25,278	
32	29	...	...	...	...	10,18	...	10,18	86	
63	57	...	...	3,68	...	1,90,97	...	1,90,97	1,404	
61	54	...	...	...	...	12,49	...	12,49	83	
1,58	1,86	...	...	15,61	...	7,18,74	...	7,18,74		
1,09	91	29,79	...	41,63	...	10,33,98	...	10,33,98		
2,82	2,44	...	...	2,20	...	83,95	...	83,95	15,013	
40	38	...	...	42	...	30,00	...	30,00		
43	39	...	...	20	...	10,99	...	10,99		
83	...	...	...	...	...	43,68	...	43,68	1,407	
2,03	...	21	...	1,24	...	1,67,42	...	1,67,42		
...	...	74,53	...	6,33,27	...	2,81,55,10	1,43,32	2,82,98,42	214,509	

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferris.)	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
II.—STATE LINES WORKED							
Brought forward		87	33,29	1,11,32	1,45,48	2,74,47,80	1,43,32
Assam-Bengal	3' 3 1/2"	—	1,63	14,50	16,13	15,99,73	—
Tishoot	"	4	-11,80	3,89	-7,87	7,74,11	30
Burma	"	—	-4,36	2,98	-2,08	17,16,17	—
Burma extensions	"	—	-1,28	15	-1,13	2,16,60	26
Southern Shan States	"	50	1	63	1,14	1,52,76	71
Jodhpur-Hyderabad (British section)	"	—	—	35	55	44,91	—
Lucknow-Bareilly	"	—	-60	12	-48	1,91,12	—
TOTAL	—	1,41	16,89	1,33,44	1,51,74	3,21,42,70	1,44,68
UNCLASSIFIED EXPENDITURE	—	—	—	—	—	—	—
TOTAL STATE RAILWAYS	—	7,07	90,47	1,80,58	2,78,12	4,61,42,52	3,52,30
III.—BRANCH LINE COMPANIES' RAILWAYS							
<i>A—Worked by the Branch</i>							
Ahmadpur-Katwa	2' 6"	—	1,18	2,00	3,18	19,16	—
Arakan Light	"	3,14	1	—	3,15	—	22,18
Bankura-Damoodar River	"	—	1	2,60	2,61	35,20	—
Burdwan-Katwa	"	—	—	17	17	17,92	—
Futwah-Islampur	"	38	44	—	82	—	6,89
Kalighat-Falta	"	—	2,27	3,56	5,83	17,11	—
TOTAL	—	3,52	3,91	8,33	15,76	83,39	28,57
<i>B—Worked by</i>							
Hardwar-Dehra	2' 6"	—	—	6	6	30,40	—
Chaparmukh-Silghat	3' 3 1/2"	4,79	—	—	4,79	—	21,60
Katakhal-Lalabazar	"	75	—	—	75	—	3,21
Dasghara-Jamalpurganj	2' 6"	—	—	60	60	2,41	—
TOTAL	—	5,54	—	66	66,29	32,81	24,81

DIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES—contd.										
...	...	74,53	...	6,33,27	...	2,51,55,10	1,43,32	2,82,96,42	214,509	
1,84	1,54	69,34	...	20,34	...	16,89,41	...	16,89,41	11,101	
96	75	11,46	...	15,23	...	8,09,80	33	8,01,19	5,341	
1,28	96	15,37	...	53,40	...	17,24,94	...	17,24,94	14,146	
1,16	92	2,41	...	...	...	2,19,01	26	2,19,27		
2,19	1,98	...	...	87	...	1,53,63	71	1,54,34		
36	31	26	...	...	...	45,17	...	45,17	301	
61	51	...	...	7,42	...	1,98,54	...	1,98,54	1,319	
...	...	1,73,37	...	7,30,53	...	3,30,46,60	1,44,68	3,31,91,28	246,747	
...	...	...	...	...	...	...	...	30,25	854	
...	...	2,67,26	...	11,65,54	4,92	4,75,75,32	3,57,22	4,79,83,79	352,587	
UNDER GUARANTEE TERMS.										
<i>Line Company.</i>										
59	55	...	...	34	...	19,50	...	19,50	150	
...	...	...	...	...	...	1,40	...	23,58	23,58	157
59	55	...	...	37	...	35,57	...	35,57	237	
55	49	...	...	6	...	17,08	...	17,08	120	
...	...	...	...	...	...	42	...	6,81	6,81	45
68	60	...	...	26	...	17,37	...	17,37	136	
...	...	...	...	1,03	1,82	90,42	30,39	1,20,81	805	
<i>the Main Line.</i>										
95	83	...	...	...	...	30,40	...	30,40	208	
...	...	...	...	...	...	12	...	21,72	145	
...	...	...	...	...	...	23	...	3,44	23	
...	...	...	...	5	...	2,46	...	2,46	16	
...	...	...	...	5	35	32,66	25,16	58,82	387	

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries)..	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
IV.—BRANCH LINE COMPANIES							
<i>A.—Worked by the Branch</i>							
Champaner Bhivrajpur Pani Light	2' 0"	...	-1	25	24	16,25	...
Godhra-Lunavada	"	...	8	-2	5	12,97	...
Nadiad-Kapadvanj	"	...	2	...	2	13,29	...
TOTAL . . . . .	...	...	9	22	31	42,42	...
<i>B.—Worked by</i>							
Panposh-Raipura	5' 6"	5,93	...	...	5,93	...	5,93
Mayurbhanj Extension	2' 6"	2,84	...	...	2,34	...	9,73
Tapti Valley	5' 6"	...	...	26	26	1,32,37	...
Ahmedabad-Dholka	3' 3 1/2"	...	...	...	...	11,18	...
Ahmedabad-Parantij . . . . .	"	...	...	-1	-1	37,28	...
Sara-Sirajganj	5' 0"	...	...	1,51	1,51	86,42	...
Nymensingh-Jamalpur-Jaganmuthganj	2' 3 1/2"	...	...	4	4	26,80	...
Khulna-Bagirhat	2' 6"	3,34	12	...	3,46	...	6,11
Dhond-Baramati	2' 6"	...	5	-3	2	11,61	...
Ellichpur-Yeotmal and Pulgaon-Arvi	"	...	6,71	1,13	7,84	83,60	...
Pachora-Jamner	"	5,57	41	...	5,98	...	13,24
Amritsar-Patti	5' 0"	...	...	9	9	34,06	...
Jullundur-Mukerian . . . . .	"	...	...	-2,58	-2,58	28,89	...
Mandla-Bhaun . . . . .	"	...	...	22	22	23,97	...
Phagwara-Rahon . . . . .	"	...	...	3,34	3,34	25,58	...
Sialkot-Narowal . . . . .	"	...	...	56	56	27,57	...
Southern Punjab (Main line) . . . . .	"	...	...	97	97	2,73,85	...
Southern Punjab (Jullundur Doub) . . . . .	"	...	...	3	3	1,32,44	...
Southern Punjab (Ludhiana extension) . . . . .	"	...	...	39	39	93,30	...
Southern Punjab (Sutlej Valley) . . . . .	"	...	...	24	24	1,53,12	...
Jacobabad-Kashmer	2' 6"	...	-52	-19	-71	21,85	...
Larkhana-Jacobabad	"	94	...	...	94	...	3,30
Darjeeling-Himalayan Extensions	2' 0"	...	94	1,73	2,67	53,77	...
TOTAL . . . . .	...	18,12	7,71	7,70	33,53	12,57,81	38,31

DIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc. not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
RAILWAYS UNDER REBATE TERMS.										
<i>Line Company.</i>										
50	44	...	...	...	...	16,25	...	16,25	109	
51	47	...	...	...	...	12,97	...	12,97	86	
47	44	...	...	1,69	...	14,89	...	14,89	99	
...	...	...	...	1,69	...	44,11	...	44,11	294	
<i>the Main Line.</i>										
...	...	...	...	...	3	...	5,96	5,96	40	
...	...	...	...	...	...	...	9,73	9,73	65	
85	80	...	...	...	...	1,32,37	...	1,32,37	832	
33	31	...	...	...	...	11,18	...	11,18	75	
42	36	...	...	...	...	37,23	...	37,23	248	
1,63	1,12	...	...	7	...	86,49	...	86,49	577	
48	41	...	...	...	...	26,80	...	26,80	179	
...	...	...	17	...	-2	...	6,26	6,26	42	
42	40	...	...	1	...	11,62	...	11,62	77	
60	55	...	...	26	...	83,86	...	83,86	559	
...	...	...	...	...	...	...	13,24	13,24	83	
63	55	...	...	...	...	34,06	...	34,06	227	
64	59	...	...	...	...	28,89	...	28,89	193	
52	47	...	...	...	...	23,97	...	23,97	160	
57	51	...	...	18	...	25,76	...	25,76	172	
73	65	...	...	...	...	27,57	...	27,57	184	
64	54	...	...	...	...	2,73,85	...	2,73,85	1,690	
1,02	90	...	...	...	...	1,32,44	...	1,32,44	863	
61	55	...	...	...	...	93,30	...	93,30	622	
73	66	...	...	...	...	1,53,12	...	1,53,12	1,021	
28	27	...	...	...	...	21,85	...	21,85	146	
...	...	...	...	...	...	...	3,30	3,30	22	
49	47	...	...	...	...	53,77	...	53,77	3,58	
...	...	...	17	52	1	12,59,13	38,49	12,96,62	8,510	

(i) Capital outlay during the financial year and

RAILWAYS	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
V.-BRANCH LINE COMPANIES RAILWAYS							
Mymensingh-Bhairab Bazar	3' 3 1/2"	...	...	26,48	26,48	95,14	...
TOTAL . . . . .	...	...	...	26,48	26,48	95,14	...
VI.-COMPANIES' LINES SUBSIDIZED							
Delhi-Umballa-Kalka	5' 6"	...	...	1,04	1,04	1,95,27	...
Matheran Light*	2' 0"	...	...	1	1	11,43	...
Bengal and North-Western*	3' 3 1/2"	...	-4,38	-7,79	-12,17	9,43,05	4
Bengal Dooars Extensions*	"	79	...	5	84	1,00,36	5,06
Mirpur Khas-Jhudo* . . . . .	"	...	...	...	...	7,32	...
Mirpur Khas-Khadro* . . . . .	"	...	...	...	...	8,23	...
Rohilkund and Kumaon	"	...	-1,20	1	-1,19	1,63,15	...
Powayan Light*	2' 6"	...	...	...	...	8,95	...
Barsi Light*	"	5	2	26	33	75,01	9,46
Dohri-Bohtas Light . . . . .	"	...	...	1	1	6,48	...
Shahdara (Delhi)-Saharanpur Light* . . . . .	"	...	...	30	30	43,84	...
TOTAL . . . . .	...	84	-5,56	-6,11	-10,83	15,68,09	14,56
VII.-COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3' 3 1/2"	...	38	84	1,22	1,15,65	...
Darjeeling-Himalayan	2' 0"	...	11	9	20	41,24	...
TOTAL . . . . .	...	...	49	93	1,42	1,56,89	...
VIII.-UNASSISTED							
Leds and Tikak-Margherita Colliery	3' 3 1/2"	...	...	...	...	16,94	...
Ambaji-Taranga Light	2' 6"	1,07	6	...	1,13	...	8,69
Bengal Provincial . . . . .	"	...	...	1	1	11,43	...
Madaya Light . . . . .	"	...	...	...	...	Information not	
Jagadhri Light	2' 0"	...	...	...	...	1,10	...
Kulasekarapatnam-Tissianvillai Light	"	...	26	22	48	3,46	...
TOTAL . . . . .	...	1,07	33	23	1,62	32,93	6,69

DIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense.)		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
UNDER GUARANTEE AND REBATE TERMS.										
...	...	...	...	4,09	...	99,33	...	99,23	661	
...	...	...	...	4,09	...	99,23	...	99,23	661	
BY THE GOVERNMENT OF INDIA.										
95	82	...	...	...	...	1,95,27	...	1,95,27	1,302	
90	83	...	...	...	...	11,43	...	11,43	76	
76	64	24,02	...	11,13	...	9,78,20	4	9,78,24	6,774	*Receives land only from Government.
86	77	...	...	3,05	7	1,08,41	5,13	1,08,54	724	
15	14	...	...	...	...	7,32	...	7,32	49	
17	16	...	...	...	...	8,28	...	8,28	55	
65	58	...	...	1	...	1,68,16	...	1,68,16	1,155	
28	23	...	...	...	...	†8,95	...	8,95	60	† Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
64	57	...	...	1,56	...	76,57	9,46	86,03	574	
27	28	...	...	22	...	6,70	...	6,70	45	
47	43	...	...	79	...	44,63	...	44,63	298	
...	...	24,62	...	16,76	7	16,08,87	14,83	16,23,50	11,112	
BY LOCAL GOVERNMENTS.										
1,34	1,11	23	...	1,50	...	1,17,98	...	1,17,98	783	
81	70	...	...	4,83	...	46,07	...	46,07	307	
...	...	23	...	6,33	...	1,63,45	...	1,63,45	1,090	
COMPANIES' LINES.										
3,08	98	...	...	...	...	16,94	...	16,94	118	
...	...	...	...	...	...	...	8,69	8,69	58	
34	32	1	...	54	...	11,98	...	11,98	79	
available	...	...	...	...	...	...	...	...	...
83	29	...	...	2	...	1,12	...	1,12	7	
19	17	...	...	...	...	3,46	...	3,46	23	
...	...	1	...	56	...	33,56	8,69	42,19	280	

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
IX.—DISTRICT							
Tonali-Repalle	5' 6"	...	...	61	61	14,86	...
Bezwada-Masulipatam	3' 3 3/4"	...	...	14	14	22,29	...
Podanur-Pollachi	"	...	85	4	89	11,37	...
Tanjore District Board	"	22	...	16	38	54,37	11,63
Suramangalam-Salem	5' 6"	...	...	-1	-1	4,72	...
Tinnevely-Tiruchendur	3' 3 3/4"	1,35	...	...	1,35	...	7,06
TOTAL	...	1,57	85	94	8,36	1,07,61	18,69
X.—COMPANIES' LINES SUBSIDIZED							
Bengal Doars	3' 3 3/4"	...	...	...	...	31,59	...
Arrah-Sasaram Light	2' 6"	...	...	...	...	22,50	...
Baraset-Basirhat Light . . . . .	"	...	...	...	...	23,34	...
Bukhtiarpur-Bihar Light	"	...	22	...	22	13,50	...
Jessore-Jhenidah	"	...	28	16	44	13,87	...
Tezporo-Balipara Light . . . . .	"	...	...	...	...	4,87	...
Howrah-Amta Light	2' 0"	...	...	14	14	25,66	...
Howrah-Sheakhala Light . . . . .	"	...	...	...	...	7,38	...
TOTAL	...	...	50	30	80	1,42,71	...
XI.—NATIVE STATE LINES WORKED							
Bhavnagar State	3' 3 3/4"	88	11	21	1,15	1,18,54	1,08
Dhrangadra . . . . .	"	...	...	80	30	18,93	...
Chickjajur Chitaldrug	"	24	...	...	24	...	24
Gondal-Forbandar State	"	...	75	16	91	72,97	...
Jetalsar-Rajkot . . . . .	"	...	...	9	9	16,31	...
Khijadiya-Dhari . . . . .	"	...	...	13	13	18,90	...
Jamnagar . . . . .	"	...	...	...	...	23,58	...
Jodhpur	"	...	-19	1,72	1,53	1,94,25	17
Bikaner	"	...	3	47	50	1,20,93	11
Pipar-Bilara Light	2' 0"	...	...	...	...	2,90	...
Junagad State	3' 3 3/4"	8,15	16	73	4,04	62,97	5,77
Morvi (including 2' 6" gauge)	"	...	18	7	25	52,65	...
Mysore-Arsikere	"	...	5,44	24,62	30,06	76,84	...
Okhmandal	"	-72	...	...	-72	...	3,13
Udaipur-Chitorgarh	"	...	7	...	7	22,84	...
Cutch State	2' 6"	4	8	...	12	10,94	49
Dholpur-Bari, including Mohari-Barauli Section.	"	...	25	26	51	12,93	...
Kolar District	"	...	81	88	1,69	17,94	...
Gwalior Light	2' 0"	...	3	23	26	75,92	...
Tarikere-Narasimharajapura	"	11	12	91	1,14	4,49	11
TOTAL	...	8,65	7,84	30,73	42,27	9,19,83	11,10

DIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., net finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BOARDS' LINES.										
69	65	...	...	...	...	14,86	...	14,86	99	
43	38	...	...	...	...	22,29	...	22,29	149	
45	42	...	...	...	...	11,37	...	11,37	76	
48	44	...	...	...	21	54,37	11,84	66,21	411	
1,22	80	...	...	...	...	4,72	...	4,72	32	
...	...	...	...	...	3,23	...	10,29	10,29	69	
...	...	...	...	...	3,44	1,07,61	22,13	1,29,74	866	
BY DISTRICT BOARDS.										
87	77	1,35	...	21	...	33,15	...	32,15	215	
35	32	...	...	17	...	22,67	...	22,67	151	
45	41	...	...	31	...	23,95	...	23,85	159	
41	37	...	...	34	...	18,84	...	18,84	92	
38	36	...	...	10	...	13,97	...	13,97	98	
24	28	...	...	...	...	4,87	...	4,97	32	
58	53	...	...	86	...	26,52	...	26,52	177	
37	35	...	...	26	...	7,64	...	7,64	51	
...	...	1,36	...	2,45	...	1,46,51	...	1,46,51	970	
BY NATIVE STATES.										
58	51	...	...	4,00	...	1,22,54	1,03	1,23,63	824	
32	29	...	...	19	...	14,12	...	14,12	94	
...	...	...	...	...	47	...	71	71	5	
51	46	...	...	3,51	...	76,48	...	76,48	510	
85	32	...	...	22	...	16,53	...	16,53	110	
51	45	...	...	64	...	19,54	...	19,54	130	
47	44	...	...	68	...	24,26	...	24,26	162	
32	29	...	...	10,02	...	2,04,27	17	2,04,44	1,363	
24	23	...	...	...	...	1,20,98	11	1,21,04	807	
11	11	...	...	...	...	2,90	...	2,90	19	
52	47	...	...	4,46	38	67,43	6,15	73,58	494	
57	51	...	...	1,12	...	53,77	...	53,77	338	
75	71	...	...	4,28	...	81,12	...	81,12	544	
...	...	...	...	...	3,65	...	6,78	6,78	45	
34	31	...	...	...	...	22,84	...	22,84	162	
30	28	...	...	...	...	10,94	40	11,43	76	
25	23	...	...	...	...	12,93*	...	12,93	86	
30	29	...	...	80	...	18,74	...	18,74	125	
30	30	...	...	...	...	75,92	...	75,92	506	
25	24	...	...	54	...	5,03	11	5,14	34	
...	...	...	...	30,46	4,50	9,50,29	15,60	9,65,89	6,438	

* These figures do not include expenditure incurred by the Imperial Delhi Committee, prior to the opening of the Mohari-Barauli section.

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
XII.—NATIVE STATE LINES WORKED							
Mourbhaj State	2' 6"	...	...	...	...	7,27	...
Parlakimedi Light . . . . .	"	...	...	...	...	7,67	...
Nagda-Ujjain	5' 6"	...	...	...	...	22,55	...
Petlad-Cambay (Anand-Tarapur section) . . . . .	"	...	...	9	9	12,74	...
Petlad-Cambay (Tarapur-Cambay section) . . . . .	"	...	...	5	5	8,81	...
Gaekwar's Mehsana	3' 3 3/4"	...	...	6	6	69,04	...
Jaipur State	"	2,82	...	14	2,76	40,97	7,90
Palanpur-Deesa * . . . . .	"	...	...	...	...	1,85	...
Vijapur-Kalol-Kadi	"	2,19	...	...	2,19	16,32	2,67
Bilimera-Kalamba	2' 6"	...	...	69	69	15,51	...
Gaekwar's Dabhoi including Bodeli-Chhota Udaipur	"	12,12	-62	2,03	13,53	62,23	30,30
Kosamba-Zankhvav . . . . .	"	...	...	...	...	13,25	...
Petlad-Vaso	"	...	9	11	20	9,00	...
Rajpipla State	"	55	16	16	87	17,13	...
Cooch Behar State	3' 3 3/4"	...	...	15	15	19,73	...
Jind-Panipat (Native State section)	5' 6"	...	...	75	75	16,74	...
Bhopal-Itarsi (Native State section) . . . . .	"	...	...	...	...	50,00	...
Bhopal-Ujjain . . . . .	"	...	...	13	13	79,00	...
Bina-Goonna-Baran . . . . .	"	...	...	...	...	1,00,54	...
Kolar Gold-fields . . . . .	"	...	...	4	4	12,13	...
Birur-Shimoga	3' 3 3/4"	...	...	...	...	24,38	...
Carried over . . . . .	...	17,48	-37	4,40	21,51	6,06,86	40,87

BIX 4—contd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense.)		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY THE MAIN LINE.										
22	21	...	...	...	...	7,27	...	7,27	48	
31	29	...	...	...	...	7,67	...	7,67	51	
69	67	...	...	...	...	22,55	...	22,55	150	
59	51	...	...	10	...	12,84	...	12,84	86	
71	54	...	...	...	...	8,81	...	8,81	59	
2	38	...	...	...	...	69,04	...	69,04	400	
8	35	...	...	...	5,20	40,97	13,10	54,07	360	
25	†23	...	...	...	...	1,85	...	1,85	12	*The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.
35	32	...	...	...	2,97	16,32	4,74	21,06	140	† Calculated on the outlay incurred by Government and the Palanpur Durbar.
44	40	...	...	2	...	15,53	...	15,53	104	
35	32	...	...	27	4,51	62,60	34,81	97,41	649	
51	46	...	...	4	...	13,29	...	13,29	80	
47	40	...	...	...	...	9,00	...	9,00	60	
44	41	...	...	...	...	17,13	...	17,13	114	
60	56	...	...	...	...	19,77	...	19,77	132	
65	65	...	...	...	...	16,74	...	16,74	112	
1,12	† 1,28	...	...	...	...	50,00	...	50,00	333	† Including the British section.
70	65	...	...	...	...	79,00	...	79,00	527	
68	63	...	...	...	...	1,00,54	...	1,00,54	670	
1,23	78	...	...	...	...	12,13	...	12,13	81	
64	57	...	...	...	...	24,38	...	24,38	162	
...	...	4	...	53	11,78	6,07,43	52,65	6,60,08	4,309	

(i) Capital outlay during the financial year and

RAILWAYS.	Gauge.	CAPITAL OUTLAY ON FINAL HEADS DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
XII.—NATIVE STATE							
Brought forward . . . . .	...	17,48	-37	4,40	21,51	6,06,86	40,87
Hindupur (Yesvantpur-Mysore Frontiers)	3' 3½"	...	...	1	1	25,26	...
Kolhapur State . . . . .	"	...	...	1	1	23,26	...
Mysore-Nanjangud . . . . .	"	...	...	1	1	6,61	...
Sanjli State . . . . .	"	...	...	5	5	1,83	...
Hingoli Branch . . . . .	"	...	...	12	12	32,00	...
Secunderabad-Gadwal	"	...	-38	10,05	9,67	75,55	9,84
Jammu and Kashmir (Native State section)	5' 6"	...	...	6	6	10,60	...
Khanpur-Chachran . . . . .	"	...	...	...	...	14,00	...
Ludhiana-Dhuni-Jakiml . . . . .	"	...	...	29	29	43,17	...
Rajpura-Bhatinda . . . . .	"	...	...	2,67	2,67	75,78	...
Shoranur-Cochin	3' 3½"	...	...	4	4	69,82	...
TOTAL . . . . .	...	17,48	-75	17,70	34,43	9,84,74	50,71
XIII.—COMPANIES' LINES GUARANTEED							
Nizam's Guaranteed State	5' 6"	...	2,34	1,28	3,62	5,21,67	...
Hyderabad-Godavari Valley	3' 3½"	...	1,14	-32	82	3,15,79	...
Bangalore-Chik Ballapur Light	2' 6"	...	16	1,46	1,62	10,94	...
TOTAL . . . . .	...	...	3,64	2,42	6,06	8,48,40	...
XIV.—LINES IN FOREIGN TERRITORY WORKED							
West of India Portuguese	3' 3½"	...	...	...	...	1,94,47	...
Peralam-Karaikkal . . . . .	"	...	...	...	...	7,24	...
Pondicherry . . . . .	"	...	...	...	...	5,69	...
TOTAL . . . . .	...	...	...	...	...	2,07,40	...
Total other Railways . . . . .	...	51,79	19,04	96,67	1,61,50	64,85,97	1,95,44
GRAND TOTAL . . . . .	...	58,86	1,09,51	2,71,25	4,39,82	5,26,28,49	5,47,74

DIX 4—concl'd.

(ii) total capital outlay to end of the financial year 1917-18.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
LINES WORKED BY THE MAIN LINE—concl'd.										
...	...	4	...	53	11,76	6,07,43	52,65	6,60,08	4,399	
49	46	...	...	...	...	25,26	...	25,26	168	
79	75	...	...	...	...	23,26	...	23,26	155	
42	39	...	...	...	...	6,61	...	6,61	44	
37	35	...	...	...	...	1,83	...	1,83	12	
64	57	...	...	6	...	32,06	...	32,06	214	
65	57	...	...	7,30	...	82,85	9,84	92,69	618	
66	56	...	...	...	...	10,60	...	10,60	71	
64	55	...	...	...	...	14,00	...	14,00	93	
55	51	...	...	...	...	43,17	...	43,17	288	
70	57	...	...	...	...	75,78	...	75,78	505	
1,08	92	87	...	39	...	71,08	...	71,08	474	
...	...	91	...	8,28	11,78	9,93,93	62,49	10,56,42	7,041	
NATIVE STATES.										
1,58	1,87	...	...	12,57	...	5,34,24	...	5,34,24	3,561	
81	71	...	...	6,67	...	3,22,46	...	3,22,46	2,150	
32	31	...	...	63	...	11,57	...	11,57	77	
...	...	...	...	19,87	...	8,68,27	...	8,68,27	5,788	
BY BRITISH INDIAN RAILWAY COMPANIES.										
3,81	2,93	...	...	...	...	-94,47	...	1,94,47	1,566	
49	43	...	...	...	...	7,24	...	7,24	48	
72	56	...	...	...	...	5,69	...	5,69	38	
...	...	...	...	...	...	2,07,40	...	2,07,40	1,652	
...	...	26,53	17	92,09	21,97	66,04,58	2,17,58	68,22,16	45,894	
...	...	2,93,78	17	12,57,63	26,89	5,41,79,90	5,74,80	5,48,07,95	398,481	

*Includes Rs. 53,25,000 or £354,000 on account of "Unclassified Expenditure."

Capital liability on account of railways classed

Railways.	CAPITAL LIABILITY							
	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						State outlay.	Amount outstanding of debt incurred for purchase of railways.
	Commuted value of stock purchased.	Deduct		Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net outstanding.		
		Commuted capital representing annuities which were purchased by creation of debt (liability included in column 3).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.					
1	2	3	4	5	6	7	8	9
	£	£	£	£	£	£	£	£
I—STATE LINES								
Eastern Bengal 5' 6", 3' 3½" and 2' 6" gauges	3,391,917	542,070	...	2,849,847	479,217	2,370,630	22,117,127	1,258,000*
Singhjani-Phulchhari	140,946	...
Jorhat (Provincial)	74,151	...
North Western	14,009,124	4,911,216	...	9,097,908	1,442,709	7,655,199	50,051,067	3,172,182*
Laki-Pozu-Tank	221,931	...
Nushki Extension	1,372,347	...
Tank Murtaza Railway	30,649	...
Oudh and Rohilkhand	8,176,096	10,674,956*
Bilaspur-Etawah	5,009	...
Frontier Railway Reserve Material	37,480	...
Ganges Bridge	5,094	...
Nagpur-Chhattisgarh (Depreciation Account)	43,803	...
Petroleum operations, Baluchistan	7,946	...
Banaghat-Bhagwangola	20,163	...
Subarnati-Dholka	3,993	...
Southern Mahratta (Depreciation on works)	35,138	...
Umaria Colliery (Depreciation on works)	12,178	...
Vizagapatam-Raipur	16,336	...
Warora Colliery	69,428	...
State Railway Stores	46,914	...
Expenditure in England for stores purchased and remaining unappropriated	28,363	...
Total	17,401,041	5,453,286	...	11,947,755	1,921,926	10,025,829	82,516,659	15,105,138
II—STATE LINE WORKED								
Assam-Bengal	8,231,372	...
Bombay, Baroda and Central India	20,167,051	12,556,803
Burma	6,494,155	...
Burma Extensions	2,490,673	...
Carried over	37,383,254	12,556,803

*NOTE—The amounts of War Loan 4½% "B" stock 1925-45 shown in previous years as held on account of the Sinking Fund of this Railway, in lieu of the purchase and cancellation of India stock, have now been realised and the proceeds invested in the purchase and cancellation of India stocks.

* Includes £134,000 on account of the contribution from the Company's Provident Fund.

DIX 5.

as State railways at the end of 1917-18.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.						Over-drafts.	Capital not bearing interest including discounts on capital raised.	ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 17).
Share Capital.		Debentures and Debenture stock.		In England.				In England.		In India.		
In England.	In India.	In England.	In India.	In England.	In India.			In England.	In India.	In England.	In India.	
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£	£	£		£	
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	25,745,757
...	...	...	...	...	...	...	...	...	...	...	...	140,946
...	...	...	...	...	...	...	...	...	...	...	...	24,151
...	...	...	...	...	...	...	...	...	...	...	...	60,878,448
...	...	...	...	...	...	...	...	...	...	...	...	221,931
...	...	...	...	...	...	...	...	...	...	...	...	1,372,847
...	...	...	...	...	...	...	...	...	...	...	...	30,649
...	...	...	...	...	...	...	...	...	...	...	...	18,851,052
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	37,480
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	35,138
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	69,428
...	...	...	...	...	...	...	...	...	...	...	...	46,914
...	...	...	...	...	...	...	...	...	...	...	...	28,308
...	...	...	...	...	...	...	...	...	...	...	...	107,647,626
BY COMPANIES.												
3%	1,500,000	...	...	3½%	300,000	...	...	...	...	...	...	10,637,272
				3½%	480,900		—1,908					
				3½%	125,000							
3%	2,000,000	...	...	3½%	1,000,000	...	—40,686	...	...	...	...	35,723,957
2½%	3,000,000	...	...	3%	1,250,000	941,050	—30,181	...	...	...	...	11,685,205
...	...	...	...	...	...	...	...	...	...	...	...	2,490,673
...	6,500,000	...	...	...	3,155,900	941,050	—72,725	...	...	...	...	60,537,107

Capital liability on account of railways classed as State

Railways.	CAPITAL LIABILITY								
	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.							State outlay.	Amount outstanding of debt incurred for purchase of railways.
	Commuted value of stock purchased.	Deduct.		Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net outstanding.			
		Commuted capital representing annuities which were purchased by creations of debt (liability included in column 9).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.						
3							4		
1	2	3	4	5	6	7	8	9	
	£	£	£	£	£	£	£	£	
II.—STATE LINES									
Brought forward	...	...	...	...	...	...	37,383,254	12,556,903
Bengal-Nagpur	...	...	...	...	...	...	*17,629,866	...
East Indian	32,750,000	7,282,366	...	25,467,634	4,744,569	20,723,065	7,602,778	19,018,079	
Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	7,306,053	25,803,165	16,889,378	5,964,666	
Indian Midland	...	...	...	...	...	...	2,718,666	524,711
Agra-Delhi Chord	...	...	...	...	...	...	991,202	...
Baran-Kotah	...	...	...	...	...	...	327,762	...
Bhopal-Itarsi (British section)	...	...	...	...	...	...	273,013	...
Cawnpore-Banda	...	...	...	...	...	...	532,602	...
Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	301,181	...
Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
Madras and Southern Mahratta†	12,819,558	...	1,500,000	11,319,558	1,054,099	10,265,459	9,852,837	1,894,712	
Bozwada Extension	...	...	...	...	...	...	83,276	...
Dhone-Kurnool	...	...	...	...	...	...	67,889	...
Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
South Indian	...	...	...	...	...	...	4,179,110	4,728,169
Coonoor-Ootacamund	...	...	...	...	...	...	287,219	...
Dharmapuri-Hosur	...	...	...	...	...	...	142,053	...
Tinnevely-Quilon (Travancore-British section).	...	...	...	...	...	...	3,202	...
Tinnevely-Quilon (Travancore-Native State section).	...	...	...	...	...	...	13,766	...
Tirhoot	...	...	...	...	...	...	5,341,276	...
TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	13,104,721	56,791,689	104,961,759	34,185,240	
GRAND TOTAL	97,829,817	12,735,652	3,250,000	81,844,165	15,026,647	66,817,518	187,478,418	49,290,378	

* Includes overdrafts and advances which are now treated in the accounts as State outlay.

† NOTE.—The amounts of War Loan 4½% "B" stock 1923-45 shown in previous years as held on account of the Sinking Fund of this Railway, in lieu of the purchase and cancellation of India stock, have now been realised and the proceeds invested in the purchase and cancellation of India stocks.

‡ The figures relating to the purchase of the late Madras railway as shown in columns 2, 4, 5, 6, 7 and 9, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

DIX 5—concl'd.

railways at the end of 1917-18.

AT END OF THE YEAR.												
NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 17).
Share Capital.				Debentures and Debenture stock.		Over-drafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.		
In England.		In India.		In England.				Rate of interest.	Amount.	Rate of interest.	Amount.	
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£		£		£	£
WORKED BY COMPANIES—concl'd.												
...	6,500,000	...	...	...	3,155,900	941,050	-72,725	...	...	...	...	60,537,107
3½ %	*2,995,289	...	...	{ 3½ % 3½ % 4 % 4½ % 5 %	{ 2,250,000 555,000 2,000,000 1,368,900 1,700,900	...	-70,736	...	...	...	...	28,499,455
...	...	...	...	{ 3 % 3½ % 4½ % 2½ %	{ 8,000,000 7,000,000 3,500,000 3,500,000	...	-751,457	...	...	...	...	55,843,923
3 %	2,575,000	...	...	...	...	...	-246,342	3½ %	3,500,000	...	...	57,232,209
...	...	...	...	...	...	...	...	...	...	...	...	3,243,377
...	...	...	...	...	...	...	...	...	...	...	...	991,202
...	...	...	...	...	...	...	...	...	...	...	...	327,782
...	...	...	...	...	...	...	...	...	...	...	...	273,013
...	...	...	...	...	...	...	...	...	...	...	...	532,602
...	...	...	...	...	...	...	...	...	...	...	...	301,181
...	...	...	...	{ 4½ % 4 %	{ 75,000 4472,000	...	13,102	...	...	{ 3½ % 4 %	{ 273,828 184,407	1,346,644
3½ %	4,991,540	3½ %	8,460	{ 3½ % 3½ % 4 % 4½ %	{ 735,000 335,000 2,500,000 1,255,000	-1,017,647	-8,196	...	...	...	...	31,338,008
...	...	...	...	...	...	...	...	...	...	...	...	83,276
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	67,669
...	...	...	...	...	...	...	...	...	...	...	...	1,200,000
3½ %	1,000,000	...	...	{ 3½ % 4 % ½ %	{ 200,000 2,318,248 248,000	...	-23,004	...	...	...	...	12,671,527
...	...	...	...	...	...	...	...	...	...	...	...	287,219
...	...	...	...	...	...	...	...	...	...	...	...	142,053
...	...	...	...	{ 3½ % 4½ % 3½ %	{ 20,483 93,726 29,517	...	432	...	...	...	...	117,411
...	...	...	...	{ 4½ % 3½ %	{ 93,726 29,517	...	818	...	...	...	...	461,557
...	...	...	...	4½ %	418,274	...	...	...	...	...	...	5,341,276
...	18,061,829	...	8,460	...	42,930,418	-106,597	-1,134,608	...	2,500,000	...	458,235	259,791,063
...	18,061,829	...	8,460	...	42,930,448	-106,597	-1,134,608	...	2,500,000	...	458,235	367,438,689

* The nominal liability of the Secretary of State to the Company is £3,000,000, but the net liability is £2,995,289 only, as the Secretary of State took over from holders at their option the sum of £4,711 Capital Stock.

† State share of "Joint Debenture Stock" of £800,000. The proceeds of this Loan were not paid over to Government.

Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]	
		PASSENGER TRAFFIC.										Total.	No. [In hundreds.]			Earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.						
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
	1913-14	81.9	3.96	100.8	4.21	506.5	5.06	15,663.7	1,11.73	770.8	69	17,096.2	1,25.65	14.56	1,40.21	
Bengal-Nagpur (including 2' 6" gauge branches.)	1914-15	32.5	3.85	101.5	4.86	572.0	5.57	15,409.2	1,01.56	762.6	66	16,877.8	1,16.00	14.64	1,30.64	
	1915-16	29.3	3.56	104.9	3.34	701.5	6.68	14,778.3	99.30	720.3	63	16,334.3	1,14.49	16.55	1,31.04	
	1916-17	29.9	4.28	121.3	5.20	686.8	7.04	15,229.6	1,05.83	772.1	65	16,832.7	1,23.01	20.11	1,43.12	
	1917-18	27.7	5.77	97.5	7.08	333.0	5.99	13,982	1,15.31	795.3	70	15,235.5	1,34.85	26.61	1,61.46	
Bombay, Baroda and Central India (including 2' 6" gauge lines worked.)	1913-14	60.1	3.74	513.6	6.86	296.4	7.75	28,766.2	87.35	9,771.1	573	39,407.4	1,11.43	19.25	1,30.68	
	1914-15	48.1	3.36	513.5	7.36	336.0	7.23	29,439.5	90.64	9,747.8	569	40,084.9	1,14.28	27.27	1,41.55	
	1915-16	40.1	2.91	538.1	7.74	539.6	8.59	31,309.9	91.44	10,212.7	594	42,650.4	1,16.58	22.16	1,38.74	
	1916-17	60.3	3.52	638.8	9.10	636.9	10.60	33,741.9	1,01.61	10,739.6	623	45,877.5	1,31.06	26.43	1,57.49	
	1917-18	78.9	4.72	729.5	10.74	455.0	16.37	30,345.1	1,13.30	11,972.2	719	43,559.7	1,52.82	35.37	1,88.19	
Eastern Bengal.	1913-14	*65.2	2.64	*257.3	3.14	*3,024.9	8.68	*28,534.9	54.79	*1,317.6	3.67	*36,229.9	72.92	10.33	83.25	
	1914-15	*59.9	2.11	*254.1	3.13	*3,035.8	8.51	*26,867.4	48.20	*1,667.7	3.81	*34,934.9	65.79	8.74	74.53	
	1915-16	*57.4	2.29	*256.8	3.32	*3,172.8	9.28	*26,507.8	55.14	*1,963.5	4.22	*34,978.3	74.25	9.62	83.87	
	1916-17	*62.6	2.78	*286.6	3.67	*3,435.1	9.69	*28,179.8	59.29	*5,328.7	4.49	*37,992.8	78.92	10.88	89.80	
	1917-18	*55.8	2.83	*216.7	3.42	*539.6	4.06	*25,619.9	63.44	*5,790.7	5.05	*32,228.7	78.80	10.92	89.72	
East Indian.	1913-14	88.2	10.37	271.2	10.86	2,744.1	25.40	35,560.4	2,43.12	2,958.9	2.71	41,562.8	2,92.46	37.00	3,29.46	
	1914-15	75.7	8.08	273.5	10.58	2,723.2	25.25	35,146.0	2,32.89	3,236.7	2.81	41,455.1	2,79.56	43.13	3,22.69	
	1915-16	77.0	8.23	289.3	11.63	2,813.9	26.12	35,003.0	2,27.83	3,369.9	2.90	41,553.1	2,76.71	42.60	3,19.31	
	1916-17	81.3	9.48	319.9	13.82	2,537.8	25.30	36,005.8	2,37.74	3,267.9	2.81	42,212.7	2,89.15	53.65	3,42.80	
	1917-18	73.0	12.26	285.1	18.74	1,097.8	18.92	31,233.1	2,75.57	3,499.0	3.22	36,163.0	3,28.71	68.24	3,96.95	
Great Indian Peninsula. (including 2' 6" and 2' 0" gauge lines worked.)	1913-14	90.5	13.42	361.0	14.34	139.5	3.62	30,103.0	1,91.93	7,069.0	3.55	37,768.0	2,26.86	44.99	2,71.85	
	1914-15	85.9	12.02	367.4	14.98	145.1	3.80	28,007.0	1,79.39	6,641.1	3.29	35,246.5	2,13.43	64.15	2,77.63	
	1915-16	86.9	11.11	469.5	20.77	158.0	4.28	23,527.9	1,76.74	7,279.4	3.53	36,521.7	2,16.43	64.96	2,81.39	
	1916-17	110.0	14.84	669.4	32.98	175.5	5.00	31,071.8	2,07.74	7,806.0	3.88	39,922.7	2,64.34	83.57	3,47.91	
	1917-18	125.2	20.89	571.3	28.41	185.5	7.43	23,528.5	2,41.09	8,333.2	4.20	37,743.7	3,02.01	97.34	3,99.36	
Madras and Southern Mahratta.	1913-14	*50.1	3.56	*246.5	4.36	*250.4	1.66	*34,323.8	71.75	*1,018.8	30	*35,889.6	81.63	14.91	96.54	
	1914-15	*44.6	3.01	*269.6	4.42	*302.2	1.90	*34,623.9	70.98	*1,210.1	35	*36,430.3	80.66	16.13	96.79	
	1915-16	*45.1	2.97	*286.4	4.66	*367.1	2.47	*36,161.4	77.12	*1,430.4	41	*38,290.4	87.63	17.97	1,05.60	
	1916-17	*50.9	3.91	*334.9	6.28	*354.3	2.64	*38,665.0	85.89	*1,591.8	46	*40,996.9	99.18	22.63	1,21.81	
	1917-18	*53.8	5.28	*287.6	7.21	*126.3	2.13	*31,389.0	92.71	*1,516.9	52	*36,974.5	1,07.87	25.80	1,33.15	
Nizam's Guaranteed State.	1913-14	9.5	63	53.6	1.10	419.0	3.77	1,678.6	8.77	31.1	5	2,191.8	14.32	2.29	16.61	
	1914-15	8.2	52	54.9	1.12	457.4	3.91	1,605.4	8.48	34.2	4	2,100.1	14.07	2.88	16.95	
	1915-16	8.1	48	58.9	1.16	493.9	4.25	1,566.1	8.17	35.0	4	2,162.9	14.10	2.23	16.33	
	1916-17	9.6	61	85.1	1.65	324.6	3.51	1,780.9	9.16	29.2	6	2,247.5	14.99	3.14	18.13	
	1917-18	9.0	73	57.5	1.81	577.3	5.20	1,400.9	8.27	16.3	2	2,061.9	16.03	3.58	19.61	

* Includes figures for the 3' 3 1/2" gauge section.

DIX 6.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. In thousands.	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,367	1,60,51	1	17	3,049	83,21	843	16,19	26	2,09	3,52	7,286	2,65,99	40	1,65	12,55	4,20,69
2,918	1,48,82	2	36	3,342	94,48	1,023	18,67	18	1,69	1,28	7,303	2,65,30	43	1,36	12,39	4,10,01
3,262	1,70,05	5	1,00	3,352	1,05,38	966	19,38	22	1,83	1,75	7,607	2,93,39	39	1,76	12,15	4,43,73
3,555	2,11,52	33	4,15	3,674	1,20,85	862	16,65	22	1,62	1,93	8,156	3,53,72	44	2,08	9,92	5,12,28
3,372	2,23,72	132	14,98	3,506	1,25,23	929	18,53	17	1,32	2,55	7,956	3,96,53	50	1,62	13,52	5,61,93
2,731	2,29,97	1	14	217	7,43	1,193	11,27	34	6,58	-3,58	4,206	2,51,80	66	...	7,90	3,91,01
2,557	1,85,68	8	1,42	293	19,40	1,325	10,63	37	7,01	1,17	4,220	2,16,31	61	...	11,27	3,63,71
2,936	2,24,42	10	1,61	318	14,11	896	10,29	47	8,35	1,06	4,207	2,59,54	65	...	8,50	4,07,73
2,704	2,10,78	14	3,12	519	23,92	1,334	13,42	40	7,32	5,11	4,661	2,94,47	77	...	6,99	4,29,22
2,712	2,29,06	70	7,35	698	37,72	782	16,65	37	7,79	-5,24	4,280	2,93,33	89	...	7,81	4,00,22
*3,227	97,51	*14	12	*1,229	9,98	*1,017	7,60	*24	9	1,97	*5,511	1,17,27	28	...	6,41	2,07,21
*2,925	81,56	*18	23	*1,250	10,41	*1,149	10,05	*12	2	80	*5,394	1,03,07	26	...	6,60	1,84,54
*3,087	1,03,02	*25	25	*1,220	10,53	*942	9,57	*16	5	1,00	*5,290	1,24,47	25	...	6,55	2,15,14
*3,200	1,03,80	*35	28	*1,323	11,85	*782	7,59	*23	10	1,13	*5,368	1,21,75	27	...	10,73	2,22,55
*2,737	81,32	*38	29	*1,230	11,81	*628	6,98	*7	10	1,29	*4,640	1,01,79	25	...	16,06	2,08,22
5,208	3,62,08	11	1,20	9,380	3,08,43	2,406	30,97	29	7,16	3,61	17,034	7,08,48	1,08	2,20	20,91	10,62,16
5,122	3,48,22	23	2,49	9,841	3,34,52	2,555	35,79	24	9,85	2,70	17,565	7,33,57	99	2,46	11,07	10,70,78
5,175	3,44,85	51	5,22	9,723	3,14,37	2,308	33,04	24	8,63	3,12	17,281	7,39,23	96	1,73	22,50	10,83,73
4,797	3,26,98	78	8,18	11,001	4,08,32	2,947	32,74	25	6,90	3,76	16,248	7,86,88	1,05	21	14,58	11,45,52
4,532	3,31,37	133	12,75	10,236	3,87,91	2,540	37,05	26	6,33	7,26	17,172	7,82,67	1,24	5	40,92	10,21,33
5,437	5,65,43	34	3,60	1,896	28,52	3,591	28,84	23	3,40	5,71	9,981	6,35,50	1,18	...	5,86	9,17,34
4,585	4,52,87	72	8,79	1,015	42,66	3,740	35,36	17	2,93	3,74	9,429	5,16,36	1,10	...	10,18	8,35,56
5,266	5,44,44	139	12,42	1,644	76,23	3,957	49,05	18	2,60	68	11,014	6,85,67	1,19	...	7,58	9,76,13
4,933	5,10,05	248	21,98	2,073	1,09,86	3,859	51,91	27	3,69	-4,43	11,140	6,93,91	1,39	...	11,76	10,54,10
4,696	5,04,50	507	50,30	1,781	97,01	4,063	63,50	27	4,20	8,14	11,131	7,27,65	1,60	...	15,00	11,43,51
*3,233	1,05,45	*11	81	*229	11,80	*643	6,25	*17	1,40	60	*4,133	1,26,31	21	...	5,38	2,28,41
*3,069	1,06,67	*15	1,20	*259	14,27	*635	8,61	*16	1,68	62	*4,914	1,33,00	20	...	5,52	2,35,51
*3,426	1,21,13	*17	1,44	*281	14,86	*691	9,30	*17	1,65	73	*4,432	1,43,11	18	...	5,14	2,63,03
*3,290	1,29,33	*27	1,66	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,97	3,00,94
*3,415	1,47,87	*46	2,35	*537	30,71	*849	11,98	*15	1,54	1,21	*4,553	1,93,66	25	...	6,80	3,35,86
581	34,23	4	21	417	13,65	220	1,98	...	4	17	1,222	50,28	22	...	3,78	70,89
493	27,89	9	57	391	11,39	237	2,59	1	9	13	1,191	42,66	21	...	3,39	63,21
537	31,10	9	58	7476	13,94	166	1,84	...	5	16	1,189	47,67	25	...	5,23	69,48
543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,178	47,22	31	...	5,25	79,94
554	32,68	12	1,16	521	15,30	136	1,61	...	3	39	1,223	51,12	33	...	6,42	77,48

* Includes figures for the 3' 3 1/4" gauge section.

† Live stock has been converted into tons at :—
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. ... = 0.025 ton.
 An elephant ... = 2.50 tons.

		COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings [In thousands.]	Total coaching traffic earnings. [In thousands.]
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE -concl'd. North Western.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
	1913-14	*	8,87	*	10,72	*	19,40	*	2,38,87	*	18	*	2,77,84	33,41	3,11,25
Commercial Section. (including 2' 6" gauge lines.)	1914-15	*	8,30	*	11,69	*	20,11	*	2,48,33	*	20	*	2,68,83	49,79	3,38,62
	1915-16	*	8,55	*	13,53	*	22,29	*	2,74,77	*	24	*	3,19,38	54,76	3,74,14
	1916-17	*	11,22	*	17,16	*	26,73	*	2,99,65	*	24	*	3,55,00	72,78	4,27,78
	1917-18	*	14,93	*	20,38	*	27,14	*	3,38,83	*	28	*	4,01,61	1,00,77	5,02,38
	1913-14	*	1,02	*	1,12	*	1,92	*	26,33	*	1	*	30,40	4,24	34,64
Military Section. (including 2' 6" gauge lines.)	1914-15	*	1,08	*	1,19	*	1,94	*	26,45	*	1	*	30,67	5,42	36,09
	1915-16	*	1,13	*	1,37	*	2,12	*	28,71	*	1	*	33,54	6,04	39,58
	1916-17	*	1,22	*	1,60	*	2,31	*	32,23	*	2	*	37,38	8,10	45,48
	1917-18	*	1,59	*	1,74	*	2,43	*	37,85	*	2	*	43,63	15,34	58,97
Total North Western (Commercial and military sections.)	1913-14	97,0	9,69	359,4	11,84	2,346,6	21,32	58,200,1	2,65,20	346,4	19	61,349,5	3,08,24	37,65	3,45,89
	1914-15	91,5	9,85	373,7	13,08	2,872,6	22,05	59,263,2	2,74,78	355,5	21	62,456,5	3,19,50	55,21	3,74,71
	1915-16	95,4	9,63	446,6	14,90	2,642,8	24,41	63,295,0	3,08,48	419,3	25	66,899,1	3,52,72	60,90	4,18,52
	1916-17	111,5	12,44	549,0	18,76	3,221,2	29,04	61,745,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88	4,73,26
	1917-18	129,2	16,52	505,3	22,07	2,309,2	29,57	59,566,0	3,76,78	323,3	30	56,833,0	4,45,24	1,16,11	5,61,35
	1913-14	43,2	3,20	153,2	4,31	1,394,2	9,48	10,837,0	98,35	16,5	2	21,444,1	1,10,36	10,29	1,20,65
Oudh and Rohilkhand.	1914-15	36,7	2,59	142,3	3,94	1,812,0	8,92	17,148,6	81,62	17,0	3	18,656,6	97,10	10,79	1,07,89
	1915-16	38,7	2,78	172,6	4,57	1,898,2	9,95	17,184,7	84,78	20,4	2	18,814,6	1,02,10	10,85	1,12,95
	1916-17	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83	1,22,92
	1917-18	43,9	3,77	158,0	5,38	915,4	11,02	14,301,7	96,89	3,6	1	15,422,6	1,17,07	17,92	1,34,99
	1913-14	†	1,19	†	2,09	...	...	†	25,58	†	18	†	29,04	4,32	33,36
South Indian.	1914-15	†	1,04	†	1,99	...	...	†	25,59	†	13	†	28,75	4,12	32,87
	1915-16	†	1,09	†	1,97	...	...	†	25,96	†	18	†	29,20	4,75	33,95
	1916-17	†	1,25	†	2,33	...	...	†	29,31	†	15	†	33,04	5,32	38,36
	1917-18	†	1,68	†	2,95	...	...	†	31,99	†	11	†	36,73	6,91	43,64
3' 3 1/2" GAUGE	1913-14	14,5	92	28,4	64	125,4	1,03	4,920,8	26,00	24,7	7	5,118,8	28,66	3,34	32,00
	1914-15	13,9	87	31,1	65	131,2	1,11	5,304,6	26,55	26,4	8	5,507,2	29,26	3,04	32,30
Assam-Bengal.	1915-16	14,2	73	31,0	58	127,2	1,04	5,165,0	24,42	41,4	11	5,378,8	26,88	2,86	29,74
	1916-17	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,38	2,88	29,26
	1917-18	13,9	1,01	32,3	89	76,1	1,02	5,284,9	28,58	39,4	11	5,445,6	31,71	3,61	35,32
	1913-14	18,2	65	67,7	1,16	360,8	2,34	35,646,2	98,98	122,9	3	26,215,8	1,03,16	5,52	11,04,32
Bengal and North-Western.	1914-15	16,6	64	70,4	1,27	377,4	2,51	25,749,9	95,46	117,8	3	26,332,1	99,91	5,89	11,01,84
	1915-16	17,2	67	76,9	1,45	399,6	2,66	25,100,7	91,53	110,3	3	25,704,7	96,34	5,76	197,32
	1916-17	17,2	73	80,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	3	27,269,5	1,05,53	7,04	11,07,19
	1917-18	14,5	80	74,3	1,79	283,7	2,60	22,524,6	97,02	115,8	3	23,012,9	1,02,24	6,81	11,03,56

* Information not available.

† Included with the South Indian railway (3' 3 1/2" gauge).

DIX 6—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Rs.	Rs.	Rs.	Rs.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*	4,98,80	*	3,44	*	9,11	*	54,23	*	3,09	13,07	*	5,81,74	1,05	35	27,20	9,21,59
*	4,04,52	*	6,29	*	10,40	*	51,05	*	2,88	10,81	*	4,85,95	1,11	68	23,33	8,49,68
*	4,16,32	*	13,00	*	15,94	*	42,75	*	5,39	8,56	*	5,01,96	1,23	60	11,30	8,89,23
*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
*	5,30,36	*	44,43	*	54,93	*	60,84	*	2,95	15,03	*	7,08,59	2,12	86	41,21	12,55,16
*	22,74	*	1,07	*	74	*	2,78	*	52	72	*	29,57	15	...	66	64,02
*	30,23	*	74	*	77	*	3,00	*	43	40	*	35,62	19	...	66	73,56
*	30,41	*	1,35	*	86	*	3,17	*	58	77	*	37,14	21	...	65	77,39
*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
*	22,93	*	2,60	*	91	*	6,72	*	47	63	*	44,26	32	...	69	1,04,24
6,000	5,21,54	61	4,51	483	9,85	5,719	57,01	25	3,61	13,79	12,288	6,10,31	1,20	35	27,86	9,35,61
5,363	4,34,75	59	7,03	508	11,17	5,836	54,05	21	3,36	11,21	11,787	5,21,57	1,30	68	23,08	9,23,24
5,598	4,46,73	114	14,35	565	16,80	4,969	45,92	32	5,97	9,33	11,278	5,39,10	1,44	60	11,95	9,66,61
5,355	4,68,53	250	24,20	776	25,50	4,535	55,16	29	4,25	15,12	10,945	5,92,76	1,86	58	37,86	11,06,32
5,853	5,63,29	524	47,08	1,122	55,84	4,357	67,56	24	3,42	15,66	11,880	7,52,85	2,44	86	41,90	13,59,40
1,936	82,65	6	27	194	4,85	1,292	9,74	8	1,17	67	3,438	99,85	52	...	25,57	2,46,09
1,706	71,95	3	15	217	6,60	1,174	9,13	8	1,15	20	3,108	89,18	46	...	15,38	2,12,91
1,851	82,68	13	95	210	5,31	728	8,03	8	1,52	51	2,810	99,00	47	...	16,26	2,28,68
1,831	77,88	18	1,15	743	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,68,74
1,797	84,16	37	1,86	824	33,69	7,38	8,27	11	1,60	76	5,407	1,30,34	57	...	24,89	2,90,78
†	37,02	†	31	†	16	†	1,20	†	36	29	†	39,34	8	...	6,77	79,55
†	36,22	†	36	†	22	†	1,32	†	29	32	†	38,73	7	...	6,50	78,17
†	41,33	†	31	†	47	†	1,31	†	24	32	†	43,98	8	...	6,90	84,91
†	48,13	†	49	†	34	†	1,86	†	25	32	†	51,39	9	...	8,38	98,22
†	53,66	†	42	†	40	†	1,61	†	21	44	†	56,74	11	...	9,70	1,10,19
607	29,07	...	2	75	1,92	150	2,16	2	25	44	834	33,86	23	...	4,34	70,43
538	26,75	...	2	93	2,76	150	1,99	2	16	36	783	32,04	20	8	4,23	68,85
594	27,58	...	...	88	1,95	231	2,22	1	10	56	914	32,41	22	20	4,90	67,47
540	23,85	...	...	99	2,08	201	1,73	1	9	31	841	33,06	20	21	4,65	67,38
478	30,05	...	1	137	2,87	220	2,72	1	9	27	84	36,01	20	21	5,02	76,76
1,334	84,10	1	1	150	2,24	422	5,75	23	2,97	43	2,430	188,25	51	11,14	5,23	2,09,45
1,926	86,33	1	2	202	2,75	355	4,79	5	69	24	2,489	186,40	48	11,65	3,88	2,03,75
1,842	83,37	...	...	171	2,38	329	4,67	12	1,43	35	2,354	184,18	46	9,37	3,94	1,95,27
2,002	95,56	6	27	185	2,74	328	4,67	17	2,04	28	2,538	195,04	53	10,03	4,52	2,17,31
1,976	1,00,60	1	2	142	1,71	411	5,62	6	59	55	2,536	196,96	57	8,81	5,17	2,14,87

* Information not available.
† Included with the South Indian railway (3' 3½" gauge).
‡ Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings of which, as to details, are included with the Bengal and North-

§ Live stock has been converted into tons at—
A head of cattle, or a pony or horse = 0.25 ton.
A head of sheep, goat, etc. ... = 0.025 ton.
An elephant ... = 2.50 tons.

COACHING TRAFFIC.															
PASSENGER TRAFFIC.															
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. In thousands.]
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
		3	4	5	6	7	8	9	10	11	12	13	14			15	16
3' 3 1/2" GAUGE —contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Bengal Doocar.	1913-14	2,2	7	4,9	7	32,4	14	951,6	3,23	...	...	991,1	3,54	46	4,00
	1914-15	2,3	7	5,7	7	33,7	15	895,0	3,00	...	...	936,7	3,29	42	3,71
	1915-16	2,0	7	5,3	8	40,3	17	881,5	3,00	...	...	929,1	3,32	45	3,77
	1916-17	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55	4,24
	1917-18	3,1	10	5,1	8	35,4	14	967,4	3,21	...	...	1,011,0	3,53	55	4,08
Bhavnagar State.	1913-14	2,7	7	24,0	32	...	...	1,449,7	7,32	19,2	2	1,495,6	7,73	64	6,87
	1914-15	2,9	8	25,4	35	...	...	1,612,3	8,01	11,2	2	1,651,8	8,46	69	9,15
	1915-16	2,6	8	25,5	34	...	...	1,592,4	7,93	11,0	2	1,631,5	8,37	70	9,07
	1916-17	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,803,8	9,27	71	9,98
	1917-18	2,8	7	29,9	41	...	...	1,793,3	8,61	75,8	9	1,901,3	9,18	87	10,05
Bombay, Baroda and Central India.	1913-14	31,0	2,78	125,3	3,84	366,7	3,90	27,189,6	1,14,10	40,9	7	2,775,35	1,24,69	11,61	1,36,30
	1914-15	24,0	1,98	129,4	3,60	368,2	3,91	26,369,6	1,06,03	48,3	7	26,939,5	1,15,59	12,96	1,28,45
	1915-16	21,8	1,56	138,2	3,79	365,1	4,12	26,894,4	1,10,84	65,6	9	27,431,9	1,20,40	12,29	1,32,69
	1916-17	25,9	4,60	155,5	4,34	398,5	4,87	28,201,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01	1,46,37
	1917-18	35,5	2,19	151,5	4,62	401,5	4,49	23,317,0	1,25,71	81,8	16	23,987,3	1,37,17	18,38	1,55,55
Burma...	1913-14	65,9	2,241	224,1	4,14	...	...	27,625,2	93,73	751,9	44	28,667,1	1,01,75	6,64	1,08,39
	1914-15	57,2	2,92	207,2	3,79	...	...	26,039,9	81,28	740,8	41	27,045,1	88,40	6,48	94,88
	1915-16	54,6	2,87	211,3	3,79	...	...	26,616,3	80,54	855,7	46	27,738,4	87,66	6,43	94,09
	1916-17	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46	99,66
	1917-18	53,5	1,12	226,0	4,74	...	...	25,700,5	79,44	979,8	57	26,959,8	88,87	7,90	96,77
Dibru-Sadiya.	1913-14	9,0	14	4,9	5	10,7	7	715,0	2,43	...	...	739,6	2,69	47	3,16
	1914-15	7,7	12	5,9	7	10,0	6	703,0	2,09	...	...	726,6	2,34	39	2,73
	1915-16	7,5	11	4,8	5	11,9	7	609,5	2,06	...	...	633,7	2,29	37	2,66
	1916-17	7,6	1	5,5	5	14,4	9	637,9	2,11	...	...	665,4	2,36	41	2,77
	1917-18	6,8	12	6,2	7	12,6	9	660,6	2,16	...	...	686,2	2,44	40	2,84
Eastern Bengal (including 2' 6" gauge branches).	1913-14	*	91	*	1,61	*	6,96	*	57,87	*	12	*	66,87	8,48	75,35
	1914-15	*	87	*	1,55	*	5,58	*	55,49	*	12	*	68,61	7,47	71,08
	1915-16	*	97	*	1,57	*	5,74	*	52,00	*	13	*	60,41	8,32	68,73
	1916-17	*	1,18	*	1,81	*	6,75	*	58,71	*	14	*	68,59	10,63	79,22
	1917-18	*	1,77	*	2,17	*	2,68	*	62,49	*	14	*	69,25	11,08	80,33
Gondal-Forbandar State.	1913-14	3,5	12	36,0	43	...	...	1,401,1	6,99	1,8	...	1,442,4	7,53	59	8,12
	1914-15	4,2	12	38,8	45	...	...	1,511,5	7,03	3,2	...	1,557,7	7,60	54	8,14
	1915-16	4,0	13	38,5	44	...	...	1,544,1	7,07	3,2	...	1,589,8	7,64	55	8,19
	1916-17	4,5	12	46,4	54	...	...	1,741,6	7,99	4,4	1	1,796,9	8,66	63	9,29
	718911	3,5	11	55,5	62	...	...	1,916,7	8,51	8,0	1	1,983,7	9,25	76	10,01

* Included with the Eastern Bengal railway (5' 6" gauge).

DIX 6—contd.
of each railway system.

GOODS TRAFFIC.														Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.						
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]					
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
141	10,03	...	...	41	1,78	16	16	...	1	4	198	12,02	3	19	17	16,41
180	9,29	...	...	53	2,26	20	23	...	...	3	203	11,81	3	18	26	15,99
141	10,42	...	...	35	1,49	25	18	...	...	9	291	12,24	3	17	21	16,42
129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,08	3	18	22	17,70
112	9,63	...	...	59	2,55	27	29	...	...	4	198	12,56	3	18	24	17,09
174	5,69	...	...	23	28	43	19	1	5	1	241	6,22	7	...	64	15,30
184	5,95	...	...	25	45	75	42	1	4	-1	285	6,85	7	...	58	16,63
221	6,15	...	...	21	29	32	20	1	6	...	275	6,70	11	...	57	16,45
192	5,94	...	...	33	52	20	11	1	6	1	246	6,64	16	...	81	17,59
228	7,54	...	...	39	69	17	8	1	8	5	285	8,44	19	...	46	19,14
2,415	1,59,24	5	41	159	2,57	332	5,72	29	3,68	16	2,940	1,71,78	62	...	6,82	3,15,52	
2,261	1,55,09	9	1,14	183	2,75	467	6,97	23	2,83	33	2,943	1,69,11	58	...	6,07	3,04,21	
2,491	1,83,57	16	1,25	166	3,49	309	5,72	28	3,72	38	3,010	1,98,13	66	...	6,96	3,38,44	
2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,01	
2,685	1,96,18	39	2,56	237	5,43	382	5,94	29	3,88	47	3,322	2,04,46	86	...	9,08	3,69,95	
2,368	1,22,65	6	26	14	1,23	745	6,10	11	3,38	21	2,144	1,33,83	30	88	3,55	2,46,95	
2,198	1,19,97	5	24	14	1,46	738	7,06	8	2,36	23	2,963	1,31,32	29	87	6,50	2,33,86	
2,012	1,09,08	4	23	25	2,77	655	5,59	8	2,55	19	2,704	1,20,41	31	88	5,13	2,20,82	
2,320	1,30,90	5	27	21	2,06	780	5,80	9	2,39	20	3,135	1,40,72	36	94	5,60	2,47,28	
2,243	1,34,27	12	46	20	1,94	761	5,46	9	2,49	19	3,045	1,44,81	40	88	4,87	2,47,73	
147	5,06	...	...	543	5,81	20	7	...	1	4	710	10,99	4	...	21	14,43
141	4,53	...	...	599	6,39	81	7	...	1	1	771	11,01	6	...	10	13,98
151	5,87	...	...	580	6,16	8	3	...	1	1	739	12,03	4	...	33	15,11
167	6,30	...	...	538	5,83	10	4	...	1	2	715	12,20	5	...	14	15,16
159	6,09	...	...	5,62	5,97	6	2	...	1	2	727	12,11	5	...	36	15,36
*	71,87	*	1	*	2,75	*	7,21	*	1,87	59	*	84,30	35	15,37	96	1,76,33	
*	56,63	*	2	*	3,59	*	6,64	*	85	38	*	66,11	30	12,69	3,59	1,55,77	
*	56,90	*	1	*	2,65	*	4,43	*	1,02	31	*	65,32	20	3,54	3,36	1,41,24	
*	61,01	*	3	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	5,46	1,57,63	
*	51,80	*	1	*	2,66	*	3,52	*	39	44	*	58,82	29	2,96	8,34	1,50,74	
236	5,23	...	...	9	10	9	9	1	2	1	255	5,45	9	...	56	14,22
223	5,16	...	...	12	16	9	8	...	1	1	244	5,42	9	...	56	14,23
259	5,64	...	...	15	22	13	11	...	2	3	287	6,02	7	...	78	15,06
246	5,35	...	...	24	31	16	15	1	3	4	287	5,88	9	...	63	15,89
281	6,46	...	...	26	39	27	24	...	4	2	334	7,15	12	...	71	17,99

* Included with the Eastern Bengal railway (5' 6" gauge).

† Live stock has been converted into tons at:—

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

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

An elephant = 2.50 tons.

APPEN

Details of gross earnings

COACHING TRAFFIC.															
Railway system.	Year.	PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down in which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3" GAUGE —contd.															
Hyderabad Godavari Valley, Hingoli Brauch and Secunderabad Godwal.	1913-14	5,8	35	37,7	69	...	...	2,790,0	14,64	47,4	3	2,880,9	15,91	1,55	17,46
	1914-15	4,5	26	38,8	78	...	...	2,992,5	13,48	39,6	3	3,075,4	14,55	1,52	16,07
	1915-16	4,7	29	39,7	87	...	...	3,020,9	13,52	42,4	3	3,107,7	14,71	1,70	16,41
	1916-17	5,8	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14	18,05
	1917-18	5,7	49	54,0	1,38	...	...	3,633,7	17,30	33,6	2	3,727,0	19,19	2,46	21,65
Jamnagar	1913-14	1,1	3	7,9	11	...	...	305,0	1,64	7	...	314,7	1,75	22	2,00
	1914-15	7	2	8,3	12	...	...	334,0	1,73	9	...	343,9	1,87	19	2,06
	1915-16	7	3	6,7	11	...	...	321,7	1,84	6	...	329,7	2,01	19	2,20
	1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23	2,54
	1917-18	7	3	8,0	16	...	...	339,3	2,17	46	1	352,6	2,37	24	2,61
Jodhpur-Bikaner.	1913-14	6,1	48	31,4	91	133,3	1,32	4,908,0	24,59	...	...	5,078,8	27,30	3,00	30,30
	1914-15	5,3	37	32,1	92	129,9	1,25	5,215,2	24,87	...	...	5,382,5	27,41	3,81	31,22
	1915-16	5,5	47	35,6	1,03	121,5	1,24	5,269,0	26,50	...	...	5,431,6	29,23	3,37	32,60
	1916-17	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03	34,96
	1917-18	10,4	95	41,0	1,68	129,3	1,99	4,374,7	28,50	...	...	4,555,4	33,12	4,67	37,79
Junagad State.	1913-14	1,8	3	26,1	20	...	...	867,5	3,13	2,2	...	897,6	3,36	21	3,57
	1914-15	1,9	3	26,9	21	...	...	865,2	3,06	2,4	...	896,4	3,30	22	3,52
	1915-16	2,1	4	28,3	22	...	...	953,7	3,30	2,4	...	986,5	3,56	21	3,77
	1916-17	2,2	4	34,3	27	...	...	1,107,6	3,88	4,4	1	1,148,5	4,20	27	4,47
	1917-18	1,9	3	41,1	31	...	...	1,211,7	4,18	7,3	2	1,262,0	4,54	30	4,84
Madras and Southern Mahratta.	1913-14	•	1,76	•	3,43	•	49	•	64,81	•	9	•	70,58	8,56	79,14
	1914-15	•	1,50	•	3,35	•	47	•	64,57	•	9	•	69,98	8,80	78,78
	1915-16	•	1,58	•	5,64	•	50	•	66,22	•	11	•	72,00	9,73	81,73
	1916-17	•	1,89	•	4,30	•	64	•	70,15	•	11	•	77,09	10,85	87,94
	1917-18	•	2,76	•	5,00	•	78	•	76,61	•	14	•	85,38	12,91	98,29
Morvi (including 2' 6" gauge section.)	1913-14	3,0	12	15,1	28	...	...	587,8	4,33	6	...	606,5	4,73	52	5,25
	1914-15	2,6	11	15,6	29	...	...	608,0	4,36	5	...	626,7	4,76	50	5,26
	1915-16	2,7	11	16,4	30	...	...	611,5	4,41	5	...	631,1	4,82	48	5,30
	1916-17	3,7	16	19,8	38	...	...	699,3	5,16	5	...	723,3	5,70	56	6,26
	1917-18	3,5	15	22,0	41	...	...	753,0	5,35	5	...	779,0	5,81	62	6,53
Mysore Arsikere	1917-18	2	1	17	2	...	...	104,3	40	2	...	106,4	43	1	44

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

DIX 6—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
281	23,35	2	4	26	96	173	1,26	...	6	12	482	25,79	13	...	1,13	44,51
298	23,20	1	3	18	59	168	88	...	5	10	485	24,85	12	...	1,30	42,34
308	25,94	2	5	25	97	163	1,35	...	8	9	498	28,47	12	...	1,14	46,14
246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,53
262	18,80	9	19	15	52	212	1,00	...	8	19	498	20,78	18	...	2,29	44,00
40	81	...	...	1	2	2	2	...	1	...	43	86	2	...	4	2,03
41	77	...	...	1	3	3	2	...	1	1	45	84	2	...	9	3,01
40	92	...	...	...	...	2	1	...	...	...	42	93	2	...	8	3,23
32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,43
36	93	...	...	1	3	3	2	...	1	1	40	1,00	2	...	11	3,74
946	34,83	1	4	24	28	214	2,89	2	14	6	1,187	38,24	14	...	1,15	69,83
647	25,21	3	28	17	19	139	1,57	2	16	7	808	27,48	14	...	1,37	60,21
1,030	44,44	2	9	21	22	159	1,66	3	39	12	1,215	46,92	17	...	1,23	80,97
1,029	41,21	14	82	22	21	172	1,91	2	18	12	1,239	44,45	19	...	1,73	81,33
1,251	54,51	10	52	18	14	142	1,56	4	26	9	1,425	57,08	21	...	1,67	96,75
102	2,27	...	...	5	2	16	10	...	1	...	123	2,40	4	...	18	6,19
123	2,32	...	...	4	2	15	9	...	...	1	142	2,44	3	...	22	6,21
146	2,90	...	...	5	1	6	4	...	...	1	157	2,06	3	...	20	6,06
141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,40
141	2,92	...	...	6	3	20	9	...	2	...	167	3,06	4	...	20	8,14
*	1,09,86	*	18	*	1,16	*	5,25	*	49	46	*	1,17,40	33	3,84	2,24	2,02,95
*	97,62	*	32	*	99	*	6,88	*	61	46	*	1,06,88	32	3,22	2,59	1,91,79
*	1,11,84	*	25	*	1,16	*	6,36	*	65	51	*	1,22,77	35	2,41	2,88	2,10,14
*	1,14,16	*	1,44	*	1,27	*	8,89	*	84	63	*	1,2,22	35	2,45	3,28	2,21,25
*	1,21,96	*	1,63	*	1,43	*	7,55	*	58	69	*	1,33,84	40	2,06	12,44	2,37,03
73	2,14	...	...	8	12	6	5	1	2	1	88	2,34	3	...	15	7,77
70	2,09	...	...	9	14	6	6	1	3	1	86	2,33	3	...	5	7,67
82	2,11	...	...	9	11	7	6	...	3	1	98	2,32	3	...	8	7,73
68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
84	2,72	...	...	13	24	6	5	...	5	3	103	3,09	6	...	8	9,78
6	21	...	...	...	...	...	...	...	...	...	6	21	1	...	...	66

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

† Live stock has been converted into tons at:—

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

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

An elephant = 2.50 tons

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Details of gross earnings

COACHING TRAFFIC.															
PASSENGER TRAFFIC.															
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.		Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings [In thousands.]
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. of rips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3" GAUGE															
<i>-concl'd.</i>															
Rohilkund and Kumaon.	1913-14.	6,5	54	24,6	89	41,0	38	5,196,6	15,47	3,6	1	5,272,3	17,29	1,65	18,94
	1914-15.	5,4	46	18,3	68	31,7	33	4,520,5	13,03	...	1	4,578,9	14,51	1,53	16,04
	1915-16.	5,5	49	19,6	68	42,2	37	5,025,9	14,50	...	1	5,093,2	16,05	1,45	17,50
	1916-17.	6,1	57	24,7	90	43,8	40	5,457,4	16,02	...	1	5,532,0	17,90	1,71	19,61
	1917-18.	8,1	74	29,4	83	39,2	37	5,248,7	16,66	...	1	5,319,4	18,61	2,13	20,74
South Indian.	1913-14.	†87,8	2,81	†427,6	5,23	...	...	†44,646,8	1,11,98	†2,034,8	75	†47,197,0	1,20,77	8,91	1,29,68
	1914-15.	†78,9	2,49	†397,1	5,42	...	...	†44,308,2	1,07,86	†2,171,2	79	†46,955,4	1,16,56	9,40	1,25,96
	1915-16.	†82,6	2,50	†415,7	5,82	...	...	†45,608,2	1,12,25	†2,449,9	87	†48,551,4	1,21,44	9,90	1,31,34
	1916-17.	†90,6	2,95	†474,6	6,77	...	...	†47,214,6	1,19,81	†2,415,1	94	†50,194,9	1,30,47	11,28	1,41,75
	1917-18.	†102,6	3,38	†469,6	8,36	...	...	†39,156,8	1,22,58	†2,062,8	96	†41,791,8	1,35,78	13,52	1,49,30
Udaipur-Chitorgarh.	1913-14.	1,4	9	2,1	6	1,8	2	401,8	1,72	5	...	407,6	1,89	13	2,02
	1914-15.	5	4	2,0	5	1,4	1	983,1	1,52	5	...	387,5	1,62	12	1,74
	1915-16.	6	3	2,3	7	2,9	3	388,4	1,63	5	...	394,7	1,76	13	1,89
	1916-17.	5	4	2,8	7	2,8	2	415,9	1,73	4	...	422,4	1,86	16	2,02
	1917-18.	4	2	1,9	4	1,0	1	317,8	1,58	5	...	321,6	1,65	13	1,78
2' 6" GAUGE															
Ahmadpur Katwa.	1917-18.	1	...	11	1	4,0	2	189,4	41	...	...	194,6	44	3	47
Arrah-Sasaram Light.	1913-14.	7	2	...	...	4,6	4	389,6	1,32	...	...	394,9	1,38	5	1,43
	1914-15.	7	2	...	...	5,3	5	436,9	1,43	...	...	442,9	1,50	5	1,55
	1915-16.	6	2	...	...	5,4	5	408,1	1,45	...	...	414,1	1,52	4	1,56
	1916-17.	8	2	...	...	5,7	5	457,3	1,57	...	...	463,8	1,64	4	1,68
	1917-18.	7	2	...	...	6,1	6	417,4	1,80	...	...	424,2	1,88	5	1,93
Bangalore Chik Ballapur.	1914-15.	§	§	§	§	§	§	§	§	§	§	§	§	§	§
	1915-16.	1	...	1,5	1	...	...	152,0	40	...	...	153,6	41	1	42
	1916-17.	††	††	††	††	††	††	††	††	††	††	††	††	††	††
	1917-18.	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Bankura-Damoodar River.	1916-17.	...	...	3	...	1,2	1	42,0	15	...	...	43,5	16	1	17
	1917-18.	1	...	7	1	4,9	3	242,9	88	...	...	248,6	92	8	1,00
Baraset-Basirhat Light.	1913-14.	5	1	3,7	4	24,6	16	747,5	2,46	62,6	8	838,9	2,75	10	2,85
	1914-15.	6	1	4,3	5	26,8	18	715,2	2,52	71,6	9	818,5	2,65	11	2,96
	1915-16.	3	1	3,8	4	23,7	17	742,0	2,63	104,5	12	874,3	2,97	13	3,10
	1916-17.	3	1	3,8	4	23,6	15	718,6	2,60	109,5	13	855,8	2,93	12	3,05
	1917-18.	1,6	3	1,1	1	19,7	14	581,6	2,27	72,8	10	676,8	2,55	11	2,66

†Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.

§Information not available.

††Included with the Kolar District railway (2' 6" gauge).

DIX 6—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings.	Steam boat earnings.	Surplus earnings.	Total gross earnings.
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	[In thousands.]	[In thousands.]	[In thousands.]	[In thousands.]
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
574	18,19	5	16	7	7	103	73	...	1	15	669	19,31	9	...	3,01	41,35
486	15,64	1	7	7	8	105	74	...	1	3	599	16,57	8	...	2,30	34,99
500	15,69	5	22	8	9	83	66	...	2	8	596	16,76	7	...	3,10	37,43
585	18,53	3	9	12	13	76	60	...	2	...	676	19,37	8	...	3,33	42,89
617	21,15	18	77	4	5	91	75	...	2	10	730	22,84	9	...	5,06	48,73
†2,632	85,43	†3	24	†47	1,02	†541	3,19	†23	1,28	1,26	†3,246	92,47	47	6	4,29	2,26,97
†2,510	81,32	†3	29	†40	86	†573	3,21	†18	1,00	1,28	†3,144	87,96	44	1,26	3,78	2,19,40
†2,730	92,67	†3	25	†61	2,12	†421	2,79	†20	1,04	1,27	†3,235	1,00,14	46	1,81	4,30	2,38,05
†2,793	95,05	†7	49	†58	2,25	†436	4,15	†20	1,01	1,30	†3,314	1,04,25	45	2,23	5,99	2,54,67
†2,712	1,04,76	†11	1,07	†52	2,64	†444	5,25	†14	76	1,49	†3,233	1,15,97	52	1,93	6,32	2,74,04
21	1,02	...	...	1	1	1	1	...	...	2	23	1,06	1	...	10	3,19
17	75	...	...	1	1	1	...	...	...	2	19	78	1	...	12	2,65
30	1,23	...	...	1	1	2	1	...	1	2	33	1,28	1	...	6	3,24
39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
19	81	...	...	2	2	2	1	...	1	1	23	86	2	...	10	2,76
4	5	...	...	1	1	...	...	...	...	...	5	6	...	...	1	54
23	43	...	...	1	1	...	...	...	...	...	24	44	...	...	...	1,94
25	51	...	...	2	3	4	2	...	...	...	31	56	...	...	2	2,13
19	36	...	...	1	2	...	...	...	...	1	20	39	...	...	1	1,96
28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,26
31	56	...	...	...	...	1	1	...	...	1	32	53	...	...	3	2,54
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§
3	6	...	...	...	...	3	4	...	...	...	6	10	...	...	...	52
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
9	22	...	...	1	1	1	1	...	...	...	11	24	...	...	4	1,29
21	42	...	...	...	...	...	...	...	...	...	21	42	...	...	1	3,28
25	52	...	...	...	...	...	...	...	...	...	25	52	...	...	1	3,49
30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	1	3,74
28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,57
23	41	...	...	...	...	...	...	...	...	...	23	41	...	...	1	3,08

† Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.

§ Information not available.

†† Included with the Kolar District railway (2' 6" gauge).

|| Live-stock has been converted into tons at—

A head of cattle, or a pony or horse

A head of sheep, goat, etc.

An elephant

... = 0.25 ton.

... = 0.025 ton.

... = 2.50 tons.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		PASSENGER TRAFFIC.													
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE -contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Barsi Light.	1913-14...	4	2	4,1	8	...	...	1,061,7	6,09	8	...	1,066,5	6,19	19	6,38
	1914-15...	4	2	3,9	7	...	...	924,3	4,96	...	...	928,6	5,05	19	5,23
	1915-16...	4	2	3,4	6	...	...	774,7	3,95	1	...	778,6	4,03	19	4,22
	1916-17...	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22	5,99
	1917-18...	4	2	4,1	9	...	...	659,7	4,26	...	...	694,2	4,37	19	4,56
Bengal Provincial.	1913-14...	2	...	1,4	1	22,3	4	520,7	88	35,1	3	579,7	96	5	1,01
	1914-15...	2	...	1,7	1	20,2	4	532,6	90	35,9	4	590,6	99	4	1,03
	1915-16...	2	...	1,5	1	19,8	4	520,7	91	22,8	4	565,0	1,00	6	1,06
	1916-17...	1	...	1,6	1	16,6	3	464,1	81	20,8	4	503,2	89	6	95
	1917-18...	2	...	1,1	...	8,4	2	403,3	76	14,6	2	427,6	80	5	85
Bukhtiar-pur Bihar Light.	1913-14...	8	1	2,3	2	12,9	6	365,0	82	...	...	381,0	91	8	99
	1914-15...	6	1	3,2	2	16,8	8	419,7	93	...	...	440,3	1,04	7	1,11
	1915-16...	8	1	3,3	3	19,3	10	618,8	1,60	...	...	642,7	1,74	7	1,81
	1916-17...	6	1	2,7	2	16,8	8	422,8	93	...	...	442,9	1,04	6	1,10
	1917-18...	4	...	2,5	2	11,8	7	441,7	1,10	...	...	456,4	1,20	9	1,29
Burdwan Kutwa.	1915-16...	...	...	6	...	3,4	1	133,0	31	...	...	137,0	32	2	34
	1916-17...	1	...	1,4	1	10,3	5	358,7	1,06	...	...	370,5	1,12	5	1,17
	1917-18...	...	...	1,2	1	8,2	4	342,4	1,02	...	...	351,8	1,07	5	1,12
Champamer-Shivrajpur-Pani Light.	1913-14...	...	...	4	1	...	...	141,4	30	...	...	141,8	31	1	32
	1914-15...	...	...	4	1	...	...	136,0	28	...	...	136,4	29	1	30
	1915-16...	...	...	4	...	...	...	123,6	26	...	...	124,0	26	1	27
	1916-17...	...	...	7	1	...	...	188,6	40	...	...	189,3	41	1	42
	1917-18...	...	...	7	1	...	...	155,3	35	...	...	156,0	36	3	39
Cach State.	1913-14...	5	2	6	1	...	...	73,4	35	...	...	74,5	38	10	48
	1914-15...	2	1	8	1	...	...	83,5	40	...	...	84,5	42	6	48
	1915-16...	...	...	9	1	...	...	75,3	36	...	...	76,2	37	6	43
	1916-17...	...	...	11	2	...	...	86,6	42	...	...	87,7	44	7	51
	1917-18...	...	...	4	1	...	...	50,3	23	...	...	50,7	24	6	30
Dehri-Rohtas Light.	1913-14...	2	...	...	...	4	...	50,1	11	...	...	50,7	11	1	12
	1914-15...	2	1	...	...	3	...	59,8	13	...	...	60,3	14	...	14
	1915-16...	2	...	...	...	4	...	54,7	12	...	...	55,3	12	...	12
	1916-17...	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...	15
	1917-18...	1	...	...	...	3	...	65,1	13	...	...	65,5	13	1	14

DIX 6—contd.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
144	6,08	...	...	7	24	12	3	1	...	5	164	6,40	5	...	35	13,18
132	5,14	...	...	7	21	9	5	1	...	4	149	5,41	5	...	46	11,18
152	5,65	...	...	7	22	9	4	...	...	4	168	5,95	5	...	45	10,67
112	4,60	...	...	5	15	4	2	...	...	3	121	4,80	5	...	41	11,25
81	3,44	...	...	5	14	3	1	...	...	4	89	3,63	5	...	37	8,61
40	32	...	...	...	...	1	...	...	...	...	41	32	...	...	1	1,34
45	37	...	...	1	1	...	...	...	...	...	46	28	...	...	2	1,43
41	32	...	...	1	1	...	...	...	...	...	42	33	1	...	1	1,41
42	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,23
31	27	...	...	...	...	...	...	...	...	...	31	27	...	...	2	1,14
28	52	...	...	...	...	...	...	...	...	...	28	52	...	...	7	1,53
34	55	...	...	...	...	...	...	...	...	...	34	55	...	...	...	1,66
25	48	...	...	...	...	...	...	...	...	...	25	48	...	...	2	2,31
30	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
37	66	...	...	...	...	...	...	...	...	...	37	66	...	...	2	1,97
1	2	...	...	...	1	2	1	...	...	...	3	4	...	...	...	38
6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,33
11	16	...	...	2	2	...	...	...	...	...	13	18	...	...	2	1,32
58	52	...	...	1	...	1	1	...	...	...	60	53	1	...	1	67
33	29	...	...	1	1	1	...	...	...	...	35	30	1	...	3	64
50	46	...	...	1	...	...	...	...	...	...	51	46	1	...	...	74
48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
62	81	2	3	1	...	1	...	...	...	...	66	84	1	...	1	1,25
17	43	...	...	1	2	...	...	...	...	4	18	49	...	...	...	97
17	40	...	...	...	1	...	...	...	...	8	17	49	...	...	...	97
23	48	...	...	1	2	...	...	...	...	11	24	61	...	...	1	1,05
17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
11	21	...	...	1	2	...	...	...	...	5	12	28	...	...	1	59
77	1,19	...	...	10	15	...	...	...	...	...	87	1,34	...	...	4	1,50
103	1,58	...	...	9	15	...	...	...	...	...	112	1,73	...	...	4	1,91
122	1,84	...	...	12	18	...	...	...	...	...	134	2,02	...	...	5	2,13
123	1,87	...	...	16	24	...	...	...	...	...	139	2,11	...	...	6	2,31
120	1,78	...	...	12	18	...	...	...	...	...	132	1,96	...	...	8	2,18

*Live-stock has been converted into tons at:—
 A head of cattle, or a pony or horse ... = 0.25 ton.
 A head of sheep, goat, etc. ... = 0.025 ton.
 An elephant ... = 2.50 tons.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
3	4	5	6	7	8	9	10	11	12	13	14	15	16		
2' 6" GAUGE—contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Dholpur-Bari.	1913-14...	...	...	4	...	...	...	84,3	27	...	...	84,7	27	2	29
	1914-15...	7	1	...	...	...	...	79,0	24	...	...	79,7	25	2	27
	1915-16...	...	...	4	1	...	...	88,8	28	...	...	89,2	29	1	30
	1916-17...	...	...	7	1	...	...	103,8	34	...	...	104,5	35	3	38
	1917-18...	...	...	6	1	...	...	109,6	36	...	...	110,2	37	4	41
Godhra-Lunavada.	1913-14...	...	...	1	...	...	...	25,3	10	...	...	25,4	10	...	10
	1914-15...	...	...	6	1	...	...	79,8	33	...	...	80,4	34	1	35
	1915-16...	...	...	6	1	...	...	88,3	37	...	...	88,9	39	2	40
	1916-17...	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2	46
	1917-18...	...	...	5	1	...	...	79,8	31	...	...	80,3	32	3	35
Jessore-Jhenidah.	1913-14 to 1915-16...	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1916-17...	3	1	1,3	1	7,0	4	216,5	65	...	...	219,1	71	6	77
	1917-18...	2	...	1,1	1	9,8	2	174,2	55	...	...	179,3	58	7	65
Kalighat-Falta.	1917-18	1	...	1,0	1	10,0	3	306,1	69	41	1	321,3	74		78
Kolar District.	1913-14...	...	...	8	...	...	...	35,0	6	...	...	35,3	6	...	6
	1914-15...	...	...	1,0	1	...	...	155,3	26	1,0	...	157,3	27	...	27
	1915-16...	1	...	1,2	1	...	...	169,6	29	1,7	...	172,6	30	1	31
	1916-17...	5	1	4,1	3	...	...	466,2	1,23	5,8	...	476,6	1,27	4	1,31
	1917-18...	7	1	4,3	5	...	...	567,7	1,72	8	...	573,5	1,78	8	1,86
Madaya Light.	1913-14 to 1917-18...	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Morappur Hosur and Tirupattur-Krishnagiri.	1913-14...	†	2	†	1	...	...	†	1,18	†	...	†	1,21	6	1,27
	1914-15...	†	3	†	...	...	...	†	1,31	†	...	†	1,34	7	1,41
	1915-16...	†	3	†	...	...	...	†	1,45	†	1	†	1,49	8	1,57
	1916-17...	†	4	†	...	...	...	†	1,62	†	...	†	1,66	7	1,73
	1917-18...	†	3	†	...	...	...	†	1,64	†	1	†	1,68	10	1,78
Munshanj.	1913-14...	1	1	3	...	1,9	1	78,1	24	...	...	80,4	26	2	28
	1914-15...	1	...	3	1	2,6	1	73,2	23	...	...	76,2	25	2	27
	1915-16...	1	...	3	1	2,5	2	63,7	20	...	...	66,6	23	2	25
	1916-17...	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3	27
	1917-18...	1	...	3	1	2,0	1	49,4	19	...	...	51,8	21	3	24

* Information not available.

† Included with the South Indian railway (3' 3½" gauge).

DIX 6—contd.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total goods earnings. [In thousands.]
Tons [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]	Earnings [In thousands.]	Tons [In thousands.]	Earnings [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		Rs.	Rs.	Rs.
21	25	...	...	...	...	1	...	...	...	...	22	25	...	...	...	54
30	43	...	...	...	...	1	...	...	...	...	31	43	1	...	1	72
32	56	...	...	...	...	1	...	...	...	...	33	56	1	...	1	88
39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
43	68	...	...	...	...	1	...	...	...	...	44	68	1	...	1	1,11
2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	13
6	9	...	...	...	...	...	...	...	...	...	6	9	1	...	...	45
6	11	...	...	...	...	...	...	...	...	...	6	11	1	...	1	53
12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
13	17	...	...	...	...	...	...	...	...	...	13	17	1	...	1	54
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	50 77 95
12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
10	22	...	...	1	1	...	...	...	...	...	11	23	...	...	1	89
8	10	...	...	...	...	...	...	...	...	...	6	10	...	...	1	69
1	1	...	...	...	...	2	1	...	...	...	3	2	...	...	...	8
6	7	...	...	...	...	6	2	...	...	...	12	9	...	...	...	36
7	7	...	...	...	...	4	2	...	...	...	11	9	...	...	8	48
24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	3	††1,77
30	63	...	...	...	...	5	4	...	...	1	35	63	1	...	6	††2,01
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
†	50	...	...	...	...	†	2	...	...	1	†	53	...	...	1	1,81
†	54	...	...	...	...	†	1	...	...	1	†	56	...	...	1	1,98
†	64	...	...	...	...	†	1	...	...	...	†	65	...	...	1	2,23
†	70	...	...	...	...	†	1	...	...	2	†	73	...	...	3	2,49
†	64	...	...	...	...	†	1	...	...	1	†	66	...	...	29	2,73
21	37	...	...	...	...	...	...	...	...	...	21	37	1	...	1	67
16	27	...	...	...	...	...	...	...	...	...	16	27	...	...	...	54
13	22	...	...	...	...	...	1	...	...	...	13	23	...	...	...	48
14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	52
15	28	...	...	...	...	...	...	...	...	...	15	28	...	...	...	32

* Information not available.

† Included with the South Indian railway (3' 3 1/4" gauge).

†† Includes figures for the Bangalore-Chik Ballapur railway.

‡ Live-stock has been converted into tons at:—

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

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

An elephant = 2.50 tons.

APPEN
Details of gross earnings.

		COACHING TRAFFIC.														
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]	
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.				
		No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
2' 6" GAUGE —concl.—	1913-14...	...	...	1,1	2	...	...	201,0	68	...	...	202,1	70	4	74
	1914-15...	...	...	9	1	...	...	224,6	81	...	...	225,5	82	5	87
	Nadigar-Kupad-vanj.	1915-16...	1,0	1	248,3	86	249,3	87	6	93
		1916-17...	1,0	1	273,0	97	274,0	98	7	1,05
		1917-18...	9	2	295,7	100	296,6	1,02	8	1,10
Parlakimedi Light.	1913-14...	4	1	4	...	2,2	1	157,8	30	...	...	160,8	32	3	35
	1914-15...	2	...	3	...	2,4	1	158,2	37	...	...	161,1	38	3	41
	1915-16...	1	...	3	...	2,1	1	119,9	29	...	...	122,4	30	2	32
	1916-17...	2	1	4	...	2,8	1	158,2	36	...	...	161,6	38	2	40
	1917-18...	1	...	3	1	2,2	1	134,6	37	...	...	137,2	39	3	42
Pawayan Light.	1913-14...	1	...	3,2	2	...	...	447,0	67	...	...	450,3	69	1	70
	1914-15...	1	...	2,6	2	...	...	359,7	53	...	...	362,4	55	2	57
	1915-16...	1	...	3,7	2	...	...	414,7	62	...	...	418,5	64	2	66
	1916-17...	1	...	3,2	2	1	...	416,3	63	...	...	419,7	65	2	67
	1917-18...	1	...	3,1	2	2	...	400,8	65	...	...	404,2	67	2	69
Shahdara (Dolha)-Saharanpur Light.	1913-14...	7	2	...	...	11,4	9	1,091,7	3,56	...	...	1,106,8	3,67	10	3,77
	1914-15...	5	1	...	...	15,0	9	1,020,8	3,31	...	...	1,036,3	3,41	10	3,51
	1915-16...	6	1	...	...	16,4	10	1,022,3	3,38	...	...	1,039,3	3,49	10	3,59
	1916-17...	6	2	1	...	16,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12	3,94
	1917-18...	8	2	...	...	17,4	11	1,080,2	3,52	...	...	1,098,4	3,72	16	3,88
Tezpur-Balipara Light.	1913-14...	1,7	2	...	...	6,3	2	164,0	41	17,2	2	189,2	47	7	54
	1914-15...	1,3	2	...	...	7,2	2	164,2	40	17,4	1	190,1	45	6	51
	1915-16...	1,2	1	...	...	7,4	2	189,2	41	18,6	2	216,4	46	7	53
	1916-17...	1,2	2	...	...	7,2	2	159,2	38	19,7	2	187,3	44	7	51
	1917-18...	1,0	1	...	...	5,6	2	167,5	40	19,6	2	194,9	45	7	52
2' 0" GAUGE																
Darjooling Himalayan.	1913-14...	8,6	1,00	23,1	98	...	...	220,9	1,90	...	...	252,8	3,88	1,16	5,04
	1914-15...	6,0	72	23,0	99	...	...	206,7	1,91	...	...	235,7	3,62	1,20	4,82
	1915-16...	7,1	80	27,8	1,10	...	...	348,3	2,66	...	...	363,2	4,56	1,36	5,92
	1916-17...	7,7	91	33,5	1,37	...	...	623,3	3,90	1	1	664,6	6,18	1,54	7,72
	1917-18...	8,7	1,20	30,1	1,83	...	...	514,7	3,97	3	1	553,6	6,51	1,74	8,25
Gwalior Light.	1913-14...	7	6	6,6	12	...	...	420,4	2,41	...	...	427,7	2,59	16	2,75
	1914-15...	2	1	4,0	6	...	...	330,6	1,90	...	...	334,8	1,97	19	2,16
	1915-16...	9	6	6,5	13	...	...	371,1	2,13	...	...	378,5	2,32	22	2,54
	1916-17...	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21	2,69
	1917-18...	9	6	6,2	15	...	...	361,8	2,45	...	...	398,4	2,64	27	2,91

DIX 6—contd.

of each railway system.

GOODS TRAFFIC.																
MERCANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings [In thousands.]	Steam boat earnings [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings [In thousands.]
Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Rs.	Rs.	Rs.	Rs.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
12	29	...	...	...	...	...	...	...	...	...	12	29	...	...	...	1,03
14	31	...	...	...	...	1	...	...	...	...	15	31	...	...	1	1,19
20	40	...	...	...	...	...	...	...	...	...	20	40	...	...	1	1,34
18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
23	46	...	...	...	1	...	...	...	...	...	23	47	...	...	1	1,58
16	15	...	...	...	...	...	1	...	...	...	16	16	...	...	...	51
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	50
9	8	...	...	...	...	1	1	...	...	...	10	9	...	...	...	41
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	49
12	10	...	...	...	...	1	2	...	...	...	13	12	...	...	...	54
24	27	...	...	...	...	...	...	...	...	...	24	27	...	...	...	97
22	25	...	...	...	...	...	...	...	...	1	22	26	...	...	...	83
28	30	...	...	...	...	...	...	...	...	...	28	30	...	...	...	96
84	34	...	...	...	...	...	...	...	...	...	34	34	...	...	...	1,01
29	33	...	...	...	...	...	...	...	...	...	29	33	...	...	...	1,02
91	2,34	...	...	1	2	...	...	...	...	2	92	2,38	...	...	2	6,17
116	2,91	...	...	1	1	1	1	...	...	1	118	2,94	...	...	3	6,48
71	1,86	...	...	1	2	1	1	...	...	...	78	1,89	...	...	1	5,40
99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	3	6,69
119	3,30	...	...	1	2	1	1	...	...	2	121	3,25	...	...	3	7,16
12	49	...	...	10	25	...	...	...	...	1	22	75	2	...	4	1,35
12	50	...	...	11	28	...	...	...	...	2	23	80	2	...	3	1,36
18	54	...	...	10	27	...	...	...	...	2	23	83	2	...	4	1,42
18	53	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
10	46	...	...	9	25	...	...	...	...	3	19	74	2	...	5	1,83
48	6,02	...	11	4	30	10	36	...	2	...	57	6,83	3	...	9	11,99
42	5,63	...	9	4	37	9	30	...	2	...	55	6,41	3	...	10	11,36
66	6,58	...	5	4	37	14	44	1	3	2	85	7,49	4	...	7	13,52
91	7,29	...	4	9	52	23	59	...	3	1	123	8,48	4	...	9	16,33
88	7,32	...	3	5	41	23	39	...	1	7	116	8,23	4	...	7	16,59
76	2,28	...	...	3	4	...	...	...	...	2	79	2,34	3	...	2	5,14
95	2,99	...	...	4	7	...	...	...	...	2	99	3,08	4	...	3	5,31
101	3,13	...	...	3	5	1	1	...	...	2	105	3,21	4	...	6	5,85
81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	...	5	5,63
88	3,37	...	...	3	3	3	4	...	...	8	94	3,52	7	...	8	6,58

* Live-stock has been converted into tons at:—
 A head of cattle, or a pony or horse = 0·25 ton.
 A head of sheep, goat, etc. ... = 0·025 ton.
 An elephant ... = 2·50 tons.

Details of gross earnings

		COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching earnings. [In thousands.]
		PASSENGER TRAFFIC.										Total.			
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
2'0" GAUGE.—concd.															
Howrah-Amra Light.	1913-14...	7	1	4,2	2	64,4	21	1,497,6	4,62	277,6	21	1,844,5	5,07	16	5,23
	1914-15...	7	1	9,9	8	91,9	24	1,556,3	4,59	352,5	23	2,011,3	5,16	17	5,27
	1915-16...	6	1	13,2	3	110,5	27	1,595,8	4,67	365,2	25	2,085,3	5,23	18	5,41
	1916-17...	6	1	13,8	8	113,2	28	1,606,2	4,71	393,5	26	2,127,3	5,29	15	5,44
	1917-18...	35	3	1,7	1	69,5	23	1,566,9	4,66	308,4	25	1,950,0	5,18	17	5,35
Howrah-Sheakhala Light.	1913-14...	1	...	...	...	23,1	5	504,4	1,04	340,4	30	868,0	1,39	3	1,42
	1914-15...	1	...	1,4	...	36,4	7	491,8	98	378,5	31	908,2	1,36	3	1,39
	1915-16...	2	...	1,2	1	38,2	8	507,8	99	376,7	31	938,1	1,39	4	1,43
	1916-17...	1	...	1,0	...	40,6	7	508,1	39	454,6	35	1,004,4	1,41	3	1,44
	1917-18...	6	1	3	...	23,5	5	497,9	98	367,7	35	899,0	1,39	4	1,43
Jagadhri Light.	1913-14...	...	...	7	...	...	...	159,3	15	...	...	160,0	15	...	15
	1914-15...	...	...	4	...	...	...	139,4	13	...	...	139,8	13	1	14
	1915-16...	...	...	3	...	...	...	137,6	13	...	...	127,9	13	1	14
	1916-17...	2	...	...	...	17	...	83,8	8	...	...	85,7	8	2	10
	1917-18...	1	...	...	...	27	1	97,1	9	...	...	99,9	10	1	11
Jorhat (Provincial).	1913-14...	...	...	...	...	...	...	221,8	36	...	...	221,8	36	...	36
	1914-15...	...	...	...	...	...	...	214,2	37	...	...	214,2	37	...	37
	1915-16...	...	...	...	...	...	...	207,3	35	...	...	207,3	35	...	35
	1916-17...	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...	39
	1917-18...	...	...	...	...	...	...	200,1	36	...	...	200,1	36	...	36
Pipar-Bilara Light.	1913-14...	...	...	3	...	...	...	68,4	19	...	...	68,7	19	...	19
	1914-15...	...	...	3	...	...	...	74,4	10	...	...	74,7	19	...	19
	1915-16...	...	...	3	...	...	...	74,2	18	...	...	74,5	18	2	20
	1916-17...	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1	19
	1917-18...	...	...	2	...	...	...	39,1	10	...	...	39,3	10	1	11
Kulasekarapatnam-Tissanvillai Light.	1915-16...	...	...	...	...	...	...	64,0	9	...	...	64,0	9	...	9
	1916-17...	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...	11
	1917-18...	...	...	...	...	...	...	66,2	10	...	...	66,2	10	...	10
Tarikere-Narasimharaja-Pura.	1914-15...	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	1915-16...	...	...	...	...	...	...	7,4	3	...	...	7,4	3	...	3
	1916-17...	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...	1
	1917-18...	...	...	6	1	...	...	21,6	13	...	...	22,2	14	...	14
TOTAL OF ALL RAILWAYS.	1913-14...	812,6	68,94	3,460,6	88,70	12,370,8	1,08,48	410,959,8	18,37,03	30,114,1	19,36	457,717,9	21,17,51	2,60,54	23,73,69
	1914-15...	724,5	59,78	3,462,5	89,89	12,617,7	1,03,31	403,558,8	17,62,96	30,722,4	19,35	451,085,9	20,35,29	3,13,43	23,44,26
	1915-16...	738,7	58,76	3,791,1	1,01,41	13,648,1	1,12,82	418,254,0	18,04,85	32,959,0	20,73	464,380,9	20,98,57	3,28,21	24,14,00
	1916-17...	822,6	72,28	4,607,1	1,30,01	14,348,8	1,22,41	431,456,2	19,61,59	31,796,2	21,92	486,030,9	23,08,19	4,03,14	27,05,96
	1917-18...	882,6	95,25	4,216,1	1,43,30	7,719,4	1,15,73	381,016,7	21,44,51	36,433,9	24,86	430,268,7	25,23,15	4,90,39	30,17,05

* Information not available.

DIX 6—concl'd.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.] †	Earnings [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
41	69	...	...	...	...	...	...	...	...	...	41	69	...	...	2	5,94
48	88	...	...	...	...	...	...	...	...	...	48	83	...	...	3	6,13
39	74	...	...	...	...	...	...	...	...	...	39	74	...	...	2	6,17
39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,07
39	63	...	...	...	...	...	...	...	...	...	39	63	...	...	4	6,02
12	15	...	...	...	...	...	...	...	...	...	12	15	...	...	1	1,56
12	16	...	...	...	...	...	...	...	...	...	12	16	...	...	1	1,56
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	1	25
11	8	...	...	...	...	...	...	...	...	...	11	8	...	...	...	22
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	23
11	7	...	...	...	...	...	...	...	...	...	11	7	...	...	...	17
10	8	...	...	...	...	...	...	...	...	...	10	8	...	...	...	19
25	91	...	...	...	...	...	...	...	...	...	25	91	1	...	2	1,30
22	81	...	...	...	...	...	...	...	...	...	22	81	1	...	2	1,21
30	1,15	...	...	...	...	...	...	...	...	...	30	1,15	1	...	6	1,57
33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	3	1,66
28	1,01	...	...	...	...	...	...	...	...	...	28	1,01	1	...	4	1,42
8	7	...	...	...	...	...	...	...	...	...	8	7	...	...	...	26
3	6	...	...	...	...	...	...	...	...	...	3	6	...	...	...	25
8	14	...	...	...	...	...	...	...	...	...	8	14	...	...	...	34
5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	...	26
5	9	...	...	...	...	...	...	...	...	...	5	9	...	...	...	20
9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	...	13
23	68	...	...	1	1	...	...	...	...	...	24	69	...	...	...	80
23	22	...	...	2	...	1	...	...	...	...	26	22	...	...	...	32
•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
2	4	...	...	...	...	1	...	...	...	...	3	4	...	...	1	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	1	1	...	...	...	1	3	...	...	...	17
45,128	29,92,10	166	12,82	17,295	4,96,25	19,744	2,12,46	280	40,17	30,94	82,613	37,77,40	9,55	65,68	1,61,60	163,58,51
44,410	26,38,63	232	25,12	18,474	5,62,75	20,641	2,28,31	215	36,86	25,93	80,972	35,09,18	9,06	34,35	1,45,12	1,60,42,74
44,660	29,26,35	415	40,53	19,081	6,29,36	18,105	2,25,42	258	42,25	22,90	82,499	38,75,79	9,51	22,47	1,43,32	1,64,66,04
44,367	29,69,29	778	71,54	22,392	7,97,91	18,442	2,45,40	273	40,00	29,38	86,242	41,43,00	10,89	22,74	1,86,24	1,70,68,42
43,933	31,41,78	1,666	1,45,84	42,822	8,26,04	17,823	2,74,46	228	36,11	37,44	85,472	44,49,54	12,67	19,76	2,37,77	1,77,36,30

* Information not available.

† Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0.25 ton.

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

An elephant ... = 2.50 tons.

‡ Includes figures for Jessore-Jhenidah railway for which detailed information is not available.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur (including 2' 6" gauge branches)	1913-14	46.14	10.97	65.55	15.59	22.35	5.32	33.87	8.05
	1914-15	38.71	9.44	68.93	16.81	20.93	5.11	35.77	8.72
	1915-16	46.38	10.45	71.02	16.01	21.09	4.75	35.38	7.97
	1916-17	44.18	8.62	77.29	15.09	28.48	5.56	38.83	7.58
	1917-18	43.68	7.75	84.68	15.01	38.04	6.75	39.19	6.95
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1913-14	44.62	11.41	76.57	19.58	15.82	4.05	28.05	7.17
	1914-15	38.94	10.53	76.42	20.67	17.54	4.74	28.36	7.67
	1915-16	49.99	12.26	71.44	17.52	16.98	4.17	27.69	6.79
	1916-17	26.46	6.16	73.32	17.06	18.81	4.38	28.65	6.67
	1917-18	33.22	6.77	87.73	17.96	22.95	4.68	32.21	6.57
Eastern Bengal	1913-14	25.83	12.42	30.23	14.54	9.92	4.77	29.32	14.10
	1914-15	25.22	13.67	33.52	18.16	6.74	3.65	32.46	17.59
	1915-16	31.03	14.42	29.53	13.72	9.12	4.24	33.36	15.51
	1916-17	24.68	11.09	28.01	12.59	11.49	5.16	34.35	15.43
	1917-18	29.19	14.00	27.52	13.21	10.63	5.10	33.64	16.14
East Indian	1913-14	84.97	8.00	1,26.15	11.88	39.19	3.69	90.82	8.55
	1914-15	86.07	8.04	1,29.34	12.08	36.83	3.44	97.30	9.09
	1915-16	87.01	8.03	1,34.57	12.42	44.32	4.09	97.17	8.96
	1916-17	82.85	7.23	1,33.09	11.62	43.38	3.79	1,00.65	8.79
	1917-18	84.54	6.92	1,39.00	11.33	38.94	3.19	1,00.08	8.19
Great Indian Peninsula (including 2' 6" gauge lines worked).	1913-14	1,36.54	14.88	2,19.60	23.94	42.72	4.66	78.88	8.60
	1914-15	1,05.00	12.62	2,22.19	26.70	44.89	5.39	82.00	9.85
	1915-16	1,11.77	11.51	2,38.00	24.51	44.81	4.62	79.22	8.16
	1916-17	93.89	8.96	2,56.50	24.48	38.63	3.69	81.56	7.79
	1917-18	1,02.98	9.06	2,75.10	24.22	45.86	4.04	91.56	8.06
Madras and Southern Mahratta	1913-14	26.39	11.55	51.34	22.47	12.60	5.52	15.53	6.80
	1914-15	26.86	11.40	49.92	21.20	12.37	5.26	16.25	6.90
	1915-16	27.84	10.71	55.34	21.28	12.85	4.94	16.17	6.22
	1916-17	22.99	7.64	63.64	21.15	16.59	5.51	17.01	5.65
	1917-18	22.07	6.57	62.59	18.64	18.32	5.45	17.80	5.30
Nizam's Guaranteed State	1913-14	14.94	21.08	9.45	13.33	2.93	4.13	4.16	5.87
	1914-15	9.45	14.95	9.92	15.69	1.86	2.94	4.20	6.65
	1915-16	15.33	22.06	7.95	11.44	3.52	5.07	4.14	5.96
	1916-17	5.40	7.61	10.89	15.35	1.94	2.74	4.13	5.82
	1917-18	5.32	6.86	9.19	11.86	3.46	4.46	4.30	5.56

DIX 7.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
20,36	4.84	4,43	1.05	12,83	3.05	2,05,53	48.87	1913-14	Bengal-Nagpur (including 3' 6" gauge branches).
21,72	5.30	4,63	1.13	16,08	3.92	2,06,77	50.43	1914-15	
21,36	4.81	4,33	0.98	17,92	4.04	2,17,48	49.01	1915-16	
21,79	4.25	4,72	0.92	31,07	6.07	2,46,36	48.09	1916-17	
23,05	4.08	4,33	0.87	29,08	5.16	2,62,60	46.57	1917-18	
14,06	3.60	12,32	3.15	1,91,44	48.96	1913-14	Bombay, Baroda and Central India (including 2' 6" gauge lines worked).
14,87	4.02	...	...	14,60	3.95	1,90,73	51.58	1914-15
14,69	3.60	...	...	13,33	3.27	1,94,12	47.61	1915-16
14,75	3.43	...	...	16,79	3.90	1,78,78	41.60	1916-17
16,87	3.24	...	...	21,59	4.40	2,13,37	43.56	1917-18
9,27	4.46	13,22	6.36	1,17,79	56.65	1913-14	Eastern Bengal.
12,36	6.70	...	...	11,05	6.31	1,21,95	66.08	1914-15
11,19	5.29	...	...	7,76	3.61	1,21,99	56.70	1915-16
12,55	5.64	...	...	6,70	3.01	1,17,78	52.92	1916-17
13,05	6.26	...	...	7,51	3.60	1,21,54	58.31	1917-18
34,97	3.29	2,16	0.20	47,32	4.46	4,25,58	40.07	1913-14	East Indian.
35,61	3.32	2,06	0.19	34,89	3.26	4,22,10	39.42	1914-15	
35,80	3.30	1,72	0.16	23,18	2.05	4,22,77	39.01	1915-16	
36,34	3.17	-24	-0.02	25,59	2.23	4,21,66	36.81	1916-17	
38,07	3.11	-11	-0.01	25,57	2.09	4,26,09	34.87	1917-18	
32,58	3.55	41,29	4.50	5,51,61	60.13	1913-14	Great Indian Peninsula (including 2' 6" gauge lines worked).
33,44	4.02	...	...	34,60	3.16	5,23,64	62.67	1914-15
33,82	3.43	...	...	46,89	4.81	5,56,13	56.97	1915-16
37,69	3.59	...	...	54,68	5.23	5,65,99	53.69	1916-17
39,10	3.43	...	...	51,08	4.50	6,09,19	53.27	1917-18
10,37	4.54	7,24	3.17	1,23,47	54.05	1913-14	Madras and Southern Mahratta.
10,72	4.55	...	...	8,72	3.70	1,24,84	53.01	1914-15
10,61	4.08	...	...	10,12	3.89	1,32,93	51.12	1915-16
11,27	3.74	...	...	17,32	5.76	1,48,82	49.45	1916-17
11,49	3.42	...	...	13,61	5.34	1,50,88	44.92	1917-18
3,26	4.60	1,37	1.93	36,11	50.94	1913-14	Nizam's Guaranteed State
3,31	5.24	...	...	2,29	3.62	31,03	49.09	1914-15
3,30	4.75	...	...	3,35	4.82	37,59	54.10	1915-16
3,57	5.03	...	...	4,31	6.08	30,24	42.63	1916-17
4,13	5.33	...	...	14,47	18.68	40,87	52.75	1917-18

* Includes Rs. 3,08,000 for the Central Provinces and Rs. 23,000 for the Dhond-Baramati railways for which detailed figures are not available.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—conold.									
North Western—									
Commercial section (including 2' 6" gauge lines)	1913-14	1,03,35	11.21	1,91,42	20.77	49,48	5.37	91,52	9.93
	1914-15	1,12,82	13.28	2,00,19	23.55	40,69	4.79	87,42	10.29
	1915-16	1,19,99	13.49	1,77,20	19.93	37,40	4.21	87,10	9.80
	1916-17	1,15,69	11.33	1,70,59	16.71	35,32	3.46	86,51	8.47
	1917-18	88,39	7.04	2,06,11	16.42	41,86	3.30	93,47	7.45
Military section (including 2' 6" gauge lines)...	1913-14	16,08	25.12	26,07	40.72	4,59	7.17	9,86	15.40
	1914-15	18,22	25.11	29,55	40.72	4,61	6.35	9,86	13.59
	1915-16	18,57	24.00	27,95	36.12	4,94	6.38	10,16	13.13
	1916-17	18,82	22.02	30,26	35.41	3,83	4.48	10,39	12.16
	1917-18	21,29	20.42	36,17	34.70	4,26	4.09	11,02	10.57
Total Commercial and Military sections (North Western).	1913-14	1,19,43	12.12	2,17,49	22.06	54,02	5.48	1,01,38	10.29
	1914-15	1,31,04	14.21	2,29,74	24.91	45,30	4.91	97,28	10.55
	1915-16	1,38,56	14.33	2,05,15	21.22	42,34	4.38	97,26	10.06
	1916-17	1,34,51	12.16	2,00,85	18.15	39,15	3.54	96,90	8.76
	1917-18	1,09,68	8.07	2,42,28	17.82	45,62	3.36	1,04,49	7.69
Oudh and Rohilkhand	1913-14	29,97	12.18	36,94	15.01	13,26	5.39	24,20	9.83
	1914-15	28,70	13.48	36,34	17.07	12,24	5.75	23,44	11.01
	1915-16	26,32	11.51	36,04	15.76	12,11	5.30	23,14	10.12
	1916-17	27,73	10.32	34,82	12.95	14,75	5.49	22,16	8.24
	1917-18	21,51	7.40	36,59	12.57	13,62	4.69	23,44	8.06
South Indian	1913-14	7,70	9.68	22,52	28.31	8,95	11.25	5,37	6.75
	1914-15	8,80	11.26	20,20	25.84	5,73	7.33	5,18	6.62
	1915-16	*	*	*	*	*	*	*	*
	1916-17	*	*	*	*	*	*	*	*
	1917-18	*	*	*	*	*	*	*	*
3' 3 1/2" GAUGE									
Assam-Bengal	1913-14	13,85	19.67	12,27	17.43	3,31	4.70	10,79	15.31
	1914-15	14,12	20.51	13,15	19.10	5,09	7.39	10,23	14.86
	1915-16	15,15	22.45	12,13	17.68	3,20	4.75	10,68	15.83
	1916-17	15,36	22.79	11,60	17.22	4,41	6.54	11,26	16.72
	1917-18	15,93	20.75	13,07	17.03	4,68	6.10	10,89	14.18
Bengal and North-Western	1913-14	20,46	9.26	23,66	10.70	6,61	2.99	13,25	6.00
	1914-15	20,24	9.93	23,39	11.48	6,28	3.08	13,44	6.60
	1915-16	19,75	9.49	23,21	11.15	6,02	2.89	13,64	6.58
	1916-17	24,68	10.54	25,17	10.79	7,54	2.23	13,01	5.58
	1917-18	23,87	10.27	26,75	11.51	13,48	5.80	13,97	6.01

* Included with the South Indian railway (3' 3 1/2" gauge).

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE—contd.									
North Western—									
36,38	3.95	30	0.04	24,78	2.68	4,97,22	53.95	1913-14	Commercial section.
35,64	4.19	65	0.08	18,86	2.22	4,96,27	58.41	1914-15	
32,76	3.68	83	0.09	20,73	2.33	4,76,01	53.53	1915-16	
31,04	3.05	28	0.03	25,48	2.50	4,64,91	45.54	1916-17	
33,38	2.66	63	0.04	52,27	4.16	5,15,51	41.07	1917-18	
5.50	8.59	1.47	2.30	63,57	99.30	1913-14	Military section.
5,71	7.87	...	...	1,91	2.63	69,86	96.27	1914-15
5,43	7.02	...	...	2,07	2.68	69,12	89.33	1915-16
5,11	5.98	...	...	2,30	2.69	70,71	82.74	1916-17
4,73	4.64	...	...	2,26	2.17	79,73	76.49	1917-18
41,88	4.25	39	0.04	26,20	2.66	5,60,79	56.90	1913-14	Total Commercial and Military Sections (North-Western).
41,35	4.48	65	0.07	20,77	2.25	5,66,13	61.38	1914-15	
38,19	3.95	83	0.09	22,80	2.36	5,45,13	56.39	1915-16	
36,15	3.27	28	0.03	27,78	2.50	5,35,62	48.41	1916-17	
38,11	2.80	53	0.04	54,53	4.01	5,95,24	43.79	1917-18	
10,31	4.15	5,87	2.38	1,20,45	48.94	1913-14	Oudh and Rohilkhand.
11,59	5.44	...	...	7,03	3.30	1,19,34	56.05	1914-15
10,78	4.71	...	...	5,23	2.29	1,13,62	49.69	1915-16
10,63	3.96	...	...	5,46	2.03	1,15,55	42.99	1916-17
10,78	3.71	...	...	5,57	1.92	1,11,51	38.35	1917-18
3,57	4.49	1,52	1.91	49,63	62.39	1913-14	South Indian.
3,55	4.54	...	...	2,65	3.39	46,11	58.98	1914-15
*	*	...	...	*	*	39,90	46.99	1915-16
*	*	...	...	*	*	48,73	49.61	1916-17
*	*	...	...	*	*	45,27	41.09	1917-18
3' 3½" GAUGE.									
5,96	8.46	1,54	2.18	47,72	67.75	1913-14	Assam-Bengal.
6,35	9.22	46	0.67	2,14	3.10	51,54	74.85	1914-15	
7,11	10.53	68	1.00	3,62	5.37	52,57	77.91	1915-16	
6,50	9.65	93	1.37	2,53	3.75	52,59	78.04	1916-17	
7,86	10.23	1,12	1.46	3,43	4.47	56,98	74.22	1917-18	
8,56	3.87	5,29	2.39	2,31	1.27	80,64	36.48	1913-14	Bengal and North-Western.
8,46	4.15	5,32	2.61	2,54	1.25	79,67	39.10	1914-15	
8,03	3.86	4,55	2.19	3,19	1.53	78,39	37.67	1915-16	
8,20	3.52	5,05	2.17	2,71	1.16	86,26	36.9	1916-17	
8,37	3.60	4,17	1.79	3,20	1.38	93,81	40.36	1917-18	

* I included with the South Indian railway (3' 3½" gauge).

Details of working expenses of each railway

Railway system,	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Bengal Doars	1913-14	2,09	12.74	1,52	9.30	33	1.99	86	5.26
	1914-15	2,04	12.76	1,48	9.26	52	3.25	90	5.63
	1915-16	2,42	14.74	1,33	8.10	34	2.07	1,00	6.09
	1916-17	2,89	16.33	1,41	7.97	42	2.37	1,11	6.27
	1917-18	2,84	16.61	1,13	6.64	44	2.56	1,15	6.71
Bhavnagar State	1913-14	1,32	8.63	2,62	17.12	43	2.81	1,49	9.74
	1914-15	1,19	7.16	2,69	16.17	42	2.53	1,67	10.04
	1915-16	1,46	8.83	2,46	14.95	56	3.40	1,65	10.03
	1916-17	2,53	14.39	2,30	13.08	47	2.70	1,72	9.75
	1917-18	1,42	7.44	2,39	12.47	44	2.31	1,82	9.54
Bombay, Baroda and Central India	1913-14	28,91	9.16	63,75	20.20	17,17	5.44	27,88	8.84
	1914-15	34,01	11.18	63,35	20.83	16,03	5.27	27,16	8.93
	1915-16	32,36	9.56	65,77	19.43	13,04	4.12	27,23	8.05
	1916-17	27,27	7.55	67,01	18.56	17,40	4.82	27,40	7.59
	1917-18	29,87	8.08	70,10	18.95	15,53	4.21	28,99	7.83
Burma	1913-14	36,04	14.60	42,57	17.24	14,52	5.88	19,36	7.84
	1914-15	31,97	13.67	43,97	18.80	14,88	6.36	19,43	8.33
	1915-16	32,29	14.62	41,02	18.58	14,42	6.53	19,01	8.60
	1916-17	33,54	13.56	41,78	16.90	11,05	4.47	19,16	7.75
	1917-18	37,78	15.25	41,87	16.90	10,23	4.13	20,33	8.21
Dibru-Sadiya	1913-14	2,30	15.95	2,21	15.33	1,33	9.22	1,08	7.49
	1914-15	2,50	18.01	2,49	17.94	1,33	9.53	1,12	8.07
	1915-16	2,51	16.52	2,75	18.14	1,43	9.41	1,26	8.32
	1916-17	2,35	15.50	2,75	18.14	1,56	10.29	1,35	8.91
	1917-18	2,83	18.41	2,92	19.01	1,64	10.66	1,33	8.66
Eastern Bengal (including 2' 6" gauge section.)	1913-14	21,65	12.33	24,07	13.71	7,01	3.99	19,02	10.83
	1914-15	21,03	13.50	25,69	16.49	7,60	4.88	20,23	12.99
	1915-16	22,23	15.74	25,19	17.84	8,02	5.68	18,90	13.88
	1916-17	20,49	12.98	24,57	15.57	7,65	4.85	20,39	12.92
	1917-18	20,56	13.64	20,37	13.51	7,56	5.02	19,10	12.66
Gondal-Forbandar State	1913-14	1,05	7.37	2,69	18.90	41	2.90	1,14	8.03
	1914-15	1,20	8.46	2,93	20.59	47	3.32	1,37	9.61
	1915-16	1,39	9.22	2,73	18.15	68	4.53	1,03	6.81
	1916-17	2,12	13.37	2,92	18.36	77	4.82	1,29	8.12
	1917-18	1,90	10.55	3,56	19.79	75	4.19	1,38	7.66
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	1913-14	6,47	14.54	6,64	14.92	1,32	2.96	4,00	8.99
	1914-15	7,12	16.82	7,36	17.38	1,26	2.98	3,96	9.35
	1915-16	6,57	14.23	7,12	15.43	1,67	3.62	3,98	8.62
	1916-17	5,44	13.10	5,73	13.80	1,60	3.85	4,01	9.66
	1917-18	7,59	16.89	6,35	14.14	1,43	3.29	4,43	9.87

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
3' 3½" GAUGE—contd.									
1,21	7.37	7	0.42	30	1.81	6.38	38.89	1913-14	Bengal Doars.
1,22	7.63	9	0.56	42	2.63	6.67	41.72	1914-15	
1,18	7.19	14	0.85	45	2.74	6.86	41.78	1915-16	
1,21	6.84	13	0.73	49	2.77	7.66	43.28	1916-17	
1,24	7.28	15	0.87	38	2.24	7.33	42.91	1917-18	
1,05	6.86	58	3.79	7.49	48.95	1913-14	Bhavnagar State.
1,13	6.79	...	...	65	3.91	7.75	46.60	1914-15
1,14	6.93	...	...	64	3.89	7.91	48.08	1915-16
1,18	6.72	...	...	51	2.89	8.71	49.58	1916-17
1,24	6.45	...	...	73	3.79	8.04	42.00	1917-18
14,64	4.64	6.88	2.18	1,59,23	50.46	1913-14	Bombay, Baroda and Central India.
14,61	4.80	...	...	7.15	2.35	1,62,31	53.36	1914-15
14,78	4.37	...	...	6.24	1.84	1,60,32	47.37	1915-16
14,34	3.97	...	...	6.46	1.79	1,59,88	44.28	1916-17
14,62	3.95	...	...	8.50	2.30	1,67,66	45.32	1917-18
13,49	5.46	1.86	0.75	4.50	1.82	1,32,34	53.59	1913-14	Burma.
14,44	6.18	1.78	0.74	7.62	3.26	1,34,09	57.34	1914-15	
14,53	6.58	1.85	0.84	6.53	2.96	1,29,65	58.71	1915-16	
14,47	5.65	1.95	0.79	6.73	2.72	1,28,68	52.04	1916-17	
14,85	6.00	1.70	0.68	6.50	2.62	1,33,26	53.79	1917-18	
1,03	7.14	3	0.21	7.98	55.34	1913-14	Dibru-Sadiya.
1,10	7.93	...	...	7	0.50	8.61	62.03	1914-15
1,22	8.08	...	...	5	0.35	9.22	60.82	1915-16
1,17	7.72	...	...	4	0.26	9.22	60.82	1916-17
1,21	7.89	...	...	10	0.35	10.03	64.98	1917-18
7.50	4.27	11.18	6.37	4.59	2.61	95.02	54.11	1913-14	Eastern Bengal (including 2' 6" gauge section).
9.79	6.28	9.26	5.94	5.31	3.41	98.91	63.49	1914-15	
7.93	5.61	5.46	3.87	4.47	3.16	92.20	65.28	1915-16	
7.57	4.79	3.35	2.12	3.17	2.01	87.19	55.24	1916-17	
7.58	5.03	3.92	2.60	2.95	1.96	82.04	54.42	1917-18	
94	6.60	49	3.48	6.72	47.28	1913-14	Gondal-Porbandar State.
90	6.29	...	...	61	4.31	7.43	52.58	1914-15
86	5.71	...	...	71	4.71	7.40	49.13	1915-16
90	5.64	...	...	60	3.79	8.60	54.12	1916-17
94	5.25	...	...	84	4.65	9.37	52.09	1917-18
3.95	8.87	60	1.35	22.98	51.63	1913-14	Hingoli Branch, Hyderabad Godavari Valley and Secunderabad-Gadwal.
3.96	9.35	...	...	81	1.91	24.47	57.79	1914-15
3.91	8.47	...	...	1.35	2.93	24.60	53.30	1915-16
3.88	9.34	...	...	1.63	3.93	22.29	53.64	1916-17
4.21	9.33	...	...	4.51	10.07	23.57	63.64	1917-18

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Jamnagar	1913-14	28	9.73	47	15.95	7	2.50	23	7.90
	1914-15	72	23.90	47	15.75	7	2.27	25	8.13
	1915-16	72	22.16	40	12.45	7	2.11	25	7.80
	1916-17	71	20.66	62	17.89	6	1.84	24	7.10
	1917-18	64	17.00	68	18.09	8	2.11	25	6.68
Jodhpur-Bikaner	1913-14	9.36	13.40	12.26	17.56	1.82	2.60	4.97	7.12
	1914-15	6.94	11.53	12.17	20.21	2.43	4.04	4.73	7.85
	1915-16	8.68	10.72	14.14	17.46	2.43	3.06	5.25	6.43
	1916-17	9.11	11.20	14.86	18.27	2.82	3.47	5.67	6.97
	1917-18	6.91	7.14	15.59	16.11	3.05	3.15	5.86	6.06
Junagad State	1913-14	75	12.14	1.08	17.48	22	3.47	53	8.59
	1914-15	85	13.68	1.11	17.79	13	2.18	56	9.02
	1915-16	91	13.10	1.12	16.12	15	2.15	63	9.27
	1916-17	87	11.57	1.26	16.78	26	3.55	65	8.75
	1917-18	3.53	43.35	1.30	15.99	24	2.96	63	7.72
Madras and Southern Mahratta.	1913-14	26.09	12.85	46.87	23.99	11.43	5.63	16.23	7.99
	1914-15	24.81	12.94	45.82	23.40	11.41	5.95	15.95	8.32
	1915-16	22.28	10.60	47.77	22.73	12.10	5.76	15.86	7.55
	1916-17	25.52	11.53	48.89	22.10	9.60	3.89	16.25	7.34
	1917-18	18.15	7.73	51.45	21.90	10.34	4.40	16.84	7.17
Morvi including 2' 6" gauge section	1913-14	37	4.71	98	12.63	17	2.17	43	6.15
	1914-15	35	4.65	1.04	13.60	33	4.22	42	5.59
	1915-16	44	5.74	1.04	13.39	26	3.33	44	5.73
	1916-17	31	3.64	1.00	11.52	18	2.03	43	4.93
	1917-18	30	3.02	1.03	10.57	20	2.08	43	4.93
Mysore-Arsikere	1917-18	1	1.16	12	17.91	3	4.50	16	24.90
Rohilkund and Kumaon	1913-14	5.03	12.16	5.25	12.70	1.58	3.82	3.21	3.00
	1914-15	5.46	15.60	5.02	14.35	1.59	4.54	3.37	3.68
	1915-16	4.83	12.90	5.24	14.00	1.49	3.99	3.25	3.68
	1916-17	4.61	10.75	5.33	12.48	1.62	3.78	3.18	7.41
	1917-18	6.16	12.64	6.34	13.01	2.32	4.75	3.24	6.66

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
3' 3½" GAUGE—contd.									
24	8.02	7	2.52	1.36	46.62	1913-14	} Jamnagar.
25	8.13	...	...	16	5.44	1.92	63.02	1914-15
21	6.57	...	...	12	3.83	1.77	54.92	1915-16
23	6.58	...	...	11	3.32	1.97	57.39	1916-17
24	6.57	...	...	9	2.36	1.98	52.81	1917-18
2,69	3.85	3,88	5.56	34.98	50.09	1913-14	} Jodhpur-Bikaner.
2,84	4.72	...	...	2,73	4.58	31,84	52.83	1914-15
3,17	3.92	...	...	3,44	4.25	37,16	45.89	1915-16
3,58	4.40	...	...	4,13	5.08	40,17	49.39	1916-17
3.65	3.77	...	...	5.85	6.05	40,91	42.28	1917-18
51	8.31	12	1.94	2.21	51.93	1913-14	} Junagad State.
52	8.30	...	...	12	1.96	3.29	52.93	1914-15
52	7.46	...	...	21	3.06	3.56	51.16	1915-16
58	7.74	...	...	18	2.38	3.80	50.77	1916-17
53	6.55	...	...	17	2.03	6.40	78.60	1917-18
11,59	5.71	2.10	1.06	3,56	1.75	1,17,67	57.98	1913-14	} Madras and Southern Mahratta.
11,45	5.97	2.07	1.08	4,25	2.21	1,15,76	60.36	1914-15	
11,54	5.49	1.50	0.71	3,91	1.86	1,14,96	54.70	1915-16	
11,46	5.18	2.24	1.01	5,71	2.58	1,18,67	53.64	1916-17	
11,59	4.93	2.02	0.86	7,27	3.09	1,17,66	50.08	1917-18	
29	3.74	45	5.85	2.74	35.25	1913-14	} Morvi (including 2' 6" gauge section).
37	4.82	...	...	29	3.71	2.80	36.59	1914-15
36	4.68	...	...	27	3.44	2.81	36.31	1915-16
37	4.23	...	...	16	1.92	2.45	28.26	1916-17
41	4.20	...	...	20	2.06	2.62	26.86	1917-18
20	30.09	8	11.43	60	89.99	1917-18	Mysore-Arsikere.
2,80	6.05	64	1.55	18.31	44.28	1913-14	} Rohilkund and Kumaon.
2,63	7.52	...	...	73	2.09	18.80	58.72	1914-15
2,61	6.97	...	...	73	1.95	18.15	48.49	1915-16
2,59	6.04	...	...	55	1.28	17.88	41.69	1916-17
2,55	5.24	...	...	90	1.85	21.51	44.14	1917-18

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—conold.									
South Indian	1913-14	30,88	13.60	45,42	20.01	14,72	6.49	17,04	7.51
	1914-15	22,62	10.31	48,88	22.28	11,53	5.25	18,21	8.30
	1915-16	*21,43	*8.59	*70,90	*21.60	*15,87	*4.88	*22,94	*7.05
	1916-17	*25,24	*7.10	*79,16	*22.27	*20,55	*5.78	*23,76	*6.69
	1917-18	*21,60	*5.58	*73,85	*19.08	*15,68	*4.05	*21,68	*6.38
Udaipur-Chitorgarh	1913-14	44	13.71	50	15.77	11	3.47	26	8.23
	1914-15	46	17.41	49	18.55	15	5.65	26	9.72
	1915-16	49	15.17	57	17.76	14	4.22	27	8.24
	1916-17	50	13.26	60	16.09	17	4.49	29	7.86
	1917-18	38	13.67	50	17.93	9	3.36	27	9.87
2' 6" GAUGE.									
Arrah Sasaram Light	1913-14	30	15.64	29	15.14	7	3.50	32	16.18
	1914-15	23	10.74	34	15.97	6	2.56	37	17.47
	1915-16	26	13.06	35	17.51	3	1.68	27	13.35
	1916-17	24	10.47	40	17.50	5	2.39	82	14.11
	1917-18	25	10.02	29	11.33	5	2.17	32	12.47
Bangalore-Chik Ballapur Light	1914-15	†	†	†	†	†	†	†	†
	1915-16	...	0.01	13	24.95	2	3.59	11	20.74
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
Bankura-Damoodar River	1916-17	5	22.56	4	15.56	1	2.22	7	33.40
	1917-18	22	17.18	33	23.80	2	1.80	33	26.00
Baraset-Basirhat Light	1913-14	40	12.13	58	17.51	13	4.10	59	17.94
	1914-15	59	16.92	54	15.53	15	4.17	64	18.38
	1915-16	59	15.85	58	15.38	17	4.45	65	17.40
	1916-17	70	19.62	54	15.00	8	2.18	66	18.37
	1917-18	63	20.34	50	16.16	8	2.63	62	20.27
Barsi Light	1913-14	73	5.55	1,63	12.40	25	1.92	79	5.99
	1914-15	71	6.39	1,63	14.56	27	2.39	86	7.73
	1915-16	70	6.56	1,42	13.27	24	2.28	81	7.57
	1916-17	70	6.25	1,37	12.17	33	2.95	85	7.59
	1917-18	73	8.42	1,25	14.54	23	2.66	74	8.62
Bengal Provincial	1913-14	15	11.27	22	16.66	8	6.05	23	17.12
	1914-15	17	11.61	26	18.41	7	5.03	25	17.47
	1915-16	19	13.74	25	17.62	6	3.84	25	18.00
	1916-17	17	13.48	26	20.69	7	4.97	25	19.42
	1917-18	19	17.26	32	27.46	4	3.32	26	22.73
Bukhtiarpur-Bihar Light	1913-14	23	14.78	33	20.89	5	3.03	33	20.80
	1914-15	17	10.06	30	18.12	7	3.93	36	21.46
	1915-16	26	11.06	31	13.40	10	4.52	41	17.83
	1916-17	27	16.99	21	13.06	4	2.29	32	20.44
	1917-18	26	13.47	27	13.54	6	3.14	35	17.59

* Includes the South Indian railway (5' 6" gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2' 6" gauge).

† Information not available.

‡ Included with the Kolar District railway (2' 6" gauge).

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	22
3' 3½" GAUGE—concl'd.									
12.12	5.34	43	0.19	8.28	3.65	1,28.89	56.79	1913-14	} South Indian.
12.63	5.76	3.66	1.67	9.16	4.17	1,21.69	57.74	1914-15	
*15.50	*4.77	*4.12	*1.27	*11.79	*3.63	1,20.66	50.69	1915-16	
*14.99	*4.22	*4.05	*1.14	*11.19	*3.15	1,28.12	50.31	1916-17	
*15.09	*3.90	*5.26	1.86	12.61	*3.26	1,21.04	44.17	1917-18	
17	5.17	6	1.83	1.54	48.18	1913-14	} Udaipur-Chitorgarh.
17	6.27	...	...	5	2.04	1.58	59.64	1914-15
17	5.21	...	...	7	2.19	1.71	52.79	1915-16
18	4.76	...	...	9	2.34	1.83	48.80	1916-17
16	5.68	...	...	5	1.97	1.45	52.48	1917-18
2' 6" GAUGE.									
23	11.62	2	1.29	1.23	63.37	1913-14	} Arrah-Sasaram Light.
23	10.74	...	...	2	1.02	1.25	58.50	1914-15
24	12.28	...	...	2	1.13	1.17	59.01	1915-16
22	9.98	...	...	3	1.25	1.26	55.70	1916-17
23	9.07	...	...	3	1.16	1.17	46.22	1917-18
† 8	† 14.55	†	†	†	† 1.2	† 31	† 64.96	1914-15	} Bangalore-Chik Ballapur Light.
†	†	†	†	†	†	†	†	1915-16	
†	†	†	†	†	†	†	†	1916-17	
3	14.70	0.48	20	88.92	1916-17	} Bankura-Damodar River.
30	23.48	...	...	1	0.32	1.21	94.58	1917-18
17	5.34	5	1.40	1.92	58.42	1913-14	} Baraset-Basirhat Light.
19	5.56	...	...	4	1.25	2.15	61.71	1914-15
18	4.92	...	...	5	1.31	2.22	59.31	1915-16
18	5.18	...	...	6	1.72	2.22	62.07	1916-17
25	8.02	...	...	7	2.48	2.15	69.90	1917-18
1.09	8.26	22	1.66	4.71	35.78	1913-14	} Barsi Light.
1.19	10.64	...	...	23	2.10	4.89	43.81	1914-15
1.25	11.72	...	...	28	2.66	4.70	44.06	1915-16
1.27	11.30	...	...	28	2.47	4.80	42.73	1916-17
1.29	15.01	...	...	22	2.59	4.46	51.75	1917-18
16	12.20	3	1.85	87	65.15	1913-14	} Bengal Provincial.
18	12.61	...	...	2	1.68	95	66.81	1914-15
19	13.44	...	...	2	1.54	96	68.18	1915-16
19	14.82	...	...	1	0.76	95	74.04	1916-17
19	16.60	...	...	...	0.35	1.00	87.72	1917-18
10	5.94	8	5.22	1.12	70.65	1913-14	} Bukhtiarpur-Bihar Light.
9	5.69	...	...	7	4.51	1.06	63.67	1914-15
10	4.31	...	...	4	1.66	1.22	52.78	1915-16
9	6.04	...	...	2	1.56	95	60.38	1916-17
15	7.62	...	...	3	1.76	1.12	57.12	1917-18

* Includes the South Indian railway (5' 6" gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2' 6" gauge).

† Information not available.

Incl'd with the Kolar District railway (2' 6" gauge).

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—contd.									
Ahmadpur-Katwa	1917-18	13	24.42	12	22.13	1	1.77	17	30.25
Burdwan-Katwa	1915-16	...	0.18	7	17.55	1	2.45	9	24.37
	1916-17	39	29.36	25	19.02	4	2.95	35	25.95
	1917-18	27	20.20	25	18.86	2	1.75	24	17.90
Champaner-Shivrajpur-Pani Light ...	1913-14	14	16.72	19	21.85	4	4.47	12	13.31
	1914-15	15	23.13	20	32.11	4	6.05	11	17.58
	1915-16	13	17.35	18	23.63	2	3.32	10	13.50
	1916-17	14	15.07	20	20.54	3	3.25	16	16.59
	1917-18	16	13.19	27	21.36	4	2.89	21	16.58
Cutch State	1913-14	23	28.91	12	11.87	5	5.20	7	7.47
	1914-15	13	13.28	17	17.41	6	6.08	8	8.02
	1915-16	12	11.57	14	12.81	6	5.35	9	8.32
	1916-17	17	18.01	16	16.99	4	4.66	6	6.72
	1917-18	13	30.33	9	15.85	3	5.84	6	10.11
Dehri-Bohtas Light	1913-14	10	6.50	10	6.79	6	4.15	19	12.40
	1914-15	7	3.62	13	6.77	7	3.52	19	10.14
	1915-16	15	7.08	15	6.76	5	2.28	20	9.15
	1916-17	17	7.28	14	6.05	8	3.57	21	9.13
	1917-18	22	9.98	17	7.91	4	1.96	22	10.05
Dholpur-Bari	1913-14	7	13.40	7	12.76	3	5.62	7	13.70
	1914-15	9	12.61	13	17.89	3	3.84	8	11.71
	1915-16	11	12.13	21	23.47	4	4.85	9	10.49
	1916-17	11	10.43	15	13.93	4	3.67	9	8.84
	1917-18	12	10.30	25	22.09	5	4.69	12	10.83
Godhra-Lunavada	1913-14	1	10.35	3	25.86	1	3.09	3	25.56
	1914-15	6	14.32	10	22.22	2	4.15	10	22.19
	1915-16	16	30.27	11	21.66	2	2.86	10	19.59
	1916-17	16	24.32	11	17.72	2	3.57	10	16.31
	1917-18	16	28.92	13	23.06	3	6.00	12	22.53
Jessore-Jhenidah	1913-14	2	3.74	8	15.87	2	3.14	9	18.45
	1914-15	20	26.20	16	20.68	4	4.88	21	26.40
	1915-16	32	33.23	32	33.89	6	6.69	23	24.34
	1916-17	33	30.24	26	23.37	3	2.45	30	26.81
	1917-18	24	27.19	37	41.61	3	3.15	23	25.98
Kalighat-Falta	1917-18	6	7.04	22	24.97	2	2.11	22	24.20
Kolar District	1913-14	...	...	3	42.30	1	3.92	2	28.73
	1914-15	3	8.38	12	32.07	1	2.93	8	22.58
	1915-16	5	10.41	10	20.68	1	2.68	8	17.13
	1916-17	20	11.26	49	27.58	7	4.04	33	18.34
1917-18	46	17.50	44	16.96	11	3.90	35	13.39	
Madaya Light	1913-14 to 1917-18	*	*	*	*	*	*	*	*
Morappur-Mosur and Tirupattur-Krishnagiri.	1913-14	58	32.05	91	50.28	6	3.31	14	7.73
	1914-15	80	40.47	97	48.84	7	3.43	14	7.16
	1915-16	†	†	†	†	†	†	†	†
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†

* Information not available.

† Included with the South Indian railway (3' 3½" gauge).

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
2' 6" GAUGE—contd.									
12	22.80	0.8	55	101.45	1917-18	Ahmadpur-Katwa.
3	6.40	0.63	20	51.57	1915-16	} Burdwan-Katwa.
22	16.13	...	...	...	0.16	1.25	98.57	1916-17
21	16.35	...	...	1	0.64	100	75.70	1917-18
12	13.96	1	0.62	62	70.93	1913-14	} Champaner-Shivrajpur Pani Light.
13	19.99	...	...	1	0.87	64	99.73	1914-15
13	17.43	...	...	1	1.55	57	76.78	1915-16
13	13.68	...	...	1	1.58	67	70.71	1916-17
16	13.28	2	1.40	86	68.70	1917-18	
12	12.33	64	65.78	1913-14	} Cutch State.
14	14.93	...	...	...	...	58	59.72	1914-15
12	11.52	...	...	...	0.32	53	49.89	1915-16
14	15.17	...	...	...	0.24	57	61.79	1916-17
13	21.69	...	...	...	0.07	49	83.89	1917-18
10	6.67	1	0.82	56	37.33	1913-14	} Delhi-Bohtas Light.
12	6.42	...	...	2	0.88	60	31.35	1914-15
13	5.84	...	...	2	1.00	70	32.11	1915-16
12	5.37	...	...	1	0.30	73	31.70	1916-17
14	6.21	...	...	...	0.15	79	36.26	1917-18
7	13.53	1	1.08	32	60.04	1913-14	} Dholpur-Bari.
10	14.03	...	...	1	0.86	44	60.94	1914-15
12	14.13	...	...	...	0.41	57	65.48	1915-16
13	11.99	...	...	...	0.42	52	49.28	1916-17
13	11.93	...	...	...	0.22	67	60.56	1917-18
3	21.64	1.23	11	86.00	1913-14	} Godhra-Lunavada.
12	25.92	...	...	1	2.74	41	90.03	1914-15
16	29.68	...	...	1	3.13	56	106.80	1915-16
13	19.77	...	...	2	2.33	54	84.02	1916-17
13	23.25	...	...	1	2.73	58	106.49	1917-18
16	31.60	1	2.75	38	75.55	1913-14	} Jeason-Jhenidah.
22	41.28	...	...	1	1.81	94	121.25	1914-15
36	38.60	...	...	4	4.27	1.33	140.92	1915-16
47	42.59	...	...	4	3.88	1.43	129.34	1916-17
18	20.26	...	...	40	44.62	1.45	162.81	1917-18
17	18.61	0.35	69	77.28	1917-18	Kalighat Falta.
1	15.80	1	12.58	8	103.33	1913-14	} Kolar District.
6	16.31	...	...	1	4.39	31	86.66	1914-15
9	18.56	...	...	3	4.36	36	74.32	1915-16
80	17.08	...	...	7	4.03	146	82.31	1916-17
53	20.26	...	...	8	3.18	197	75.19	1917-18
*	*	*	*	*	*	1913-14 to 1917-18	} Madaya Light.
9	4.97	6	3.31	1.84	101.65	1913-14	} Merappur-Hosur and Tirupattur-Krisbnaziri.
10	5.40	...	...	8	4.09	2.16	107.39	1914-15
†	†	...	...	†	†	1.99	89.24	1915-16
†	†	...	...	†	†	2.09	83.94	1916-17
†	†	...	...	†	†	2.16	69.92	1917-18

* Information not available.

† Included with the South Indian railway (3' 3½" gauge).

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—conold.									
Mourbhanj State	1913-14	7	10.12	7	10.88	4	5.65	8	12.40
	1914-15	6	10.27	10	18.07	3	6.48	8	14.72
	1915-16	9	18.62	8	17.80	4	8.70	7	15.30
	1916-17	16	30.58	11	21.70	4	7.45	8	15.19
	1917-18	16	30.09	8	14.99	3	6.12	10	19.28
Nadiad-Kapadvanj	1913-14	8	7.52	20	19.17	2	1.86	15	15.07
	1914-15	19	16.12	20	16.84	3	2.65	19	16.04
	1915-16	19	14.35	18	13.48	2	1.51	13	13.45
	1916-17	18	12.27	20	13.96	2	1.50	18	12.27
	1917-18	18	11.34	26	16.81	4	2.40	19	11.77
Parlakimedi Light	1913-14	13	25.28	8	15.00	5	9.02	4	6.96
	1914-15	10	18.91	13	26.86	3	6.82	4	6.82
	1915-16	16	38.43	13	33.68	4	9.53	4	10.31
	1916-17	18	36.47	15	31.42	5	9.87	4	9.74
	1917-18	11	21.22	9	16.75	5	10.07	5	8.76
Powayan Light	1913-14	14	14.51	21	20.94	5	4.91	10	10.63
	1914-15	12	14.88	20	24.68	4	4.63	10	11.47
	1915-16	14	14.27	21	22.09	4	4.77	10	10.06
	1916-17	15	15.16	24	23.78	5	4.90	9	9.00
	1917-18	13	12.75	25	24.51	7	6.86	9	8.82
Shabdara (Delhi)-Saharanpur Light	1913-14	62	9.99	70	11.26	12	2.01	76	12.24
	1914-15	69	10.63	70	10.84	11	1.69	92	14.13
	1915-16	68	12.37	68	12.44	14	2.54	70	12.83
	1916-17	64	9.52	63	10.22	15	2.22	78	11.62
	1917-18	1.08	16.02	78	10.91	16	2.18	89	12.44
Tezporo-Balipara Light...	1913-14	18	13.44	20	14.69	18	13.30	21	15.65
	1914-15	19	14.21	24	17.83	16	12.01	22	16.14
	1915-16	19	13.37	19	13.69	19	13.10	21	15.10
	1916-17	19	12.75	21	14.43	19	12.71	23	15.73
	1917-18	20	14.74	22	16.92	21	15.69	22	16.52
2' 0" GAUGE.									
Darjeeling-Himalayan	1913-14	1.14	9.50	2.31	19.27	79	6.58	1.26	10.50
	1914-15	1.27	11.19	2.03	17.91	68	5.94	1.08	9.48
	1915-16	94	7.90	2.33	19.53	70	5.88	1.17	9.83
	1916-17	1.19	7.39	2.93	17.94	1.06	6.49	1.41	8.63
	1917-18	1.08	8.03	2.52	19.62	1.90	8.57	1.54	11.92
Gwalior Light	1913-14	55	10.68	...	...	*1.84	35.81	23	5.23
	1914-15	83	6.28	1.55	29.13	37	7.02	30	5.59
	1915-16	49	8.24	1.52	25.88	25	4.27	31	5.33
	1916-17	40	7.12	1.12	19.85	20	3.54	32	5.66
	1917-18	46	6.98	1.36	20.66	20	3.04	36	5.39

* Includes locomotive expenses.

DIX 7—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
3' 6" GAUGE—contd.									
3	4.42	1	1.02	30	44.32	1913-14	Mourbhanj State.
2	3.84	...	...	...	...	29	54.35	1914-15
2	4.54	...	...	1	1.16	31	65.69	1915-16
2	4.12	...	...	1	1.20	42	80.22	1916-17
2	4.18	...	...	1	1.31	40	75.98	1917-18
16	15.29	1	0.95	62	59.87	1913-14	Nadiad-Kapadvanj.
18	14.83	...	...	1	0.53	80	67.01	1914-15
19	14.02	...	...	2	1.23	78	58.05	1915-16
15	10.65	...	...	2	1.14	75	51.69	1916-17
15	9.69	...	...	2	1.11	84	53.12	1917-18
2	4.79	1	2.86	33	63.91	1913-14	Parlakimedi Light.
2	4.80	...	...	...	0.58	32	34.33	1914-15
2	5.10	...	...	1	0.61	40	97.91	1915-16
2	4.13	...	...	1	0.68	45	92.51	1916-17
2	3.55	...	...	1	0.77	33	61.12	1917-18
9	8.79	0.54	59	60.32	1913-14	Powayan Light.
4	4.34	...	...	...	...	50	60.00	1914-15
8	8.46	...	...	...	0.35	57	60.00	1915-16
7	6.38	...	...	1	1.08	61	60.30	1916-17
6	5.88	...	...	1	0.98	61	59.80	1917-18
42	6.88	7	1.15	2.69	43.53	1913-14	Shahdara (Delhi)-Saharanpur Light.
42	6.46	...	...	6	1.01	2.90	44.74	1914-15
42	7.53	...	...	7	1.32	2.69	49.03	1915-16
43	6.46	...	...	8	1.19	2.76	41.23	1916-17
44	6.22	...	...	10	1.40	3.46	48.17	1917-18
16	12.14	1	0.71	94	68.93	1913-14	Texpore-Balipara Light.
17	12.68	...	...	1	0.61	99	72.98	1914-15
17	11.95	...	...	2	1.43	97	68.64	1915-16
17	11.78	...	...	2	0.97	1.01	68.37	1916-17
17	12.76	...	...	1	0.79	1.03	77.42	1917-18
2' 0" GAUGE.									
1.11	9.25	37	3.08	6.95	58.18	1913-14	Darjeeling-Himalayan.
1.21	10.66	...	...	39	3.44	6.66	58.65	1914-15
1.33	11.18	...	...	43	3.61	*7.71	57.08	1915-16
1.25	7.66	...	...	73	4.47	*10.23	62.65	1916-17
1.31	9.42	...	...	91	7.09	*10.17	61.30	1917-18
27	4.55	5	0.91	2.94	57.18	1913-14	Gwalior Light.
35	6.61	...	...	25	4.62	3.15	59.25	1914-15
40	6.90	...	...	34	5.76	3.30	56.38	1915-16
36	6.45	...	...	42	7.44	2.82	50.06	1916-17
36	5.50	...	...	26	3.99	3.00	45.54	1917-18

* Includes Rs. 1,86,000 for the Darjeeling-Himalayan railway extensions for which detailed figures are not available.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
<i>2' 0" GAUGE—conold.</i>									
Howrah-Amta Light ...	1913-14	72	12.13	91	15.40	24	4.12	95	15.23
	1914-15	85	13.92	1,17	19.03	27	4.47	1,07	17.37
	1915-16	81	13.09	93	15.12	31	5.01	1,10	17.75
	1916-17	72	11.94	95	15.62	20	3.33	1,06	17.48
	1917-18	65	10.75	85	14.03	24	4.05	1,01	16.80
Howrah-Sheakhala Light ...	1913-14	32	20.14	15	9.88	3	2.17	26	16.53
	1914-15	27	17.34	17	10.76	3	2.23	26	16.88
	1915-16	25	15.14	31	19.36	4	2.26	23	17.33
	1916-17	25	15.75	28	17.35	3	2.07	27	16.46
	1917-18	26	16.02	27	16.40	4	2.22	23	14.23
Jagadhri Light ...	1913-14	2	9.05	7	29.39	1	1.49	6	24.64
	1914-15	2	7.78	7	31.61	...	1.12	5	21.42
	1915-16	2	9.16	7	31.85	2	7.76	5	22.17
	1916-17	3	17.91	6	34.43	1	3.72	5	27.46
	1917-18	2	9.43	6	32.90	1	4.10	5	26.24
Jorhat (Provincial) ...	1913-14	25	19.29	27	20.46	7	5.33	15	12.03
	1914-15	40	32.95	39	32.02	9	7.55	20	16.24
	1915-16	22	14.01	34	21.66	6	3.82	19	12.10
	1916-17	11	6.67	35	21.21	8	4.85	23	13.94
	1917-18	27	18.59	37	23.23	11	7.36	22	15.74
Pipar-Bilara Light ...	1913-14	5	20.40	12	45.97	5	17.65	2	8.62
	1914-15	5	18.47	8	31.62	...	1.16	3	9.91
	1915-16	5	14.53	11	33.45	1	2.96	4	10.70
	1916-17	5	17.91	10	40.39	2	8.20	3	12.68
	1917-18	7	35.00	5	25.00	1	5.00	3	15.00
Kulasakarapatnam-Tissianvillai Light ...	1915-16	2	12.84	2	9.43	1	2.33	8	4.63
	1916-17	7	8.83	17	21.71	5	5.60	4	4.39
	1917-18	9	27.13	21	65.18	3	11.15	4	11.47
Tarikere-Narasimharajapura ...	1914-15	*	*	*	*	*	*	*	*
	1915-16	1	15.29	3	32.97	...	3.40	3	33.24
	1916-17	1	105.62	2	208.44	...	11.78	1	90.81
	1917-18	12	67.53	6	31.39	1	7.89	5	25.80
Total of all railways	1913-14	7,51.15	11.81	11,60.34	18.25	3,08.67	4.85	5,60.76	8.82
	1914-15	7,04.36	11.66	11,90.10	19.69	2,88.75	4.78	5,73.56	9.48
	1915-16	7,37.43	11.41	11,85.88	18.33	2,92.74	4.53	5,69.85	8.80
	1916-17	6,74.26	9.54	12,27.52	17.37	3,03.43	4.21	5,84.30	8.27
	1917-18	6,63.57	8.53	13,16.70	17.02	3,23.92	4.25	6,12.14	7.91

*Information not available.

DIX 7—concl'd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
2' 0" GAGE.—concl'd.									
33	5.48	10	1.69	3.25	54.75	1913-14	Howrah-Amta Light.
33	5.37	...	...	5	0.89	3.74	61.05	1914-15
30	4.94	...	...	12	1.96	3.57	57.87	1915-16
32	5.21	...	...	13	2.16	3.38	55.74	1916-17
37	6.22	...	...	14	2.32	3.26	54.17	1917-18
10	6.10	2	1.02	88	55.87	1913-14	Howrah-Sheakhala Light.
10	6.39	...	...	2	1.18	85	54.78	1914-15
10	6.09	...	...	2	1.58	1.00	61.76	1915-16
11	6.52	...	...	2	1.38	96	59.53	1916-17
15	9.25	...	...	2	1.60	97	59.62	1917-18
5	20.09	1	2.07	22	86.43	1913-14	Jagadhri Light.
5	22.73	...	...	1	2.77	20	87.43	1914-15
4	17.90	...	...	1	1.80	21	90.66	1915-16
3	21.11	...	...	...	1.83	18	106.46	1916-17
3	14.28	...	...	...	1.14	17	88.07	1917-18
14	10.96	2	1.29	90	69.36	1913-14	Jorhat (Provincial).
19	15.25	...	...	1	1.22	1.28	105.23	1914-15
19	12.10	...	...	2	1.28	1.02	64.97	1915-16
16	10.91	5	3.03	2	1.21	1.02	61.82	1916-17	
19	13.63	...	...	3	1.95	1.19	83.50	1917-18
1	2.05	0.25	25	94.94	1913-14	Pipar-Bilara Light.
...	1.30	...	...	...	0.41	16	62.67	1914-15
...	1.03	...	...	...	0.24	21	62.96	1915-16
1	1.27	...	...	...	0.63	21	81.08	1916-17
...	...	...	...	...	...	16	80.00	1917-18
...	1.39	18	70.64	1915-16	Kulasekarapatnam-Tiasianvillai Light.
...	0.45	...	...	...	...	33	40.98	1916-17
...	0.53	...	...	...	...	37	115.76	1917-18
*	*	*	*	*	*	1914-15	Tarikere-Narasimharajapura.
3	37.86	...	...	...	...	10	127.66	1915-16
1	81.94	...	...	...	...	5	498.59	1916-17
3	20.13	...	...	...	1.21	27	153.80	1917-18
2,74.31	4.32	27.91	0.44	2,09.75	3.30	32,93.89	51.79	1913-14	Total of all railways.
2,87.39	4.75	29.93	0.50	1,99.43	3.30	32,75.04	54.19	1914-15	
2,50.48	4.34	25.18	0.39	1,98.76	3.07	32,91.95	50.91	1915-16	
2,84.89	4.03	22.51	0.32	2,38.71	3.38	33,40.32	47.26	1916-17	
2,97.70	3.85	23.69	0.31	2,88.77	3.73	35,36.87	45.72	1917-18	

* Information not available.

† Includes figures for lines for which details are not available.

APPENDIX 8.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur (including 2' 6" gauge)	1913-14	2,673.32	10,303	88,65.58	4,20.59	2,05.53	2,15.06	48.87	5.56
	1914-15	2,670.82	10,525	40,08.62	4,10.01	2,06.77	2,03.24	50.43	5.07
	1915-16	2,683.60	10,689	40,73.73	4,43.73	2,17.48	2,26.25	49.01	5.56
	1916-17	2,738.15	11,283	40,96.74	5,12.28	2,46.36	2,65.92	48.09	6.51
	1917-18	2,738.24	11,381	41,36.32	5,63.93	2,62.60	3,01.33	46.57	7.30
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1913-14	1,425.30	6,961	26,00.92	3,91.04	1,91.44	1,99.60	48.96	7.70
	1914-15	1,496.97	7,178	27,22.12	3,69.74	1,90.73	1,79.01	51.58	6.60
	1915-16	1,505.66	7,348	27,86.17	4,07.73	1,94.12	2,13.61	47.61	7.69
	1916-17	1,504.97	7,664	28,10.18	4,29.72	1,78.78	2,50.94	41.60	8.96
	1917-18	1,544.84	7,707	28,62.95	4,90.22	2,13.57	2,76.65	43.57	9.69
Eastern Bengal ...	1913-14	507.20	4,514	16,98.73	2,07.21	1,17.79	89.42	56.65	5.30
	1914-15	559.96	4,726	22,38.17	1,84.54	1,21.95	62.59	66.08	2.80
	1915-16	582.51	4,664	23,36.72	2,15.14	1,21.99	93.15	58.70	4.04
	1916-17	616.01	4,292	24,15.05	2,22.55	1,17.73	1,04.77	52.92	4.34
	1917-18	622.38	3,807	24,31.67	2,08.42	1,21.54	86.88	58.31	3.57
East Indian ...	1913-14	2,717.72	24,063	69,67.26	10,62.16	4,25.58	6,36.58	40.97	9.14
	1914-15	2,716.46	25,439	72,90.13	10,70.78	4,22.10	6,48.68	39.42	8.89
	1915-16	2,719.05	25,658	73,80.99	10,83.73	4,22.77	6,60.96	39.01	8.96
	1916-17	2,806.75	27,163	75,41.98	11,45.53	4,21.68	7,23.86	38.81	9.60
	1917-18	2,775.26	25,702	75,47.92	12,21.83	4,26.09	7,95.74	34.87	10.54
Great Indian Peninsula (including 2' 6" gauge lines works).	1912-14	3,025.96	21,806	63,25.79	9,17.34	5,51.61	3,65.73	60.13	5.78
	1914-15	3,088.60	21,359	66,22.93	8,35.56	5,23.64	3,11.92	62.67	4.71
	1915-16	3,268.83	22,865	70,14.43	9,76.13	5,56.13	4,20.00	56.97	5.98
	1916-17	3,266.56	24,508	70,72.67	10,54.10	5,65.99	4,88.11	53.69	6.90
	1917-18	3,291.94	23,395	71,69.70	11,43.61	6,09.19	5,34.42	53.27	7.45
Madras and Southern Mahratta	1913-14	1,041.61	4,704	18,37.99	2,28.44	1,23.47	1,04.97	54.05	5.71
	1914-15	1,041.61	5,051	18,65.01	2,35.51	1,24.84	1,10.67	53.01	5.93
	1915-16	1,078.66	5,357	18,87.51	2,40.03	1,32.93	1,27.10	51.12	6.73
	1916-17	1,078.99	5,805	19,06.93	3,00.94	1,48.82	1,52.12	49.45	7.98
	1917-18	1,083.11	5,374	19,22.61	3,35.86	1,50.88	1,84.98	44.92	9.62
Nizam's Guaranteed State	1913-14	350.71	1,614	5,21.93	70.89	36.11	34.78	50.94	6.66
	1914-15	350.71	1,464	5,29.67	63.21	31.03	32.18	49.09	6.07
	1915-16	350.71	1,341	5,43.11	69.48	37.59	31.89	54.10	5.87
	1916-17	350.71	1,528	5,42.80	70.94	30.24	40.70	42.63	7.50
	1917-18	351.60	1,301	5,46.73	77.48	40.87	36.61	52.75	6.69

APPENDIX 3—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—									
<i>concl.</i>									
North Western—									
Commercial section (including 2' 6" gauge lines.)	1913-14	3,920.40	19,201	72,17.91	9,21.59	4,97.22	4,24.37	63.05	5.88
	1914-15	4,071.87	18,936	75,66.57	8,19.68	4,96.27	3,23.41	58.41	4.67
	1915-16	4,176.21	18,810	76,91.16	8,69.23	4,76.01	4,13.22	53.53	5.50
	1916-17	4,225.32	18,961	77,15.20	10,20.86	4,64.91	5,55.95	45.54	7.21
	1917-18	3,974.54	19,670	77,89.66	12,55.16	5,15.51	7,39.65	41.07	9.50
Military section (including 2' 6" gauge lines.)	1913-14	1,257.46	2,885	18,47.72	64.02	63.57	45	99.30	0.01
	1914-15	1,257.46	3,063	18,53.28	72.56	69.56	2.70	96.27	0.15
	1915-16	1,258.45	3,152	18,56.78	77.38	69.12	8.26	89.33	0.45
	1916-17	1,259.81	3,274	18,60.79	85.46	70.71	14.75	82.74	0.79
	1917-18	1,251.57	3,175	18,81.89	1,04.24	79.73	24.51	76.49	1.30
Total commercial and military sections.	1913-14	5,177.86	22,086	90,65.63	9,85.61	5,60.79	4,21.32	56.90	4.03
	1914-15	5,329.33	22,049	94,19.95	9,22.24	5,66.13	3,56.11	61.38	3.79
	1915-16	5,434.66	21,962	95,47.92	9,66.61	5,45.13	4,21.48	56.89	4.41
	1916-17	5,485.13	22,235	95,75.99	11,06.32	5,35.62	5,70.70	48.41	5.94
	1917-18	5,226.11	22,845	96,71.55	13,59.40	5,95.24	7,64.16	43.79	7.90
Oudh and Rohilkhand	1913-14	1,670.37	7,209	21,55.59	2,46.09	1,20.45	1,23.64	48.91	5.81
	1914-15	1,714.04	6,867	22,46.07	2,12.91	1,19.34	93.57	56.05	4.32
	1915-16	1,638.91	6,511	21,77.14	2,28.68	1,13.62	1,15.06	49.69	5.28
	1916-17	1,638.91	6,648	21,82.45	2,68.74	1,15.55	1,53.19	42.99	7.02
	1917-18	1,624.33	6,168	21,83.07	2,90.78	1,11.51	1,79.27	38.85	8.21
South Indian	1913-14	445.94	2,139	7,01.74	79.55	49.63	29.92	62.39	4.26
	1914-15	445.94	2,121	7,13.55	78.17	46.11	32.06	58.98	4.40
	1915-16	445.94	2,095	7,26.73	84.91	39.90	45.01	46.99	6.19
	1916-17	445.94	2,145	7,20.79	98.22	49.73	49.49	49.61	6.87
	1917-18	449.80	1,933	7,23.46	1,10.19	45.27	64.92	41.09	8.97
3' 3½" GAUGE.									
Assam-Bengal	1913-14	811.73	1,968	15,00.12	70.43	47.72	22.71	67.75	1.51
	1914-15	847.98	2,035	16,04.81	68.85	51.54	17.31	74.85	1.08
	1915-16	†807.92	1,892	16,35.95	67.47	52.57	14.90	77.91	0.81
	1916-17	854.37	1,867	16,43.11	67.38	52.59	14.79	78.04	0.90
	1917-18	957.34	1,932	17,88.64	76.76	56.98	19.78	71.22	1.08
Bengal and North-Western	1913-14	2,028.28	6,362	17,76.50	2,09.45	80.64	1,28.81	36.48	7.25
	1914-15	2,027.12	6,301	17,85.93	2,03.75	79.67	1,24.08	39.10	6.95
	1915-16	2,066.54	6,227	18,03.09	1,95.27	78.39	1,16.88	37.67	6.48
	1916-17	2,053.73	6,204	17,93.49	2,17.31	86.25	1,31.05	36.99	7.31
	1917-18	2,045.65	5,737	17,79.00	2,14.87	93.81	1,21.06	40.38	6.81

* Decrease due to the transfer of the Cawnpore-Banda railway to the Great Indian Peninsula Railway System.

†Decrease due to the closing down of the Hill Section.

APPENDIX 8—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5)
1	2	3	4	5	6	7	8	9	10
3' 3 1/2" GAUGE—contd.									
Bengal Doars ...	1913-14	152.96	314	1,27.42	16.41	6.38	10.03	38.89	7.87
	1914-15	152.96	312	1,32.17	15.99	6.67	9.32	41.72	7.05
	1915-16	152.96	318	1,35.23	16.42	6.86	9.56	41.78	7.07
	1916-17	152.96	351	1,36.19	17.70	7.66	10.04	43.28	7.37
	1917-18	152.96	355	1,36.56	17.09	7.33	9.76	42.91	7.15
Bhavnagar State ...	1913-14	226.94	471	1,18.08	15.30	7.49	7.81	48.95	6.62
	1914-15	246.44	529	1,26.69	16.63	7.75	8.88	46.60	7.01
	1915-16	249.02	511	1,35.23	16.45	7.91	8.54	48.08	6.31
	1916-17	249.02	479	1,35.74	17.59	8.71	8.88	49.53	6.54
	1917-18	249.02	456	1,36.66	19.14	8.04	11.10	42.00	8.12
Bombay, Baroda and India. Central	1913-14	2,212.11	8,761	18,29.13	3,15.52	1,59.23	1,56.29	50.46	8.54
	1914-15	2,226.83	8,533	18,66.10	3,04.21	1,62.31	1,41.90	53.36	7.60
	1915-16	2,232.80	9,181	18,73.56	3,38.44	1,60.32	1,78.12	47.37	9.51
	1916-17	2,277.09	9,073	18,92.78	3,61.01	1,59.88	2,01.13	44.28	10.63
	1917-18	2,277.91	8,376	18,81.56	3,69.95	1,67.66	2,02.29	45.82	10.75
Burma ...	1913-14	1,551.78	5,948	20,09.70	2,46.95	1,32.34	1,14.61	53.59	5.71
	1914-15	1,599.03	5,755	21,45.74	2,38.86	1,34.09	99.77	57.34	4.65
	1915-16	1,598.46	5,352	21,57.24	2,20.82	1,29.65	91.17	58.71	4.23
	1916-17	1,598.46	5,376	21,64.89	2,47.28	1,28.68	1,18.60	52.04	5.48
	1917-18	1,598.46	5,303	21,57.58	2,47.73	1,38.26	1,14.47	53.79	5.31
Dibru-Sadiya ...	1913-14	91.52	336	1,26.64	*14.42	*7.98	*6.44	*55.34	*5.09
	1914-15	91.52	341	1,28.60	*13.88	*8.61	*5.27	*62.03	*4.10
	1915-16	91.52	334	1,31.18	15.11	9.22	5.89	60.82	4.49
	1916-17	91.52	332	1,33.09	15.16	9.22	5.94	60.82	4.46
	1917-18	91.52	334	1,34.32	15.36	10.03	5.33	64.98	3.97
Eastern Bengal (including 2' 6" gauge section).	1913-14	1,162.54	5,049	12,57.61	1,76.33	95.02	81.31	54.13	6.47
	1914-15	1,167.40	4,824	13,08.57	1,55.77	98.91	56.86	63.49	4.35
	1915-16	1,165.52	4,235	13,36.68	1,41.24	92.20	49.04	65.28	3.67
	1916-17	1,154.12	4,124	13,45.30	1,57.83	87.19	70.64	55.24	5.25
	1917-18	1,101.96	3,472	13,53.13	1,50.74	82.04	68.70	54.42	5.08
Gondal-Perbandar State	1913-14	219.75	464	97.98	14.22	6.72	7.50	47.28	7.65
	1914-15	219.75	512	99.91	14.23	7.48	6.75	52.58	6.51
	1915-16	219.75	535	1,01.46	15.06	7.40	7.66	49.13	7.47
	1916-17	231.44	536	1,10.66	15.89	8.60	7.29	54.12	6.35
	1917-18	231.44	556	1,12.55	17.99	9.37	8.62	52.09	7.65

* Revised figures.

APPENDIX 8—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspension on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Jamnagar ...	1913-14	54.22	77	23.54	2.92	1.36	1.56	46.62	6.63
	1914-15	54.22	76	23.71	3.01	1.92	1.09	63.63	4.62
	1915-16	54.22	76	23.96	3.23	1.77	1.46	54.92	6.08
	1916-17	54.22	79	24.09	3.43	1.97	1.46	57.39	6.07
	1917-18	54.22	77	24.28	3.74	1.98	1.76	52.61	7.28
Jodhpur-Bikaner ...	1913-14	1,280.78	2,282	3,50.86	69.83	34.98	34.85	50.09	9.93
	1914-15	1,298.47	2,001	3,71.48	60.21	31.84	28.37	52.84	7.64
	1915-16	1,330.32	2,382	3,80.90	80.97	37.16	43.81	45.89	11.50
	1916-17	1,330.32	2,606	3,85.17	81.33	40.17	41.16	49.39	10.69
	1917-18	1,330.32	2,519	3,85.92	96.75	40.91	55.84	42.28	14.47
Junagad State ...	1913-14	113.42	159	60.37	6.19	3.21	2.98	51.93	4.92
	1914-15	113.90	172	60.67	6.21	3.29	2.92	52.93	4.82
	1915-16	120.90	192	63.80	6.96	3.66	3.40	61.16	5.33
	1916-17	120.90	204	63.98	7.49	3.80	3.69	50.77	5.76
	1917-18	120.90	206	67.43	8.14	6.40	1.74	78.60	2.68
Madras and Southern Mahratta...	1913-14	2,091.23	6,707	18,66.63	2,02.95	1,17.67	85.28	57.98	4.57
	1914-15	2,030.02	6,840	18,69.86	1,91.79	1,16.76	76.03	60.36	4.07
	1915-16	2,090.02	7,066	18,72.35	2,10.14	1,14.96	95.18	54.70	5.08
	1916-17	2,090.02	7,070	18,77.52	2,21.25	1,18.67	1,02.58	53.64	5.46
	1917-18	2,088.55	6,854	18,77.05	2,37.03	1,17.66	1,19.37	50.08	6.92
Morvi ... (including 2' 6" gauge section)	1913-14	92.83	219	52.11	7.77	2.74	5.03	36.25	9.65
	1914-15	92.83	214	52.84	7.67	2.80	4.87	36.60	9.24
	1915-16	92.83	218	53.81	7.73	2.81	4.92	36.31	9.16
	1916-17	92.83	213	53.60	8.69	2.45	6.24	28.26	11.63
	1917-18	92.83	215	53.77	9.76	2.62	7.14	26.86	13.28
Mysore-Arsikere ...	1917-18	102.95	20	81.12	66	60	6	89.99	0.07
Nizam's Guaranteed State ...	1913-14	441.44	1,568	3,36.15	44.51	22.98	21.53	51.63	6.40
	1914-15	441.44	1,403	3,51.07	42.34	24.47	17.87	57.79	5.09
	1915-16	487.44	1,258	3,85.06	46.14	24.60	21.54	53.80	6.12
	1916-17	544.74	1,165	4,29.47	41.52	22.29	19.23	53.64	5.48
	1917-18	544.74	1,120	4,37.37	44.90	23.57	16.33	63.64	3.73
Rohilkund and Kumaon ...	1913-14	554.34	1,185	3,56.26	41.35	18.31	23.04	44.28	6.54
	1914-15	568.83	1,140	3,71.69	34.99	18.80	16.19	53.73	4.36
	1915-16	571.35	1,129	3,70.77	37.43	18.15	19.28	48.49	5.20
	1916-17	571.23	1,102	3,67.73	42.80	17.88	25.01	41.69	6.80
	1917-18	571.15	1,039	3,66.70	48.73	24.51	27.22	44.14	7.42

APPENDIX 8—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (6).
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—concl'd.									
South-Indian ...	1913-14	1,207.95	6,707	13,77.67	2,26.97	1,28.89	98.08	56.79	7.22
	1914-15	1,218.10	7,089	14,19.26	2,19.40	1,26.69	92.71	57.74	6.53
	1915-16	1,243.14	7,015	14,38.63	2,38.05	1,20.66	1,17.39	56.69	8.16
	1916-17	1,243.14	6,904	14,27.43	2,54.67	1,28.12	1,26.55	50.31	8.87
	1917-18	1,281.05	5,921	14,78.78	27,4.04	1,21.04	1,53.00	44.17	10.35
Udaipur-Chitorgarh ...	1913-14	67.30	104	22.34	3.19	1.54	1.65	48.18	7.40
	1914-15	67.30	93	22.40	2.65	1.58	1.07	59.64	4.78
	1915-16	67.30	106	22.59	3.24	1.71	1.53	52.79	6.77
	1916-17	67.30	108	22.77	3.75	1.83	1.92	48.80	8.43
	1917-18	67.30	92	22.84	2.76	1.45	1.31	52.48	5.75
2' 6" GAUGE.									
Ahmadpur-Katwa ...	1917-18	82.26	43	19.50	54	55	-1	101.45	...
Arrah-Sasaram Light. ...	1913-14	60.60	113	22.19	1.94	1.23	71	63.37	3.22
	1914-15	65.26	94	22.75	2.13	1.25	88	58.50	3.88
	1915-16	65.16	94	22.88	1.96	1.17	79	59.01	3.46
	1916-17	65.16	92	22.67	2.26	1.26	1.00	55.70	4.42
	1917-18	65.16	92	22.67	2.54	1.17	1.37	46.22	6.01
Bangalore-Chik Ballapur Light... {	1914-15	14.72	*	*	*	*	*	*	*
	1915-16	28.65	22	10.18	52	34	18	64.96	1.81
	1916-17	35.24	†	9.34	†	†	†	†	†
	1917-18	38.74	†	11.57	†	†	†	†	†
Bankura-Damodar River. ... {	1916-17	42.69	18	33.94	22	20	2	88.92	0.07
	1917-18	59.95	104	35.57	1.28	1.21	7	94.58	0.19
Baraset-Basirhat Light. ... {	1913-14	51.12	130	23.08	3.28	1.92	1.36	58.42	5.91
	1914-15	52.24	139	23.99	3.49	2.15	1.34	61.71	5.56
	1915-16	52.24	170	23.81	3.74	2.22	1.52	59.31	6.40
	1916-17	52.24	145	23.82	3.57	2.22	1.35	62.07	5.69
	1917-18	52.24	111	23.85	3.08	2.15	93	69.90	3.89
Barai Light ... {	1913-14	115.84	230	70.98	13.18	4.71	8.47	35.78	11.94
	1914-15	115.84	213	74.50	11.18	4.89	6.29	43.81	9.43
	1915-16	117.60	201	76.45	10.87	4.70	5.97	44.06	7.54
	1916-17	117.60	208	76.06	11.25	4.80	6.45	42.73	8.47
	1917-18	117.60	158	76.57	8.61	4.46	4.15	51.75	4.83
Bengal Provincial ... {	1913-14	33.27	120	11.56	1.34	87	47	65.15	4.05
	1914-15	33.27	125	11.77	1.43	95	43	66.81	4.03
	1915-16	33.27	125	11.85	1.41	96	45	68.18	3.78
	1916-17	33.27	119	11.89	1.28	95	33	74.04	2.79
	1917-18	41.68	112	14.44	1.14	1.00	14	87.72	0.97
Bokhtiarpur-Bihar Light ... {	1913-14	33.00	46	13.11	1.58	1.12	46	70.65	3.54
	1914-15	33.00	51	13.60	1.66	1.06	60	63.67	4.43
	1915-16	33.00	71	13.60	2.31	1.22	1.09	52.78	8.03
	1916-17	33.00	39	13.60	1.57	95	62	60.38	4.57
	1917-18	33.00	42	13.84	1.97	1.12	85	57.12	6.09
Burdwan-Katwa ... {	1915-16	32.52	30	17.37	38	20	18	51.57	1.08
	1916-17	32.52	84	17.82	1.33	1.25	8	93.57	0.48
	1917-18	32.52	73	17.93	1.32	1.00	32	75.70	1.79
Champaner-Shivrajpur-Pani Light {	1913-14	20.24	28	9.39	87	62	25	70.93	2.68
	1914-15	20.24	24	9.47	64	64	...	99.73	...
	1915-16	24.95	24	9.71	74	57	17	76.78	1.77
	1916-17	32.40	31	16.38	95	67	28	70.71	1.77
	1917-18	32.40	43	16.25	1.25	86	39	68.70	2.39

* Information not available.

† Included with the Kolar District railway.

APPENDIX 8—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay (in column (9)).
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—contd.									
Cutch State ...	1913-14	36.78	28	10.52	97	64	33		
	1914-15	36.78	29	10.53	97	58	39	66.73	3.17
	1915-16	36.78	28	10.84	1,05	53	52	59.72	3.73
	1916-17	36.78	29	10.86	93	57	36	49.59	4.87
	1917-18	36.78	24	10.94	59	49	10	61.79	3.31
								85.89	0.85
Dehri-Behtas Light ...	1913-14	23.83	26	6.15	1.50	56	91		
	1914-15	23.83	40	6.26	1.91	60	1.31	37.33	15.25
	1915-16	23.83	36	6.28	2.19	70	1.49	31.35	20.69
	1916-17	23.83	35	6.88	2.32	73	1.59	32.11	28.73
	1917-18	23.83	35	6.70	2.18	79	1.39	31.70	29.99
								36.26	26.77
Dholpur-Bari ...	1913-14	28.43	20	7.59	51	32	22	60.64	2.86
	1914-15	30.33	27	12.41	72	41	28	60.94	2.26
	1915-16	30.33	30	12.42	88	57	31	65.48	2.44
	1916-17	51.63	34	12.42	1,06	52	54	49.28	4.33
	1917-18	51.63	56	12.93	1,11	67	44	60.56	3.40
Godhra-Lunavada ...	1913-14	24.00	6	11.40	13	11	2	85.00	0.16
	1914-15	25.45	19	13.03	45	41	4	50.03	0.34
	1915-16	25.45	22	12.90	53	56	—3	106.80	...
	1916-17	25.45	22	12.92	65	54	11	84.22	0.77
	1917-18	25.45	19	12.97	54	58	—4	106.49	...
Jessore-Jhenidah ...	1913-14	36.80	29	12.34	50	38	—12	75.55	0.98
	1914-15	36.80	†	12.49	77	94	—17	121.25	...
	1915-16	36.80	80	12.81	95	1.33	—38	140.93	...
	1916-17	36.80	80	13.49	1,11	1.43	—32	129.34	...
	1917-18	36.75	69	13.97	89	1.45	—56	162.81	...
Kalighat-Falta ...	1917-18	25.33	40	17.37	89	69	20	77.28	1.16
Kolar District ...	1913-14	10.92	5	2.96	8	8	...	103.33	...
	1914-15	10.92	19	3.06	36	31	5	85.66	1.57
	1915-16	40.71	20	14.07	48	36	12	74.32	0.87
	1916-17	63.51	†82	17.09	†1.77	†1.46	†.31	82.31	0.11
	1917-18	63.51	†118	18.74	†2.61	1.97	†.64	75.19	3.42
Madaya Light ...	1913-14	8.30	†	†	†	†	†	†	†
	1914-15	8.30	†	†	†	†	†	†	†
	1915-16	8.30	†	†	†	†	†	†	†
	1916-17	8.30	†	†	†	†	†	†	†
	1917-18	16.00	†	†	†	†	†	†	†
Mourbhanj State ...	1913-14	32.41	25	7.23	67	30	37	44.32	5.15
	1914-15	32.41	24	7.24	54	29	25	54.35	3.43
	1915-16	32.41	24	7.27	48	31	17	65.69	2.24
	1916-17	32.41	25	7.27	52	42	10	80.22	1.42
	1917-18	32.41	24	7.27	52	40	12	75.98	1.73
Nadind-Kapadvanj ...	1913-14	27.86	44	12.50	1,03	62	41	59.67	3.30
	1914-15	27.86	42	13.42	1,19	80	39	67.01	2.93
	1915-16	27.86	42	14.69	1,34	78	56	58.05	3.82
	1916-17	28.01	48	15.11	1,44	75	69	51.69	4.63
	1917-18	28.01	41	14.59	1,58	84	74	53.12	4.97
Parlakimedi Light ...	1913-14	24.62	19	7.55	51	33	18	68.91	2.42
	1914-15	24.62	18	7.56	50	32	18	64.33	2.95
	1915-16	24.62	19	7.63	41	40	1	97.91	0.11
	1916-17	24.62	29	7.67	49	45	4	92.51	0.43
	1917-18	24.62	20	7.67	54	33	21	61.12	2.76
Powayan Light ...	1913-14	39.50	59	8.95	97	59	38	60.32	4.34
	1914-15	39.50	57	8.95	83	50	33	60.00	3.79
	1915-16	39.50	58	8.95	96	57	39	60.00	4.28
	1916-17	38.96	58	8.95	1,01	61	40	60.30	4.47
	1917-18	33.96	58	8.95	1,02	61	41	59.80	4.47
Shabdara (Delhi)-Saharanpur Light.	1913-14	92.50	138	43.43	6,17	2,69	3,48	43.53	8.02
	1914-15	92.50	141	43.90	6,48	2,90	3,58	44.78	8.14
	1915-16	92.50	136	44.17	5,49	2,69	2,80	49.03	6.34
	1916-17	92.50	148	44.11	6,69	2,76	3,93	41.23	8.90
	1917-18	92.50	150	44.83	7,16	3,46	3,70	48.17	8.81

APPENDIX 8—concl'd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (6)
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—concl'd.									
South Indian ...	1913-14	98·78	129	41,45	1,81	1,84	—3	101·65	...
	1914-15	98·78	147	41,73	1,98	2,16	—18	109·39	...
	1915-16	98·78	177	41,39	2,23	1,99	24	89·24	0·57
	1916-17	98·78	176	40,93	2,49	2,09	40	83·94	1·00
	1917-18	98·78	163	40,99	2,73	2,43	27	89·92	0·67
Tezporc-Balipara Light ...	1913-14	20·10	34	4,87	1,35	94	41	69·93	8·31
	1914-15	20·10	36	4,87	1,36	99	37	72·98	7·51
	1915-16	20·10	32	4,87	1,42	97	45	68·64	9·12
	1916-17	20·10	37	4,87	1,48	1,01	47	68·37	9·55
	1917-18	20·10	34	4,87	1,33	1,03	30	77·42	6·16
2' 0" GAUGE.									
Darjeeling-Himalayan ...	1913-14	65·28	299	44,72	11,99	6,98	5,01	58·18	11·21
	1914-15	106·62	281	65,48	11,36	6,66	4,70	58·65	7·17
	1915-16	146·44	360	89,30	13,52	7,71	5,81	57·08	6·50
	1916-17	146·44	461	95,83	16,33	10,23	6,10	62·65	6·37
	1917-18	146·44	543	99,84	16,59	10,17	6,42	61·30	6·43
Gwalior Light ...	1913-14	249·96	275	69,11	5,14	2,94	2,20	57·18	3·18
	1914-15	249·96	269	72,27	5,31	3,15	2,16	59·25	3·00
	1915-16	249·96	276	74,69	5,85	3,30	2,55	56·38	3·42
	1916-17	249·97	253	75,66	5,63	2,82	2,81	50·06	3·72
	1917-18	249·96	293	75,92	6,58	3,00	3,58	45·56	4·72
Howrah-Amta Light ...	1913-14	43·87	214	25,61	5,94	3,25	2,69	54·75	10·50
	1914-15	43·87	230	26,71	6,13	3,74	2,39	61·05	8·94
	1915-16	43·87	237	26,87	6,17	3,57	2,60	67·87	9·68
	1916-17	43·87	219	26,44	6,07	3,38	2,69	55·74	10·15
	1917-18	43·87	173	26,52	6,02	3,26	2,76	54·17	10·40
Howrah-Sheakhala Light ...	1913-14	19·75	86	7,18	1,58	88	70	55·87	9·69
	1914-15	19·75	83	8,27	1,56	85	71	54·78	8·53
	1915-16	19·75	86	7,71	1,62	1,00	62	61·76	8·06
	1916-17	19·75	86	7,64	1,61	96	65	59·53	8·53
	1917-18	19·75	67	7,64	1,62	97	65	59·62	8·55
Jagadhri Light ...	1913-14	3·31	13	1,14	25	22	3	86·43	2·99
	1914-15	3·31	14	1,14	22	20	2	87·43	2·42
	1915-16	3·31	14	1,13	23	21	2	90·66	1·90
	1916-17	3·31	14	1,12	17	18	—1	106·46	...
	1917-18	3·31	12	1,12	19	17	2	83·07	1·40
Jorhat (Provincial) ...	1913-14	32·50	53	10,65	1,30	90	40	69·36	3·74
	1914-15	32·50	52	10,72	1,21	1,28	—7	105·23	...
	1915-16	32·50	53	10,91	1,57	1,02	55	64·97	5·04
	1916-17	32·50	52	11,24	1,65	1,02	63	61·82	5·62
	1917-18	32·50	52	11,12	1,42	1,19	23	83·50	2·07
Pipar-Bilara Light ...	1913-14	25·25	19	2,77	26	25	1	94·94	0·48
	1914-15	25·25	19	2,80	25	16	9	62·67	3·36
	1915-16	25·25	24	2,90	34	21	13	62·96	4·30
	1916-17	25·25	26	2,90	26	21	5	81·08	1·67
	1917-18	25·25	15	2,90	20	16	4	80·00	1·38
Kulasekarapatnam-Tissianvillai	1915-16	18·00	18	2,86	18	13	5	70·64	2·03
	1916-17	18·00	23	2,93	30	33	47	40·98	15·82
	1917-18	18·00	27	3,46	32	37	—5	115·76	...
Tarikerc-Narasimharajapura ...	1914-15	12·00	†	†	†	†	†	†	†
	1915-16	11·75	7	2,97	8	10	—2	127·66	...
	1916-17	11·88	3	3,48	1	5	—4	498·59	...
	1917-18	26·60	19	5,03	17	27	—10	153·80	...
Total of all railways ...	1913-14	84,656	156,276	4,95,08,64	163,58,51	132,92,89	30,65,62	51·79	6·19
	1914-15	95,285	157,142	5,19,22,13	160,42,74	132,75,04	27,67,70	54·20	5·33
	1915-16	95,833	159,028	5,29,98,29	164,66,04	132,91,95	31,74,09	50·91	5·99
	1916-17	96,286	163,604	5,35,27,97	179,68,42	133,40,32	37,28,10	47·26	6·96
	1917-18	96,338	157,036	5,41,79,90	177,36,39	135,36,87	41,99,52	45·72	7·76

† Information not available.
‡ Revised figures.

APPENDIX 9.

Statistical results of working the various classes of railways during the financial year 1917-18.

Class.	Length of line open on the 31st March 1918.	Total capital outlay on open lines to the 31st March 1918, including steam-boat and suspenae.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
<i>5' 6" gauge.</i>								
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,769'30	1,28,10,65,000	74,158,900	15,209,000	16,84,56,000	7,33,38,000	9,51,18,000	
State lines worked by Companies	9,735'53	2,29,86,21,600	148,267,500a	43,182,000a	37,23,27,000	16,30,50,000	20,92,77,000	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32'04	30,40,000	425,000	106,600	5,46,000	2,73,000	2,73,000	
Branch line Companies' railways under "rebate" terms, worked by the main line.	1,145'81	10,11,82,000	13,001,600	2,280,000	1,24,50,000	63,30,000	61,50,000	
Company's line subsidized by the Government of India.	206'40	1,95,27,000	2,726,500b	953,000b	44,31,000	21,27,000	23,04,000	
District Board lines ...	25'36	19,58,000	518,700	41,000	1,22,000	64,000	58,000	
Native State lines worked by the main line.	631'70	4,46,16,000	7,014,500c	3,208,000c	64,13,000	52,93,000	31,20,000	
Company's line guaranteed by Native State.	330'13	5,34,24,000	1,695,800	526,000	72,25,000	38,66,000	33,59,000	
TOTAL FOR 1917-18 ...	17,878'27	3,80,64,36,000	247,808,400	65,525,000	57,20,00,000	25,23,41,000	31,96,50,000	8'40
TOTAL FOR 1916-17 ...	18,162'47	3,78,03,81,000	285,769,300	69,212,000	51,35,99,000	23,61,51,000	27,74,18,000	7'34
<i>3' 3½" gauge.</i>								
State lines worked by the State ...	1,060'24	13,06,56,000	10,533,500	1,600,000	1,41,65,000	77,85,000	63,80,000	
State lines worked by Companies	8,354'44	95,06,30,000	101,664,400d	12,132,000d	12,86,62,000d	6,28,55,000d	6,58,07,000d	
Branch line Companies' railways under "rebate" terms, worked by the main line.	178'29	75,21,600	2,247,500	301,000	11,47,000	5,12,000	6,35,000	
Branch line Company's railway under "guarantee and rebate" terms.	87'93	99,23,000	e	e	3,10,000	1,55,000	1,55,000	
Companies' lines subsidized by the Government of India.	1,716'86	12,65,32,000	29,685,000f	3,504,000f	1,56,91,000	70,49,000	86,42,000	
Company's line subsidized by Local Government.	86'02	1,17,38,000	605,400	420,000	14,41,000	9,41,000	5,00,000	
Unassisted Company's line ...	5'50	16,94,000	80,800	207,000	95,800	62,000	33,000	
District Board lines ...	188'78	88,03,000	4,196,900	304,000	14,94,000	7,22,000	7,72,000	
Company's line subsidized by District Board.	36'40	33,15,000	g	g	6,36,000	1,61,000	4,75,000	
Native State lines worked by Native States.	2,006'18	8,23,83,000	10,221,500	1,879,000	1,36,17,000	61,39,000	74,78,000	
Native State lines worked by the main line.	803'43	4,13,43,000	5,078,200	621,000	24,53,000	17,67,000	16,86,000	
Company's line guaranteed by Native State.	391'13	3,22,46,000	2,995,700	366,000	39,72,000	24,08,000	15,64,000	
Lines in Foreign territory worked by British Indian Railway Companies.	73'60	2,07,40,000	1,255,600	242,000	9,32,000	5,68,000	3,64,000	
TOTAL FOR 1917-18 ...	14,988'80	1,42,75,24,000	168,564,500	21,676,000	18,56,15,000	9,11,24,000	9,44,91,000	6'02
TOTAL FOR 1916-17 ...	14,659'93	1,40,07,01,000	192,802,500	21,761,000	17,82,17,000	8,85,97,900	8,90,20,000	6'40

a Includes the Branch-Jambusar (2' 6" gauge) Railway separate figures for which are not available.

b Includes the Native State section of the Jind-Panipat Railway.

c Includes the British section of the Bhopal-Itarsi railway.

d Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud Railways.

e Included with the Assam-Bengal Railway against "State lines worked by Companies."

f Includes the Bengal Doers, Lucknow-Berhilly and Tirhoot Railways.

g Included with the Bengal Doers Extensions Railway against Companies' lines subsidized by the Government of India.

APPENDIX 9—concl'd.

Statistical results of working the various classes of railways during the financial year 1918.

Class.	Length of line open on the 31st March 1918.	Total capital outlay on open lines to the 31st March 1918, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings, on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons	Rs.	Rs.	Rs.	
<i>Special (2' 6" and 2' 0") gauges.</i>								
State lines worked by the State ...	365·05	3,81,51,000	1,913,700	328,000	28,90,000	20,25,000	8,65,000	
State lines worked by Companies...	978·67	5,55,91,000	3,206,100	750,000	36,15,000	25,73,000	10,42,000	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Company.	150·06	90,42,000	1,116,300	37,000	4,03,000	3,45,000	58,000	
Branch line Company's railway under "guarantee" terms worked by the main line.	3·31	2,46,000	a	a	5,000	3,000	2,000	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	88·56	44,11,000	532,900	102,000	3,37,000	2,28,000	1,09,000	
(B) Worked by the main line	338·89	1,71,10,000	1,373,600	177,000	12,69,000	6,13,000	6,56,000	
Companies' lines subsidized by the Government of India.	285·30	1,48,28,000	2,291,100	373,000	19,84,000	9,88,000	9,96,000	
Company's line subsidized by Local Government.	51·00	46,07,000	237,800	55,000	12,87,000	8,31,000	4,56,000	
Unassisted Companies' lines ...	70·58	16,56,000	593,700	36,000	1,69,000	1,51,000	9,000	
Companies' lines subsidized by District Boards.	270·87	1,13,36,000	4,780,600	175,000	17,45,000	11,17,000	6,28,000	
Native State lines worked by Native States.	472·62	1,26,46,000	1,194,300	191,000	10,22,000	5,85,000	4,37,000	
Native State lines worked by the main line.	253·05	1,32,49,000	2,932,300	75,000	12,03,000	6,92,000	5,11,000	
Company's line Guaranteed by Native State.	38·74	11,57,000	b	b	1,04,000	71,000	33,000	
TOTAL FOR 1917-18. ...	3,468·40	18,40,30,000	20,192,400	2,299,000	1,60,24,000	1,02,22,000	58,03,000	3·15
TOTAL FOR 1916-17 ...	3,243·69	17,17,15,000	21,272,700	2,311,000	1,50,26,000	92,84,000	57,42,000	3·34
TOTAL OF ALL RAILWAYS FOR 1917-18.	36,333·47	5,41,79,96,000	436,562,300c	89,500,000c	77,36,89,000	35,36,87,000	41,99,52,000	7·75
TOTAL OF ALL RAILWAYS FOR 1916-17.	36,286·09	5,36,27,97,000	499,243,800c	96,284,000c	70,68,42,000	33,40,32,000	37,28,10,000	6·96

a Included with the Bengal Provincial Railway against "Unassisted Companies' lines".

b Included with the Kolar District Railway against "Native State lines worked by Native States."

c Includes cross traffic which is excluded from Appendix 6.

APPENDIX 10.

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

Serial number.	Particulars.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.
1	2	3	4	5	6	7
1	Mileage open at close of the year Miles	34,656	35,285	35,833	36,286	36,334
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) Rs.	4,95,08,64	5,19,22,13	5,29,98,20	5,35,27,97	5,41,70,90
3	Gross earnings (in thousands of rupees) "	63,58,56	60,42,01	61,66,04	70,68,42	77,36,39
4	Gross earnings per mile open "	18,350	17,123	18,041	19,480	21,202
5	Gross earnings per mile open per week "	353	329	347	375	403
6	Gross earnings per train-mile "	4.07	3.84	4.07	4.32	4.33
7	Total working expenses (in thousands of rupees) "	32,92,94	32,74,10	32,91,95	33,40,32	35,36,87
8	Working expenses per mile open "	9,502	9,279	9,185	9,206	9,734
9	Working expenses per train-mile "	2.11	2.08	2.07	2.04	2.25
10	Percentage of working expenses to gross earnings Per cent	51.79	54.19	50.91	47.26	45.72
11	Net earnings (in thousands of rupees). Rs.	30,65,62	27,67,91	31,74,00	37,8,10	41,99,52
12	Net earnings per mile open "	8,846	7,844	8,856	10,274	11,558
13	Net earnings per train-mile "	1.96	1.76	2.00	2.38	2.68
14	Percentage of net earnings on total capital outlay (item 2) Per cent	6.19	5.33	5.99	6.96	7.76
15	Coaching train-miles (in thousands) Train-miles.	55,972	58,569	56,364	55,719	44,407
16	Goods train-miles (in thousands) "	57,963	56,359	62,766	68,083	72,528
17	Mixed train-miles (in thousands). "	34,581	35,514	34,471	34,874	34,618
18	Total, including miscellaneous, train-miles (in thousands) "	156,276	157,142	159,038	163,604	157,036
19	Unit-mileage of passengers (in thousands) Unit-miles	16,614,008	16,022,848	16,528,646	17,346,064	16,204,392
20	Freight ton-mileage of goods (in thousands) Ton-miles	15,623,235	15,225,957	17,157,841	19,825,901	21,016,126
21	Average miles a ton of goods was carried Miles	189.11	188.04	207.98	230.08	245.87
22	Average rate charged for carrying a ton of goods one mile Pies	4.64	4.43	4.34	4.01	4.07
	<i>Average miles a passenger was carried.</i>					
23	1st class Miles	112.46	123.88	113.18	126.00	124.99
24	2nd class "	74.58	80.04	93.44	106.88	96.58
25	Intermediate class "	51.13	49.72	50.20	52.17	71.54
26	3rd class "	37.40	36.59	36.60	37.56	38.91
27	Season and Vendors' tickets "	8.71	8.50	8.52	8.46	8.54
28	Total "	36.30	35.52	35.59	36.82	37.66
	<i>Average rate charged per passenger per mile.</i>					
29	1st class Pies	14.48	12.79	13.69	13.32	16.68
30	2nd class "	6.60	6.23	5.50	5.07	6.76
31	Intermediate class "	3.14	3.16	3.16	3.14	4.02
32	3rd class "	2.29	2.29	2.29	2.32	2.78
33	Season and Vendors' tickets "	1.42	1.42	1.42	1.43	1.50
34	Total "	2.45	2.44	2.44	2.48	2.99

APPENDIX 11.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	{ 3' 3 $\frac{1}{2}$ " } { 2' 0"	26	18.60	Reconnoitred in 1916.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...
Bagmara-Siju railway ...	A. B. ...	Bagmara to Siju ...	Surveyed in 1913-14.	{ 3' 3 $\frac{1}{2}$ " }	15	28.09	
Bishnath railway	with extension to Jankary Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...		2' 0"	6 19	10.55 5.85	(a) New project.
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Surveyed in 1917.	3' 3 $\frac{1}{2}$ "	17	24.50	
Diphu-Miji Ingling railway	A. B. ...	Diphu to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2' 6"	16	5.03	
Furkating-Badulipara-Anguri railway.	A. B. ...	Furkating to Anguri via Badulipara with a branch to Dhansiri river.	Not ...	3' 3"	66		New project. Survey sanctioned.
Golakgunge-Kumargram railway.	E. B. ...	Golakgunge to Kumargram	Not ...	{ 3' 3 $\frac{1}{2}$ " }	36	19.54	(a) Reconnoitred in 1916 alternative to Alipur Duars-Kumargram Railway.
Hubiganj-Bogamkhan railway.	A. B. ...	Shaistaganj to Hubiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	2' 0"	38	11.41	
				3' 3 $\frac{1}{2}$ "	16	8.35	(a) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	{ 3' 3 $\frac{1}{2}$ " }	30	17.25	(a)
					18	9.31	
Khowang-Lakwa or Anguri railway.	D. S. ...	Khowang to Lakwa or alternative to Anguri via Sib-sagar.	Not ...	3' 3 $\frac{1}{2}$ "	19	20.81	} Reconnoitred in 1917.
					41	40.15	
Panda-Shillong railway ...	E. B. ...	Pandu to Shillong ...	Not ...	3' 3 $\frac{1}{2}$ "	70	...	Survey sanctioned.
Sorupeta-Barpeta railway	E. B. ...	Sorupeta to Barpeta ...	Not ...	3' 3 $\frac{1}{2}$ "	12	6.22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3' 3 $\frac{1}{2}$ "	23	10.73	(a) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak.	Surveyed in 1916.	3' 3 $\frac{1}{2}$ "	28	16.68	(a)
	A. B. ...	(2) Madhupur to Ishamati	Not ...	3' 3 $\frac{1}{2}$ "	14	29.85	} Preliminary survey made in 1917.
	A. B. ...	(3) Tarapanji to Therria ghat	Not ...	3' 3 $\frac{1}{2}$ "	5	4.93	
	A. B. ...	(4) Ishamati to Mawlong coal siding.	Not ...	2' 6"	3	2.21	
	A. B. ...	(5) Ishamati to Therria ...	Not ...	3' 3 $\frac{1}{2}$ "	6	...	
	A. B. ...	(6) Madhopur to Therria Ghat, via Tarapanji.	Not ...	3' 3 $\frac{1}{2}$ "	16	24.42	
Sylhet-Therria Ghat railway.	A. B. ...	(7) Tarapanji to Ishamati	Not ...	2' 6"	2	1.09	} Preliminary survey made in 1917 and detailed survey sanctioned.
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3' 3 $\frac{1}{2}$ "	24	30.78	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or Tangla to Rangpara ...	Surveyed in 1905-06.	{ 3' 3 $\frac{1}{2}$ " }	48	25.40	Estimates revised and brought up to date in 1915.
					50	{ (b) 27.84 (c) 25.37	
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpura.	Not ...	3' 3 $\frac{1}{2}$ "	48	...	(a) Reconnaissance sanctioned.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 (b) With new girders and rails. (c) With second hand girders and rails.
 † Srimangal-Maulvi Bazar Section—cost Rs. 6.76 lakhs.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3' 3½"	17	Lakhs of rupees. 11'38	Reconnoitred in 1916.
Birnagar-Santipur Krishna-gar railway,	E. B. ...	Birnagar to Krishnagar via Santipur with an extension to Bhagirathi river opposite Nabadwip.	Not ...	5' 6"	...	...	Survey sanctioned. Birnagar-Santipur section (8 miles) surveyed in 1916 and estimated to cost 5'23 lakhs.
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira or Nabharan to Satkhira ...	Surveyed in 1914.	5' 6"	27 26	19'18 18'41	(a) Bongong-Satkhira alignment preferred.
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2' 6"	...	...	(a)
Chittagong-Maungdaw railway.	A. B. ...	Chittagong to Maungdaw...	Not ...	3' 3½"	133	...	New project. Reconnoitred in 1914-15. Survey sanctioned.
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2' 6"	31	b)13'78	(a)
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	Surveyed in 1916.	5' 6"	34	26'33	
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3' 3½"	95	105'92	(a) Reconnoitred in 1915.
Faridpur-Bhanga railway ...	E. B. ...	Faridpur to Bhanga ...	Not ...	5' 6"	20	...	Estimate of cost under preparation.
Golakgunge-Kumargram railway.	...	(See under Assam) ...	...	...	...	...
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj.	Surveyed in 1898.	3' 3½"	40	38'47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3' 3½"	24	32'81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	...	5' 6"	8	112'62.	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).	Surveyed in 1913-14.	5' 6"	2	6'86	(a)
Ishurdi-Pabna-Sadhganj railway	E. B. ...	Ishurdi to Sadhganj via Pabna.	...	...	...	...
		(1) Direct alignment ...	Surveyed in 1916.	5' 6"	45	42'89	
		(3) Alternative ...	...	5' 6"	44	42'67	
			...	2' 6"	44	32'00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3' 3½"	38	31'69	(a)
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...	Not ...	5' 6"	58	71'28	Reconnoitred in 1917.
		(i) Via Magura ...	...	5' 6"	58	77'75	
		(ii) ,, Boalmari ...	...	5' 6"	58	77'75	
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	...	2' 6"	26	19'29	(a) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati via Magura.	Not ...	2' 6"	34	23'02	
		(iii) Jessore to Bagmara via Narail.	Not ...	2' 6"	60	65'85	
Kalimpong Road—Gangtok railway.	...	See under "Sikkim" ...	...	...	...	...
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2' 6"	15	12'66	(a) Preliminary survey made. Alternative to Sainthia Khagrachhat railway. Survey sanctioned.
Kholapota-Badaria Branch of Baraset Basirhat railway.	B. B. L. Ry.	Kholapota to Badaria ...	Not ...	2' 6"	4	1'35	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5' 6"	80	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905. Reconnoitred in 1915.	2' 6"	35	26'33	(a) Estimates revised in 1915.
			...	5' 6"	57	50'00	
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur and Ulipur to Chilmari ...	Surveyed in 1912-13.	3' 3½"	21	11'76	(a) Concession granted.

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

(b) Estimate includes flotation charges and interest during construction.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
Projects are arranged under provinces in which situated.							
BENGAL—contd.							
Magra-Hat-Kakdwip railway	E. B. ...	Magra-Hat to Kakdwip via Joyntagar and Bistapur.	Not ...	{ 5' 6" } { 2' 6" }	29	27'95 20'18 32'99	Reconnoitred in 1917.
Magra-Hat-Kulpi-Kharco railway.	E. B. ...	Magra-Hat to Kulpi via Bistapur with a branch from Bistapur to Kharco.	Surveyed in 1916.	{ 5' 6" } { 2' 6" }	29	19'99	(a)
Midnapore District Feeder railway.	B. N. ...	See remarks ...	Not ...	...	...	...	(a) Traffic and reconnaissance surveys of the area included between the Howrah Khargpur and Khargpur Vishnupur section of the Bengal-Nagpur Railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin (i) Northern route via Nandanpur. (ii) Northern route via Gangaer. (iii) Southern route via Kalihati and Elenka. (iv) Southern route via Bala. Tangail to Singhjani ... Tangail to Bausi ... Tangail to Sarisabari ... Tangail to Aricha ... Dacca to Aricha ... Singhjani to Deopara ... Aricha to Munshiganj with branches to Rajbari, etc. Tangi to Gopalpur via Tangail.	Surveyed in 1913-14.	3' 3 3/4"	67 63 61 59 47 41 82 41 46 39 100 66	66'33 62'57 60'50 60'25 37'88 34'88 30'66 32'21 88'21 32'98 104'97	Reconnoitred in 1915. (a) Reconnoitred in 1916. (a) Survey sanctioned.
Mymensing-Phulpur-Halodighat railway.	E. B. ...	Gopalpur to Jamalpur ... Mymensingh to Phulpur with an extension to Halodighat.	...	3' 3 3/4"	24	...	Reconnaissance sanctioned. (a) Surveyed in connection with "Jamalpur-Bakshiganj-Nalitabari railway."
Nabarn-Satkhira railway	...	(See under "Bongong-Satkhira railway.")	...	...	...	...
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, or alternative to Abdalpur	Surveyed in 1913. Surveyed in 1914.	5' 6" 5' 0"	57 51	83'98 77'31	Alternative to Nattore-Godagari railway. Cost includes conversion to 5' 6" gauge of Nachoul-Godagari metre gauge section.
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, via Rampur Boalia.	Surveyed in 1910-1911.	5' 6"	41	53'27	
Netrakona-Mohunganj railway.	M. B. R.	Netrakona to Mohunganj	Surveyed in 1916.	3' 3 3/4"	17	(b)14'59	(a)
Nuxulbari-Panighatta railway.	D. H. E. ...	Nuxulbari to Panighatta	Not ...	2' 0"	10	2'61	(a) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not ...	2' 0"	14	...	(a)
Fatgram-Mathabhabanga railway.	B. D. ...	Fatgram to Mathabhabanga...	Not ...	3' 3 3/4"	12	...	Survey sanctioned.
Fatgram-Mekliganj railway	B. D. ...	Fatgram to Mekliganj ...	Not ...	3' 3 3/4"	7	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3' 3 3/4"	13	4'42	
Furnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3' 3 3/4"	32	23'85	Reconnoitred in 1917. Further traffic reconnaissance sanctioned.
Rajapur-Srimuddi railway...	A. B. ...	Rajapur to Srimuddi via mohandrapur.	Not ...	3' 3 3/4"	31	26'58	Reconnoitred in 1917. Survey up to Bamechandrapur sanctioned.
Sainthia-Bhairamara railway	E. I. ...	(i) Sainthia to Bhairamara via Berhampore, or (ii) Sainthia to Bhairamara via Kandi, or (iii) Sainthia to Halsa via Kandi.	Not ...	5' 6"	91 88 87	115'89 120'56 118'62	Reconnoitred in 1917.
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2' 6"	...	...	(a)
Sainthia-Naya Dumka railway.	E. I. ...	Sainthia to Naya Dumka...	Surveyed in 1915-16.	2' 6"	41	31'99	(a)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3' 3 3/4"	54	53'35	(a)

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
(b) Estimate includes flotation charges and interest during construction.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECTS.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Santahar-Dinajpur Railway.	E. B. ...	Santahar to Dinajpur ...	Not ...	5' 6"	60	...	Reconnaissance sanctioned. (a) Survey sanctioned.
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	{ 5' 6" 3' 3½"	36	...	
Sirajganj-Mymensingh railway.	S. S. ...	Sirajganj to Mymensingh	Not ...	...	...	...
Tangri-Gopalpur-Jamalpur railway.	E. B.- ...	See "Mymensingh and Dacca Districts railways."	...	...	...	...	New project. Survey of left bank of the Jamuna opposite Sirajganj sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5' 6"	76	181.08	
BIHAR AND ORISSA.							
Bariarpur-Jamooce railway	E. I. ...	(i) Bariarpur to Gaighat and (ii) Gaighat to Jamooce ...	{ Not ...	{ 5' 6" 2' 6"	18 {	12.04 9.47	Reconnoitred in 1915.
Barsoi-Harischandrapur ... railway.	...	(See under Bengal)	...	{ 5' 6" 2' 6"	18 {	13.64 8.81	
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5' 6"	44	32.35	
Bechupur-Bamgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyu.	Surveyed in 1910.	5' 6"	269	361.64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5' 6"	29	25.55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	{ Surveyed in 1895-1896.	5' 6"	...	...	Bhagalpur to Banai opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5' 6"	171	168.00	
Bokharo and Bamgarh Coalfield railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1903-1909.	5' 6"	43	50.02	Section from Mohuda to Bermo (flag station) 23 miles opened. (a)
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh via Chaibasa.	Surveyed in 1916	2' 6"	56	26.80	
Dinajpur and Purnea Districts railways.	...	(See under "Purnea and Dinajpur District railways")	...	...	...	...
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...
Gurumahisani Branch extensions.	B. N. ...	(1) Gurumahisani to Gurumahisani mines. (2) Onlajori to Badam pahar or Sulaipet.	Not ...	5' 6"	4	...	Survey sanctioned.
Gya-Makbalpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad via Makbalpur with a branch from Mau to Daudnagar.	Not ...	2' 6"	61 26	...	(a)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5' 6"	22	(b) 12.80	(a)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2' 6"	41	14.58	(a)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhubun ...	Not ...	2' 6"	12	3.77	Reconnoitred.
Jagatpur-Kendrapara railway.	B. N. ...	Jagatpur to Kendrapara ...	Surveyed in 1917.	2' 6"	33	15.53	(a)
Laheriasarai Singhia Shakarpura extension.	B. and N. W.	Laheriasarai to Shakarpura	Not ...	3' 3½"	...	...
Lohardaga extension railway.	B. N. ...	Lohardaga to Venkatnagar.	{ Not ...	{ 5' 6" 5' 6"	232 103	303.73 173.13	Reconnoitred in 1915.
Lohardaga-Netarhant railway.	B. N. ...	With a branch from Patua to Donganara Lohardaga to Netarhant...	Not ...	2' 6"	34	...	
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2' 6"	45	...	Survey sanctioned.
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3' 3½"	38	32.70	
Purnea and Dinajpur Districts railways.	E. B. ...	(i) Kasba to Kissengunze with branch from Kutti to Sikti. (ii) Arariya to Thakurgunge with branch from Joki to Sikti. (iii) Arariya to Sikti and Garbandanga.	{ Not ...	{ 3' 3½" 3' 3½"	33 44 49 22 44	31.69 30.97 39.05 14.00 35.89	Reconnaissance made in 1914.

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

(b) Cost on 2' 6" gauge excluding land is Rs. 10.39 lakhs.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1917.

NAME OF PROJECTS.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BIHAR & ORISSA— concl'd.							
	D. H. ...	(iv) Thakurgunge to Sikti	Surveyed in 1915.	3' 3½"	49	36'90	(a) In substitution of Kutti-Sikti and (ii) and (iii). Reconnoitred in 1914.
	E. B. ...	(v) Raiganj to Titalia and to Siliguri.	Not ...	2' 0"	49	27'80	
	D. H. ...	Thakurganj to Bahadarganj and via Jeki Hat and Arariya to Itahura (near Arariya Road). Itahura to Kamalpur and Kursola.			54	24'30	
		<i>Branches—</i>					Reconnoitred.
		(i) Bahadarganj North to Gardhandanga.	Not ...	2' 0"	16	5'60	
		(ii) Jeki Hat to Kauri (Sikti).			22	8'80	
		(iii) Chahatpur to Kalpin Bebeganj (Phalbari on map).			11	3'85	
		(iv) Pothimar Jagir to Kissanganj.			13	5'55	
		<i>Alternatives to the above—</i>					Reconnoitred.
		(i) Kursela to Kasba via Sarsi.			49	21'40	
		(ii) Kasba to Kissanganj			36	18'00	
		(iii) Branch to Bahadarganj Tulsia to near Garbandhanga.	Not ...	2' 0"	24	8'40	
		(iv) Branch from near Kasbir Amur to Kuari.			33	13'20	
		(v) Aluabari (Islampur) to Dinajpur via Lahari and Nisohintipur.			56	19'60	
	D. H. Extension.	Islampur to Siliguri via Titalia.		3' 3½"	36	...	Detailed survey sanctioned. †For converting the line from 2 feet to metre gauge.
		Titalia or Ramgunje to Jalpai guri.	Not...	3' 3½"	22	...	
		Kissengunge to Islampur.]		3' 3½"	18	...	
		Islampur to Dinajpur via Lahoree Hat with a branch from Lahoree Hat to Haldi bari. (See under Bengal)		2' 0"	89	...	Reconnaissance sanctioned.
Sainthia-Naya Dumka railway.	...	...	...	...	...	...
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5' 6"	190	237'00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898	5' 6"	43	30'62	To connect Raipur-Vizianagram with Sambalpur Khurda.
Towaraha-Sitamarchi branch railway.	B. & N. W.	Towaraha to Sitamarchi ...	Surveyed in 1906-1907	3' 3½"	30	16'53	Towaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea Railway	E. B. ...	Thakurgaon to Purnea ...	Not ...	3' 3½"	...	...	(a)
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2' 6"	12	...	
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2' 6"	17	...	
BOMBAY.							
Ambaji Taranga railway ...	B. B & C. I	From Varethha to Sankar Mauli Ambaji.	Surveyed in 1910-12.	2' 6"	32	22'20	Construction of the first is miles to Samia by a private Company sanctioned in 1911. Estimated cost revised in 1914.
Ahmadnagar and Nasik District railway.	G. I. P. ...	(i) Nasik city to Belapur.		{ 2' 6" 3' 3½" 5' 6"	77	{ 41'95 49'41 45'85	(a) Reconnoitred in 1916.
		With a branch from Wavce to Sangamner.	Not ...	{ 2' 6" 3' 3½" 5' 6"	17	{ 8'63 9'98 9'26†	
		(ii) Belapur to Bheogon.		{ 2' 6" 3' 3½" 5' 6"	45	{ 21'29 26'14 26'01	
Andhari Tramway	B. B. & C. I.	Andhari to Vesava ...	Surveyed	3' 3½"	3	1'11	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 * Includes cost of junction arrangements.
 †With second hand bridge and permanentway materials.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BOMBAY—contd.							
Projects are arranged under provinces in which situated					Miles.	Lakhs of rupees.	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3' 3½"	31	24.42	
Baramati-Baura railway ...	...	(See under Dhond-Baramati extensions.)	...	...	...	...
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2' 6"	17	8.69	(a)
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, <i>via</i> Saundatti and Alagwadi or <i>via</i> Saundatti and Nargund.	Surveyed in 1913-14.	3' 3½"	87	50.12	
Bijapur-Talikote railway ...	M & S. M.	Bijapur to Talikote <i>via</i> Hipparji or alternative <i>via</i> Begavadi.	Not ...	3' 3½"	91	52.81	
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Virangam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5' 6"	46	21.00	(a)
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial <i>via</i> Dharmpur.	Surveyed in 1912-14	2' 6"	24	9.50	(a)
Chinchli-(Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, <i>via</i> Jamkhandi.	Surveyed in 1911-12.	3' 3½"	75	49.73*	53 miles will be in Native States.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuksi ...	Not ...	2' 6"	57	22.28	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dabhoi-Timba railway ...	G. D. ...	Dabhoi to Timba, <i>via</i> Waghodia, Jarod, Samlaya and Savli with a branch to Baroda from Waghodia.	Surveyed	2' 6"	63	23.86	Proposed by Baroda Darbar. The Dabhoi-Jarod-Samlaya-Savli-Timba section is under construction.
Dassalwada-Bahiel railway	N. K. ...	Dassalwada (on Nadiad-Kapadvanj railway) to Bahiel <i>via</i> Atersumba.	Not ...	2' 6"	12	...	Question of constructing a railway from some other point on Nadiad-Kapadvanj railway to Ahmedabad or Baroda under consideration.
Dharmagadhra State railway extension.	...	Halwad to Malia ...	Surveyed in 1902.	3' 3½"	25	...	
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Badhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900.	3' 3½"	101	28.66	(a) Extension of Palanpur-Deesa railway. Deesa-Diodar Section (28 miles) costs 7.98 lakhs and Diodar-Tharad Section (33 miles) costs 9.44 lakhs.
Dhandhuka-Botad extension railway.	B. B. & C. I. & B. N. G.	Dhandhuka to Botad <i>via</i> Bhimnath or Dhandhuka to Botad <i>via</i> Sundariana.	Surveyed in 1914.	3' 3½"	29	12.18	
Dhond-Baramati Extensions railway.	G. I. P. ...	Baramati to Baura ...	Not ...	2' 6"	25	10.53	
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893.	5' 6"	32	...	(a) Survey sanctioned.
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-1906.	3' 3½"	20	20.00	
Harij-Khakhhal railway	G. Mehsana	Harij to Khakhhal ...	Not ...	3' 3½"	34	18.75	
Haveri-Havanur ...	M. & S. M.	Haveri to Havanur ...	Not ...	3' 3½"	...	...	Proposed by Baroda Darbar. Survey sanctioned.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami and Sami to Radhanpur ...	Not ...	3' 3½"	22	...	
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi <i>via</i> Kalghatgi and Mundrad (See under Central India).	Not ...	5' 6"	...	...	Proposed by Baroda Darbar.
Indore-Dohad railway ...	...	Jamnagar to Dwarka, <i>via</i> Khambhalia, with Khambhalia-Salaya branch.	Surveyed in 1911.	3' 3½"	63	...	(a) Reconnaissance sanctioned.
Jamnagar-Dwarka extension railway.	J. N. ...				86	...	Proposed by Navanagar Darbar. The line lies partly in Navanagar State and partly in Baroda. The portion in Navanagar State is 75 miles in length and is estimated to cost 40.88 lakhs. The portion in Baroda has been sanctioned for construction.

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

*Includes cost of junction arrangements.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1913.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.								
1	2	3	4	5	6	7	8								
Projects are arranged under provinces in which situated.															
BOMBAY—contd.															
					Miles.	Lakhs of rupees.									
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan via Kodinar.	Not ...	3' 3½"	...	...	Proposed by Baroda Durbar. Survey sanctioned. (a)						
Jeur (or Popla)-Kharda railway.	G. I. P. ...	Jeur (or Popla) to Kharda	Not ...	2' 6"	40	...									
Junagad railways ...	J. N. D. ...	(i) Talala to Visvadar via Sasan.	} Not ...	3' 3½"	...	...	Proposed by Junagad Durbar. Survey sanctioned. (a)						
		(ii) Una to Timbi ...													
		(iii) Una to Nava Bandar													
Kalol-Viramgam railway ...	B. B. & C. I.	Kalol to Viramgam	Not ...	3' 3½"	29	...	Proposed by Baroda Durbar, but abandoned for the present. (a)								
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(i) Kalyan to Karjat, via Taloja and Chowk.	} Sur- veyed in 1907- 1908.	} 2' 0"	} 40	} 15.22									
								with	} 2' 6"	} 9	} 16.17				
												Taloja-Sarsola branch, via Belapur.	} 2' 0"	} 37	} 2.57
(ii) Mumbra to Panvel with branch from Taloja to Shahaba.	} 2' 0"	} 37	} 12.33												
				Kapadvanj to Modassa via Baad.	} 2' 6"	} 22½	} ...								
								Surveyed in 1912-1913.	} 2' 6"	} 40	} 14.74				
												Surveyed in 1915.	} 3' 3½"	} 5	} 1.17
Not ...	} 3' 3½"	} ...	} ...												
				Surveyed in 1911 and again in 1917.	} 3' 3½"	} 12	} 9.41								
								Surveyed in 1907-1908.	} 5' 6"	} 5	} 6.07				
												N. K. ...	} 2' 6"	} 40	} 14.74
(i) Badin to Jungshahi ...	} 5' 6"	} 70	} 7.42												
				(ii) Tando Muhammad Khan to Mirpur Butora.	} 5' 6"	} 33	} 17.19								
								Lunavada to Sunth Rampur.	} 2' 6"	} 22	} 8.87				
												Manmad to Malegaon with an extension to Satana. (See under Rajputana) ...	} 2' 6"	} 21	} 13.20
Modassa to Meghraj ...	} 2' 6"	} 15	} 5.23												
				Modassa-Meghraj railway ...	} 2' 6"	} ...	} ...								
								Moha (Mohuva)-Bardoli Railway.	} 2' 6"	} ...	} ...				
												Mumbra-Belapur-railway ...	} ...	} ...	} ...
Nadiad-Kaira railway ...	} 2' 6"	} 17	} 8.05												
				Nevasa-Nasik railway ...	} ...	} ...	} ...								
								Nipani branch railway ...	} 3' 3½"	} 35	} 22.96				
												(i) Chinchli route ...	} 3' 3½"	} 32	} 22.09
(ii) Raibag route ...	} Do.	} 35	} 25.71												
				(iii) Shirol Road route ...	} Recon- noitred in 1915.	} 31	} 20.12								
								(iv) Raibag (direct) route ...	} 2' 6"	} 86	} ...				
												Pandharpur to Lonand ...	} 2' 6"	} 83	} ...
Pandharpur town to Miraj railway.	} 5' 6"	} 28	} ...												
				Parola-Sukheda railway ...	} 2' 6"	} 60	} ...								
								Pimpri-Jamkhed railway ...	} 3' 3½"	} ...	} ...				
												Secunderabad-Gadag railway	} 3' 3½"	} ...	} ...
Songhad-Vajpur railway ...	} 2' 6"	} ...	} ...												
				Talegaon-Manchar railway	} 2' 6"	} 22	} 17.58								
								(i) Talegaon to Khed ...	} ...	} 8	} ...				
												(ii) Khed to Manohar ...	} Not ...	} ...	} ...

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

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1913.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BOMBAY—concl'd.							
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur via Balasinor.	Surveyed in 1913-14.	2' 6"	34	12'99	(a)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2' 6"	42	19'81	(a)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana via Anklae Borsad, Bocharan, Virsad and Ras.	Surveyed in 1917.	5' 6"	26	19'00	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3' 3½"	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3' 3½"	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Virangam-Radhanpur railway.	B. B. & C. I.	Virangam to Sami and Sami to Radhanpur ...	Surveyed in 1907-09.	5' 6"	45	59'40	(a) Estimates revised in 1917.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin via Budalin.	Surveyed in 1911.	3' 3½"	28	41'68	(a)
Aungban-Heho railway ...	B. ...	Aungban to Heho ...	Surveyed in 1910.	3' 3½"	18	16'27	Estimate revised in 1915. This is an extension of the Southern Shan States railway. Reconnoitred in 1905-06.
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2' 6"	122	127'52	Reconnoitred in 1914-15.
Indo-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyah-Minhla. (Aong Pass route.) (ii) Lunding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.) (iii) Makuu to Mogaung... (Hukong valley route.) (iv) Chittagong-Taungup-Prome.	Surveyed in 1894-1895.	3' 3½"	385	650'00	Reconnoitred in 1914-15.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1914-15. Resurveyed in 1908.	3' 3½"	598	923'08	Survey of Patkai Range sanctioned with a view to ascertaining the best pass through the range for the Hukong valley railway. (a) Including 13½ miles of ferry. Reconnoitred in 1914-15.
Lower Burma railways ...	B. ...	(i) Ye to Tavoy and to steamer anchorage. (ii) Tavoy to Amya, via Myitta. (iii) Moulmein to Three Pagodas. (iv) Ye to Three Pagodas... (v) Moulmein to Auherst (vi) Moulmein to Chaungwabyin. (vii) Chaungwabyin to Mergui (viii) Mergui to Karathuri (ix) Karathuri to Victoria point.	Not ...	3' 3½"	125	72'03	Reconnoitred in 1912.
Madonk-Nyaunglebin-Pado railway.	B. ...	Madonk to Nyaunglebin ... and	Surveyed in 1908	3' 3½"	137	72'03	
Moulmein-Myawaddy railway	B. ...	Nyaunglebin to Pado ... Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3' 3½"	108	59'02	Reconnoitred in 1913.
Moulmein-Ye Railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3' 3½"	54	58'51	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3' 3½"	56	21'98	(a)
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingon (near Magwe).	Surveyed in 1907-1908.	3' 3½"	235	98'91	
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin via Letkabin.	Surveyed in 1899.	3' 3½"	161	64'46	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkabin (23 miles). Cost 9'94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3' 3½"	139	111'81		Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mine Light railway).	Surveyed in 1910.	3' 3½"	89	47'54	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
* Cost of the line if built alongside the road.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2' 6"	163	61'15	Construction of Bodeli-Chota Udaipur section (24 miles) sanctioned, and of Chota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5' 6"	107	276'78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Damoh-Amanganj railway...	...	(See under Central Provinces.)	...	...	...	...
Garotha-Man-Ranipur-Maraura Railway.	G. I. P. ...	From Mau-Ranipur running north to Garotha and south via Tehri to Maraura with a connection from Tehri to Lalitpur.	Not ...	2' 6"	120	...	Reconnaissance sanctioned.
Indore-Dhar railway ...	B. B. & C. I.	Indore to Dhar ...	Not ...	3' 3 3/4"	40	...	(a) Forms part of Indore-Dohad railway.
Indore-Dhulia railway ...	G. I. P. & B. B. & C	Indore to Dhulia via Mhow Maupur and Sondhwa.	Not ...	5' 6"	163	...	Proposed by Indore Durbar in preference to Indore Dohad railway.
Indore-Dohad railway ...	B. B. & C. I.	Indore to Dohad or Anas...	Not ...	5' 6"	120	...	Proposed by Indore Durbar.
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2' 6"	100	...	(a)
Mirzapur-Maibar chord railway.	...	(See under United Provinces.)	...	...	...	...
Neemuch-Goonna railway ...	G. I. P. & B. B. & C. I.	Neemuch to Goona via Pachpahar, Jhalarpatan and Arnia.	Not ...	2' 6"	174	...	Proposed by Jhalwar Durbar. Pachpahar-Jhalarpatan-Arnia section is alternative to Kotah Durbar's Srichhatrapur-Jhalarpatan-Arnia section.
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2' 6"	32	10'27	(a) Concession granted.
				5' 6"		18'60	
CENTRAL PROVINCES.							
Akola-Akot-Hiwarkhed railway.	G. I. P. ...	Akola to Hiwarkhed via Akot and Argau.	Not ...	5' 6"	...	...
Akola-Basim railway ...	G. I. P. ...	Akola to Basim ...	Not ...	5' 6"	...	...
Amroti-Sonnair railway ...	G. I. P. ...	Amroti to Narkher, via Morsi.	Surveyed in 1906-07.	5' 6"	70	65'70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad.)	...	...	...	...
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-08.	2' 6"	153	101'74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-07.	5' 6"	26	20'31	Chord between the North-East line and the Wardha coal branch.
Damoh-Amanganj railway	G. I. P. ...	Damoh to Amanganj via Hatta.	Not ...	2' 6"	60	...	New project. Reconnaissance sanctioned.
Dhantari-Bastar-Salur railway.	B. N. ...	Dhantari to Salur, via Bastar, comprising— (1) Dhantari to Jagdalpur by (a) Western route ... by (b) Central route ... by (c) Eastern route via Kondagaon. by (d) Eastern route direct (2) Jagdalpur to Jeypur ... (3) Jeypur to Salur ...	Not ...	2' 6"	182 152 145	51'28 49'04 45'35	Reconnaissance survey made in 1912. Detailed survey for a line from Drug via Bastar and Jeypur to Kotavalasa sanctioned.
Ellichpur-Chandur railway	...	(See Murtazapur-Ellichpur railway extension).	...	...	117	73'41	
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915.	2' 6"	30	23'88	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed in 1914.	5' 6"		22	32'20 12'50
Lohardaga extension ...	...	(See under Bihar and Orissa.)	...	...	...	...
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar via Buldana and Chickhli.	Not ...	...	62	...	(a)
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar via Buldana and Chickhli.	Not ...	...	73	...	(a) Reconnaissance proposed. Alternative routes.
Murtazapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur ...	Surveyed in 1917.	2' 6"	19	14'75	

(a) Proposals for construction under Branch Line Terms have been received from private promotee.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
CENTRAL PROVINCES <i>—concid.</i>							
Murtajapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wan ... (3) Darwa to Pusad ...	Surveyed in 1916.	3' 6"	73	49.43	(a)
Pachora-Jamner extension railway.	G. I. P. ...	(3) Takli to Edlabad ... (See Moigaon-Mehkar railway.)	Not ...	2' 6"	32	...	(a) Survey sanctioned.
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct, or via Gokavaram ...	Surveyed in 1909-10	5' 6"	209	367.96	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa)	...	...	215	367.84	
Venkatanagar-Korea Coal-fields railway.	B. N.	Venkatanagar to Korea coalfield.	Not ...	5' 6"	85	...	Survey sanctioned.
Warora-Pisgaon railway ...	G. I. P. ...	Warora to Pisgaon via Rajur.	Not ...	5' 6"	14	...	New Project. Survey sanctioned.
COORG.							
Coorg District railway (British Section).	M. & S. M.	(i) Mysore frontier to Sidapur bridge station. (ii) Mysore frontier to Cattathella station.	Surveyed in 1917.	3' 3 1/2"	27 28	22.56 22.31	Called "Cauvery line". Called "Lakshuan Tirtha line".
Coorg Forest tramways ...	M. & S. M.	(i) Hosapatna to Nagahole. (ii) Makut to Kekkapole.	Surveyed in 1917.	2' 0"	42 7	11.28 4.05	
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, via Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5' 6"	149	151.97	This project supersedes the earlier Eastern and Western routes between Bellarpur and Waraugal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905	2' 6"	107	42.26	
Khamgaon-Chickhli railway	...	(See under Central Provinces.)	...	...	...	...
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag via Raichur.	Surveyed in 1913-14.	3' 3 1/2"	292	217.62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab).	...	...	...	...
MADRAS.							
Ammayanasakkanur-Uttamapalayam railway.	S. I. ...	Ammayanasakkanur to Uttamapalayam.	Surveyed in 1906.	3' 3 1/2"	61	...	
Attur-Chinnasalem railway.	S. I. ...	Attur to Chinnasalem ...	Surveyed in 1913-14.	3' 3 1/2"	20	8.86	
Attur-Tirumondurai railway	S. I. ...	Attur to Tirumondurai	Surveyed in 1913-14	3' 3 1/2"	32	12.78	} Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway	...	Attur to Perambalur	Surveyed in 1913-14	3' 3 1/2"	33	14.21	
Bangalore-Hosur railway ...	...	(See under Mysore)	...	...	...	...
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5' 6"	54	43.50	
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle ...	Surveyed in 1916.	3' 3 1/2" 5' 6"	29 27	29.25 35.59	(b)
Cuddalore-Vridhachalam railway.	S. I. ...	Cuddalore to Vridhachalam	Surveyed in 1905.	3' 3 1/2"	34	...	
Dhantari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talaimanaar	Not ...	3' 3 1/2"	22	110.91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, via Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3' 3 1/2"	108	66.52	(a) Pollachi-Palghat section re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam ...	Surveyed in 1909-1911.	3' 3 1/2"	41	18.31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.

* Excluding rolling-stock.

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

(b) With second hand 41 1/2 lb. rails cost will be 26.56 and with second hand 75 lbs. rails 32.80 lakh.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.	
1	2	3	4	5	6	7	8	
						Miles.	Lakhs of rupees.	
MADRAS—contd.								
Gopalpuram-Berhampore-Eussell Konda railway.	B. N. ...	Gopalpuram to Surada via Berhampore and Russell konda.	Surveyed in 1916.	5' 6"	76	64.59	Proposed by District Board of Ganjam.	
		Gopalpuram to Russell Konda via Berhampore.		5' 6"		58		49.54
		Berhampore to Russell konda.		5' 6"		49		43.70
Guddivada-Nidadavola railway.	M. & S. M.	(i) Guddivada to Bhimavaram.	Surveyed in 1913.	5' 6"	41	35.30	Proposed by District Board of Kistna.	
		(ii) Nidadavola to Narsapur via Rhimavaram.		3' 3 3/4"		47		25.14
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla via Gurzala.	Surveyed in 1916.	3' 3 3/4"	80	46.77		
Hassan-Mangalore railway	M. ...	(See under Mysore) ...	...	...	...	...
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3' 3 3/4"	34	10.76		
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3' 3 3/4"	18	8.79	(a) Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.	
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2' 6"	51	15.96		
Kollengode Trichur railway.	S. I. ...	Kollengode to Trichur ...	Not ...	3' 3 3/4"	41	31.50	Reconnoitred in 1917.	
Madura-Bodinayakanur railway.	S. I. ...	Madura to Bodinayakanur via Theni.	Surveyed in 1913-14.	3' 3 3/4"	55	25.78	Proposed by District Board of Madura.	
Mangalore-Panimangalore railway.	S. I. ...	Mangalore to Panimangalore	Surveyed in 1916.	3' 3 3/4"	14	13.42		
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	2' 6"		16		10.69
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2' 6"	145.	81.00		
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, via Velgode.	Survey in 1909.	3' 3 3/4"	30	14.87	Surveyed on behalf of the District Board of Kurnool.	
Nanjangud-Erode railway ...	...	(See under Mysore) ...	...	...	...	...
Ollapalem-Kanigiri railway.	M. & S. M.	Ollapalem to Kanigiri via Singarayakonda.	Surveyed in 1917.	3' 3 3/4"	47	34.49		
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	(Southern entry into Singaraya Konda from Kanigiri.) Padalam or Madurantakam alternatively to Arni.	Ditto ...	3' 3 1/4"	46	34.28		
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri via Kaveripatram.	Not ...	3' 3 3/4"	60	...	Reconnaissance sanctioned.	
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	2' 6"	...	...
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Not ...	3' 3 3/4"	33	...	New project.	
Parlakimedi-Gunupur railway.	...	Parlakimedi to Gunupur ...	Surveyed in 1903-04.	3' 3 3/4"	84	84.33		
Parvatipuram-Gunupur railway.	B. N. ...	Parvatipuram to Gunupur	Surveyed in 1910-11.	2' 6"	32	8.29	Surveyed at the instance of the Parlakimedi State.	
Ramnad-Kilakkarai railway	B. N. ...	Ramnad to Kilakkarai ...	Surveyed in 1916.	5' 6"	35	30.70		
			Surveyed in 1909-10.	2' 6"		11		23.59
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3' 3 3/4"	66	27.89†	(a)	
Rajahmundry-Sironcha railway.	...	(See under Central Provinces.)	...	...	...	...
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5' 6"	6	5.10	Concession granted, but construction deferred.	
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3' 3 3/4"	33	16.74	Proposed by District Board of Salem; estimates revised in 1916.	
Salem-Samayapuram railway	S. I. ...	Salem to Samayapuram via Namakkal.	Not ...	3' 3 3/4"	83	31.67	Reconnoitred in 1915. Survey sanctioned.	
Shoranur-Manantoddy railway.	S. I. ...	Shoranur to Manantoddy via Nilambar with branches to Tellicherry and Bayporc.	Not ...	3' 3 3/4"	114	...	New project. Reconnaissance sanctioned.	
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Surveyed in 1915.	3' 3 3/4"	9	1.55	Proposed by Tanjore District Board.	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
† With 50 lb. rails cost will be 30.70 lakhs

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
MAD RAS—concl'd.							
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(i) Tirupatti to Madavaram. (ii) Madavaram to Madras Beach with branches from (a) Madavaram to Ayanavaram. (b) Ayanavaram to Salt Cotnars or alternatively. (c) Ayanavaram to Chutpnt.	Surveyed in 1913.	3' 3"	69 7 4 3 3	Lakhs of rupees. 50.98 6.29 3.93 3.55 3.16	
Trichinopoly-Jayankonda Sholapuram railway.	S. I.	Kottur to Jayankonda Sholapuram.	Surveyed in 1916.	3' 3"	52	33.26	Kottur is a station on the proposed "Panruti Trichinopoly railway."
Trichinopoly-Panruti railway	S. I.	Trichinopoly to Panruti via Srirangam, Tirupattur, Parambalur, Volcondah, Pariere and Adiyur.	Surveyed in 1907.	3' 3"	95	107.20	Cost of a low grade line 61.60 lakhs.
Trichinopoly-Ramnad railway	S. I.	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3' 3"	108 26	54.23 17.34	Concession granted for construction of Trichinopoly-Pudukotai section (32 miles).
Ulundurpettai-Chinna Salem railway.	S. I.	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3' 3"	32	13.52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3' 3"	15	...	Survey sanctioned.
Virudupati-Tenkasi railway	S. I.	Virudupati to Tenkasi, via Sivakasi.	Surveyed in 1912.	3' 3"	76	30.39	(a)
Vizianagram-Vizagapatam railway.	B. N.	Vizianagram to Vizagapatam via Bimlipatam.	Surveyed in 1916.	5' 6"	36	45.37	
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1908-09.	3' 3"	71	40.83	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, via Attibala or via Bannerghatta.	Re-surveyed in 1914.	2' 6"	29 21	13.23 12.93	Proposed by Mysore Durbar. Route via Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3' 3"	72	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1916-17.	2' 6"	109	101.91	Proposed by Mysore Durbar.
Mysore-Coorg railway ...	...	See "Coorg District railway." (See under Madras.)	...	3' 3"	108	153.18	
Mysore-Tellicherry railway	M. & S. M.	(1) Nanjangud to Tellicherry via Manantoddy and Perya.	Surveyed in 1917.	2' 0"	118	59.82	
Mysore and West Coast railways.	M. & S. M.	(2) Shimoga to Arsala ...	Surveyed in 1917.	2' 6"	112	81.74	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3' 3"	111 27 119 23	118.73 18.22 109.67 13.59	Proposed by Mysore Durbar. Including rolling stock the whole line (of each 33.7 miles are in Mysore) will cost Rs. 131.66 lakhs. The Combaratore District Board have proposed to construct the Erode-Satyamangalam section. The construction of the line as a whole has been deferred for the present, but a proposal for the construction of the section in Mysore territory is under discussion with the Mysore Durbar.
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway."	...	...	...	...
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W.	Kulachi to Dera Ismail Khan	Net ...	2' 6"	27	12.62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W.	Mardan to Charsadda ...	Surveyed in 1914.	2' 6"	17	7.41	(a)
Mardan-Swabi railway ...	N. W.	Mardan to Swabi ...	Surveyed in 1914.	2' 6"	29	16.62	(a)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...
Trans-Indus railway ...	N. W.	Kohat to Banna ...	Surveyed in 1909.	2' 6"	79	60.57	

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

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB.						Miles.	Lakhs of rupees.
Bajjnath-Nurpur railway ...	...	Bajjnath to Nurpur ...	Not ...	2' 6"	70	...	(a) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur via Ajnala. (2) Ajnala to Amritsar ... (3) Gurdaspur to Butari ... (4) Butari to Harike Patan.	Not ...	2' 6"	75 17 37 42	... ... ... ...	(a) Survey sanctioned.
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1918.	5' 6"	18	15'37	
Dhak branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct (ii) Dhak to Tajuwala via Katha.	Surveyed in 1908-07. Surveyed in 1909.	5' 6"	11 15	(b)4'97 (b)7'86	To serve coal mines.
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana.	Not ...	...	40	...	Reconnaissance survey sanctioned.
Jaijon-Hoshiarpur railway	N. W. ...	Jaijon to Hoshiarpur ...	Not ...	...	20	...	Reconnaissance survey sanctioned.
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura via Chachrauli and Bilaspur.	Not ...	2' 0"	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Bajjnath railway ...	E. L. ...	Kalka to Bajjnath with branches. (1) Mandi to Kulu ...	Not ...	2' 6"	170 42	158'45 49'15	Reconnitred in 1912.
Karnal-Kaithal-Nabha railway.	E. L. ...	(2) Nalgarh to Rnpar Karnal to Nabha, via Kaithal	Not ...	5' 6"	16 70	11'90 56'00	
Lahore-Patti railway ...	N. W. ...	(See Bari Doab Railway.)	...	...	...	...
Ludhiana-Kalka Railway ...	N. W. ...	Ludhiana to Kalka ...	Not ...	5' 6"	72	...	Reconnaissance survey sanctioned.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana via Bulloke to Changa Manga. Changa Manga via Chunian Hujra and Dipalpur to Pak Patan.	Surveyed in 1913.	2' 6"	96	45'60	
Pathankot-Bakloh railway...	N. W. ...	(i) Pathankot to Katlu via Nurpur. (ii) Pathankot to Katlu via Dunera.	Surveyed in 1913.	2' 6"	32 27	53'41 43'94	Alternative to Pathankot-Nurpur.
Pathankot-Nurpur-Guler railway.	N. W. ...	(i) Pathankot to Nurpur ...	Surveyed in 1912.	5' 6"	14	12'58	(a) Being further investigated.
		(ii) Gareli on (i) to Guler or to Nagroteh	Not ...	3' 6"	30 25	25'20 22'54	Reconnitred in 1915.
Patiala feeder railways ...	...	(i) Patiala to Dhand via Pihewa. (ii) Sirhind to Rnpar via Sanghol. (iii) Patiala to Sirhind ... (iv) Samana to Mansa via Sonam. (v) Samana to Ghuram ... (vi) Mansa to Tapa ... (vii) Tapa to Badhaur ... (viii) Sonam to Barnala ... (ix) Samana to Chhintanwala. (x) Chhintanwala to Amar-garh. (xi) Doraha to Pacl Narnaul-Dadri ...	Not ...	2' 6"	36 26 20 ... 20 21 14 ... 18 ... ...	... ... ... ... ... ... ... ... ... ... ...	Proposed by Patiala Durbar. Survey sanctioned. Extension as far as Kalka is under consideration.
Patiala-Jakkhal railway ...	N. W. ...	Patiala to Jakkhal ...	Surveyed in 1906.	5' 6" 3' 3½"	54 39	34'00 24'83	Proposed by Patiala Durbar. Survey sanctioned.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
(b) Excluding rolling-stock.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—contd.							
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	Proposed by North Western railway.
		(i) Raewind to Sangla Hill.		5' 6"	...	...	Survey sanctioned.
		(ii) Sangla Hill to Khushab.		2' 6"	94	40'00	Preliminary survey made.
		(iii) Gujranwala to Lyallpur	Not ...	2' 6"	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(iv) Bajla to Tandlianwala		2' 6"	39	...	Survey sanctioned.
		(v) Jaranwala to the Ravi bridge near Thatta Nana Dogar		2' 6"	...	9'50	Preliminary survey made.
		(vi) Jaranwala to Lyallpur		2' 6"	25	13'31	Preliminary survey made.
		(vii) Lyallpur to Chiniot ...		2' 6"	23	...	Survey sanctioned.
		(viii) Chiniot to Bhaktanwala.		2' 6"	...	...	Survey sanctioned.
Punjab Canal Colony railway†	N. W. ...	(ix) Sargodha to Gujrat ...	Not ...	2' 6"	94	48'31	Preliminary survey made.
		(x) Gujrat to Lukanwal ...		2' 6"	15	...	Survey sanctioned.
		(xi) Sargodha to Bhera ...		2' 6"	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(xii) Chiniot to Jhang ...		5' 6"	51	33'00	Estimates revised in 1911.
		(xiii) Sargodha to Jehania Shah vid Sahiwal.	Surveyed in 1906.	2' 6"	...	...
		(xiv) Lyallpur to Jhang ...		2' 6"	...	...
		(xv) Jhang to Montgomery vid Gojra, Summudri and Gogera.		2' 6"	...	...
		(xvi) Montgomery to Pak Pattan.	Not ...	5' 6"	28	...	
		(xvii) Montgomery to Jehanm.		2' 6"	...	...
		(xviii) Muzaffargarh to Ali-pur.		2' 6"	53	...	
Lyallpur-Tandhariwala railway.	N. W. ...	Lyallpur to Tandhariwala.	Not ...	...	26	...	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla vid Chandigarh.	Not ...	5' 6"	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. I.&N. W.	Rohtak to Bhiwani ...	Not ...	5' 6"	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5' 6"	20	11'94	Reconnoitred.
				2' 6"	...	8'00	
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Sarai Kala to Srinagar, vid Abbottabad. (Comprises the following sections).		...	...	...
		(i) Sarai Kala to Abbottabad.	Resurveyed in 1907-1909.	5' 6"	51	87'76	Sarai Kala-Havelian portion of the line constructed on the 5' 6" gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(ii) Abbottabad to Garhi Habibulla.		5' 6"	28	77'39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5' 6"	4	10'41	
		(iv) Kashmir frontier to Domel.		5' 6"	5	27'24	
		(v) Kashmir frontier to Srinagar.		3' 3 1/2"	109	157'59	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915.	5' 6"	48	31'87	(a) Concession granted. Survey of realignment of Mubarakpur.—Pojowali section sanctioned.
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	5' 6"	30	...	(a) Project in abeyance.
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5' 6"	13	...	
Sirhind-Kotkapura railway	D. U. K.	Sirhind to Kotkapura vid Malerkotla and Bhadaur.	Not ...	2' 6"	...	...	Proposed by Malerkotla Durbar.
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar or Baran to Nasirabad with Jehazpur to Paondero Branch.	Surveyed in 1898-1899.	3' 3 1/2"	213	136'67	Baran-Kotah section (41 miles) has been constructed on 5' 6" gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B. & C. I.	Beawar to Todgarh ...	Not ...	3' 3 1/2"	42	31'63	(a) New project. Consideration postponed for the present.
Dholpur-Rajakhera-Bah Extension railway.	B. B. & C. I.	(i) Dholpur to Rajakhera...	Surveyed in 1910-1911 and 1917.	2' 6"	23	6'67	Proposed by Dholpur Durbar.
Jaipur-Loharu railway ...	J. S. M. ...	(ii) Rajakhera to Bah Jaipur to Surajgarh vid Beengus, Sikar, Jhunjhnu and Chirawa.	Not ...	2' 6"	...	...	Proposed by Jaipur Durbar. Survey sanctioned. Jaipur-Beengus (36 miles), Beengus-Sikar (33 miles) and Sikar-Jhunjhnu (40 miles) sections under construction.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 (†) The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 11—contd.

Railways and tramways projected up to the 31st March 1918.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
RAJPUTANA.—concl'd.							
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Darah <i>via</i> Sangod. (ii) Baran to Etawa ... (iii) Sangod to Arnia ... (iv) Arnia to Manohar Thana (v) Arnia to Shri Chatterpura.	Not	2' 6"	170	...	Survey sanctioned.
Luni-Gangapur railway ...	J. B. ...	Luni to a point on Nagda-Muttra railway.	Not ...	5' 6"	...	...	New project. Survey sanctioned.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3½"	15	4.73	
Modassa-Dungarpur railway.	...	From a point on the Modassa extension of the Nadiad-Kapadvanj railway to Dungarpur.	Not ...	2' 6"	...	...	Reconnaissance sanctioned.
Nasirabad-Kokri railway ..	B. B. & C. I.	Nasirabad to Kokri ...	Surveyed in 1898-99.	3' 3½"	35	15.86	This is a part of "Baran-Marwar railway." Estimates revised in 1915.
Noemuch-Goon railway ...	...	(See under Central India)	Not ...	...	...	...
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3' 3½"	...	...
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3½"	31	8.69	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H. ...	Kalimpong Road to Gangtok <i>via</i> Rangpo.	Not ...	2' 0"	50	...	New project. Reconnaissance sanctioned.
Rungpo-Rongli railway ...	D. H. ...	Rungpo to a point between Rongli and Lington.	Not ...	2' 0"	12	...	New project. Reconnaissance sanctioned.
UNITED PROVINCES.							
Agra Fort-Bah or Batesor railway.	B. B. & C. I.	Agra Fort to Bah or Batesor <i>via</i> the Taj or Fatehabad.	Not ...	2' 6"	...	...	(a)
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2' 6"	30	...	(a)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	13	8.88	(a) Concession granted.
Bollraien-Dhanrahra railway	R. & K. ...	Bollraien to Dhanrahra ...	Surveyed in 1913-14.	3' 3½"	32	15.29	
Bulandshahr-Debai railway	O. & R. ...	Bulandshahr to Debai <i>via</i> Anupshahr.	Not ...	2' 6"	40	...	(a)
Bulandshahr-Seyani railway	O. & R. ...	Bulandshahr to Seyani ...	Not ...	2' 6"	19	...	(a)
Chandausi-Bhilsa railway ...	O. & R. ...	Chandausi to Bhilsa <i>via</i> Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Babrala <i>via</i> Shuswan.	Not ...	2' 6"	26	...	(a)
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5' 6"	37	32.79	
Etawah-Farukhabad railway	E. I. & B. & C. I.	Etawah to Farukhabad ...	Not ...	2' 6"	50	...	(a)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi	Not ...	2' 6"	72	98.46	
Garhmuktesar-Tundla railway.	O. & R. ...	alternatives (i) Fatehpur to Karwi ... (ii) Khaga to Manikpur ...	Surveyed in 1900-1901.	5' 6"	52	72.59	
Garhwal District railway...	O. & R. ...	Garhmuktesar to Tundla <i>via</i> Dibai, Kasganj and Etah.	Not ...	2' 6"	125	...	(a)
		Dhampur to Kalagarh Road	Not ...	5' 6"	21	19.11	
		Nagina to Kalagarh Road	Not ...	2' 0"	21	15.08	
		5' 6"	Not ...	5' 6"	...	17.72	
		<i>Forest Lines.</i>					
		Kalagarh Road to Lidpani	Not ...	2' 0"	16	11.67	
		Lidpani to Dhikala ...	Not ...	2' 0"	3	1.39	
		Dhikala to Rhuni ...	Not ...	2' 0"	4	2.13	
		Rhuni to Bilot ...	Not ...	2' 0"	3	1.72	
		Bilot to Sultan Road ...	Not ...	2' 0"	4	2.26	
		Sultan Road to Gairal ...	Not ...	2' 0"	2	1.68	
		<i>Sona Nadi Branch.</i>					
		Dhudia junction to Kheri (See under Central India)	Not ...	2' 0"	12	7.40	
Garotha-Mau Ranipur-Maraura railway.	...		...	...	...	...
Gorakhpur and Champaran Districts railways.	B. & N. W.	(i) Captainganj to Thunthibari <i>via</i> Maharajganj. (ii) Captainganj to Tahsil Deoria. (iii) Maharajganj to Nautanwa <i>via</i> Pharenda (iv) Bagaha to Tribeni ...	Surveyed in 1915.	3' 3½"	41	18.60	
			Surveyed in 1915.	3' 3½"	32	13.45	
			Surveyed in 1915.	3' 3½"	44	22.64	
			Surveyed in 1915.	3' 3½"	26	19.59	

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

APPENDIX 11—concl'd.

Railways and tramways projected up to the 31st March 1915.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
						Miles.	Lakhs of rupees.
UNITED PROVINCES—concl'd.							
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1903	5' 6"	14	3.63	(a)
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	} Not ...	2' 6"	82	...	(a)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur via Bath.		2' 6"			
Jaunpur-Sultanpur railway	O. & R. ...	Jaunpur to Sultanpur ...	Not ...	2' 6"	55	...	(a)
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(i) Kartal to Atarra (ii) Atarra to Kamassin via Baberu.	} Not ...	2' 6"	57	26.94	(a) New project. Alternative to "Karwi-Rajapur." railway.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or via Pahari ...		Surveyed in 1906-1907.	5' 6"	19	7.76	(a) Government of United Provinces favour the route via Pahari.
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra via Etah	Surveyed in 1913-14.	3' 3½"	75	46.61	Project estimates under consideration.
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi via Atrauli, Bulandshahr and Okhla.	Not ...	3' 3½"	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari via Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3' 3½"	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3' 3½"	29	17.44	Part resurveyed in 1913-14 and 1915.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur via Jalson with Jalson-Madhogarh Branch.	} Surveyed in 1906.	5' 6"	36	13.44	(a) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2' 6" gauge line.
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...		Surveyed in 1914.	2' 6"	87		37.89	(a)
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	} Surveyed in 1915.	2' 6"	85	36.30	(a)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...		Surveyed in 1903.	5' 6"	140	135.00	(a)
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road via Chakia.	Not ...	2' 6"	26	...	Proposed by the Benares State. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	} Surveyed in 1910-1911.	5' 6"	73	93.09	(a) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(ii) Budaon to Babrala ...			54	60.27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69.24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur via Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5' 6"	147	180.21	
				5' 6"	16		
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarman via Safipur.	} Surveyed in 1910-1911.	5' 6"	30	21.73	(a)
		(ii) Unao to Bangarman via Hyderabad.			38	29.24	
		(iii) Bangarman to Madhoganj			16	14.66	

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

Principal commodities carried by railways and the

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

Railway system.	I.		II.		I. RAW.	
	Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.			
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	796	19,207	3,506,418	1,25,23,470	18,796	3,37,825
Bombay, Baroda and Central India	1,931	35,800	698,201	37,71,967	225,238	34,91,996
Eastern Bengal	1,498	16,021	1,229,617	14,46,705	2,464	17,017
East Indian	5,387	98,402	10,236,347	3,87,91,363	39,683	3,50,030
Great Indian Peninsula	3,297	79,953	1,786,602	97,28,577	315,817	65,63,147
Madras and Southern Mahratta	1,792	31,123	536,701	32,13,840	151,233	19,93,338
Nizam's Guaranteed State	189	2,322	520,491	15,29,793	9,076	61,923
North Western	4,687	84,815	1,121,559	55,83,699	85,486	7,89,871
Oudh and Rohilkhand	3,482	33,469	824,080	33,68,355	13,205	69,429
South Indian	345	4,899	52,881	3,04,268	63,030	5,93,908
3' 3½" gauge.						
Assam-Bengal... ..	284	2,818	136,843	2,87,729	2,758	37,171
Bengal and North-Western	678	9,403	141,715	2,77,917	2,997	17,088
Bengal Dooars... ..	113	1,066	59,246	2,55,201	4	35
Bhavnagar State	149	926	38,822	63,920	44,841	2,04,041
Bombay, Baroda and Central India	1,036	13,469	237,162	5,43,335	131,895	12,34,011
Burma	1,732	29,831	20,262	1,94,223	13,186	77,839
Dibra-Sadiya ... ..	...	...	561,520	5,96,713	...	...
Gondal-Porbandar State	158	762	27,621	39,163	25,243	83,759
Jamnagar	5	13	1,206	3,418	1,484	7,130
Jodhpur-Bikaner	356	3,417	18,092	14,432	19,708	56,278
Junagad State... ..	60	264	6,021	2,909	16,695	62,183
Morvi	49	310	12,793	24,208	9,424	53,315
Mysore-Arsikere	1	8	...	...	4	8
Nizam's Guaranteed State... ..	140	2,347	15,013	52,865	23,109	2,57,007
Rohilkund and Kumaon	292	2,119	4,286	4,680	2,022	8,742
Udaipur-Chitorgarh	13	73	2,010	2,436	3,925	16,141
2' 6" and 2' 0" gauges.						
Parsi Light (2' 6")	22	140	4,937	14,038	8,877	41,372
Shabdara (Delhi)—Saharanpur Light (2' 6")	73	579	824	1,720	163	394
Darjeeling-Himalayan (2' 0")	105	2,376	5,194	40,582	26	372
Other 2' 6" & 2' 0" gauge lines	29	182	28,317	49,509	3,839	9,625
Total 1917-18	28,689	4,76,033	21,824,230	8,27,36,230	1,234,308	1,64,41,559
Total 1916-17	27,954	5,31,529	22,387,117	7,99,60,290	1,243,915	1,78,01,559
Increase	735	...	...	27,75,940	...	...
Decrease ... ..	...	58,496	562,837	...	9,607	13,59,564

DIX 12.

earnings therefrom during the financial year 1917-18.

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

III.

COTTON

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
8	9	10	11	12	13	14	15
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5,835	78,804	25,739	3,85,834	15,182	2,74,223	19,721	390,585
444	7,449	16,711	3,43,828	30,261	9,74,290	27,643	5,14,220
186	1,845	5,895	43,337	15,019	1,90,624	5,434	55,044
1,088	29,700	16,888	1,98,728	38,027	9,72,102	15,069	2,37,948
20,972	4,28,578	27,118	4,03,137	61,631	15,44,76	42,167	7,59,970
14,460	1,68,289	26,161	3,13,298	19,568	2,83,415	17,218	2,37,654
4,446	45,998	4,069	51,031	2,856	39,252	1,656	20,414
528	8,894	9,593	1,58,169	26,318	7,47,518	33,551	7,31,527
497	3,052	9,296	83,714	8,850	64,765	7,404	72,933
3,635	41,013	21,505	2,71,345	9,310	1,32,523	7,618	94,678
254	1,530	1,034	6,312	2,687	22,729	1,172	10,700
131	1,597	6,275	87,196	14,700	1,52,321	10,622	1,33,616
...	...	...	...	374	3,620	171	1,773
...	...	1,574	6,150	482	2,798	1,836	10,129
94	1,783	13,305	2,21,456	19,914	4,51,156	27,938	6,44,765
136	1,237	3,960	86,874	8,726	1,61,904	165	2,331
...
24	27	1,239	3,542	296	1,418	1,496	6,164
118	1,023	14	181	306	1,253	...	...
21	81	1,115	8,813	1,812	18,344	5,661	45,500
...	...	183	569	43	166	372	1,624
12	73	101	499	314	1,681	421	2,195
1	3	26	106	22	113	69	331
613	11,452	1,492	22,560	569	8,229	1,624	20,277
...	...	2,512	11,749	1,974	15,513	1,677	11,527
...	...	63	473	213	1,628	310	2,480
62	280	175	974	259	1,601	222	3,975
2	15	60	350	881	5,467	80	355
...	...	115	1,859	690	11,252	120	2,010
41	199	807	2,176	604	2,472	552	2,565
53,660	8,32,995	197,455	27,14,317	281,768	61,96,178	232,678	49,07,628
50,342	6,65,558	179,260	22,79,138	303,103	61,22,476	250,838	42,66,805
3 318	1,07,437	17,795	4,35,173	...	...	...	...
...	...	...	...	21,378	26,288	19,160	2,59,177

Principal commodities carried by railways and the

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

Railway system.	III—concl'd.				IV.	
	COTTON—concl'd..		TOTAL.		Chemicals, excepting saltpetre.	
	2. MANUFACTURED—concl'd					
	(e) Others.		Quantity.	Earnings.	Quantity.	Earnings.
16	17	18	19	20	21	22
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	1,127	19,879	86,460	14,87,270	7,562	1,03,635
Bombay, Baroda and Central India	1,158	30,725	301,485	53,62,478	3,395	58,273
Eastern Bengal ... ..	...	...	28,998	3,07,267	4,995	31,061
East Indian	2,914	76,915	113,663	18,55,473	14,440	2,20,807
Great Indian Peninsula	2,753	53,569	470,458	97,53,162	6,690	1,33,026
Madras and Southern Mahratta	3,135	43,363	231,825	30,49,417	10,109	1,29,130
Nizam's Guaranteed State... ..	188	2,375	22,291	2,19,993	366	4,749
North Western	2,715	50,864	153,191	24,86,843	6,407	1,08,433
Oudh and Rohilkhand	986	12,620	40,238	3,06,513	3,015	21,655
South Indian	2,392	25,423	107,480	11,58,890	5,853	97,515
3' 3½" gauge.						
Assam-Bengal	21	230	7,926	78,672	480	3,958
Bengal and North-Western	720	9,503	35,445	4,01,351	25,300	1,14,500
Bengal Doonars	60	419	609	5,847	743	10,285
Bhavnagar State ... ..	...	1	48,713	2,24,018	369	1,692
Bombay, Baroda and Central India	998	15,112	194,034	25,68,286	1,729	19,432
Burma	176	3,394	26,349	3,33,609	168	4,623
Dibr-Sadiya	276	2,769	276	2,769	...	...
Gondal-Porbandar State	240	769	28,568	98,679	62	401
Jamnagar	35	113	1,957	9,700	...	...
Jodhpur-Bikaner	120	1,014	28,437	1,30,030	702	5,111
Jinagad State ... ..	...	...	17,233	64,542	14	48
Morvi	49	276	10,321	58,029	79	427
Mysore-Arsikere	1	3	123	564	2	9
Nizam's Guaranteed State	23	302	27,430	3,19,807	44	547
Rohilkund and Kumaon... ..	91	602	8,276	46,432	2,147	13,856
Udaipur-Chitorgarh	11	52	4,522	20,814	10	61
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	32	153	10,327	51,355	28	143
Shahdara (Delhi)-Sabaranpur Light (2' 6")	3	17	1,189	6,628	13	85
Darjeeling Himalayan (2' 0")	300	3,794	1,251	19,287	65	1,021
Other 2' 6" and 2' 0" gauges	33	116	5,876	17,153	81	175
Total 1917-18	20,557	3,54,372	2,023,026	3,04,47,478	94,895	10,86,826
Total 1916-17	21,167	3,67,850	2,048,628	3,15,03,376	92,720	9,17,758
Increase ... ..	...	...	...	...	2,175	1,69,068
Decrease	610	13,478	28,602	10,55,898	...	...

DIX 12—contd:

earnings therefrom during the financial year 1917-18.

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

V.

DRUGS.							
1. INTOXICATING OTHER THAN OPIUM.		2. Non-INTOXICATING.				TOTAL.	
		(a) Medicinal preparations.		(b) Others.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
20	437	...	...	2,564	45,047	2,584	45,484
13	283	488	14,672	1,533	31,820	2,034	46,784
...	3	421	6,803	632	10,114	1,053	16,920
36	596	910	39,771	3,116	56,449	4,062	96,813
187	5,109	873	22,895	3,334	63,995	4,394	91,990
61	644	851	19,637	7,032	87,651	7,934	1,07,952
...	1	78	1,254	1,052	9,705	1,130	10,960
287	4,449	960	24,919	7,156	1,10,906	8,365	1,40,274
77	2,310	281	5,374	717	7,487	1,075	15,171
344	3,057	348	9,769	3,989	36,184	4,679	49,010
3	36	154	2,877	2	42	169	2,954
68	1,095	99	1,600	1,728	18,269	1,805	20,964
...	...	46	471	3	44	49	515
...	...	25	175	40	284	74	459
40	750	280	5,643	2,164	39,473	2,483	45,866
...	...	643	15,442	420	7,419	1,063	22,861
...	...	...	...	110	1,557	110	1,557
5	17	40	223	14	67	50	367
...	...	29	174	38	148	67	322
49	352	46	793	1,339	8,809	1,434	9,954
...	...	16	55	197	609	203	754
...	...	53	350	12	97	65	417
...	...	...	...	3	19	3	19
...	...	16	202	186	1,200	202	1,402
12	143	27	217	698	5,598	737	5,867
...	1	3	28	12	85	15	117
...	1	5	28	71	316	76	345
...	...	5	28	19	126	24	153
...	...	156	3,094	90	1,618	246	4,112
...	...	19	101	119	486	140	606
2	19	19	101	119	486	140	606
1,144	19,298	6,889	1,76,615	28,331	5,45,064	46,264	7,10,947
1,505	23,930	7,151	1,80,578	43,962	5,78,848	52,078	7,83,065
...
421	4,541	262	3,763	5,611	32,814	6,314	42,118

Principal commodities carried by railways and the

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

Railway system.	VI					
	DYES					
	(1) Alizarine and auiline dyes.		(2) Cutch.		(3) Indigo.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
31	32	33	34	35	36	37
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	1	23	765	5,492	73	2,511
Bombay, Baroda and Central India...	100	2,621	375	4,562	18	398
Eastern Bengal ... ..	...	...	556	4,833	103	1,189
East Indian	85	1,421	1,430	23,958	1,106	35,767
Great Indian Peninsula	164	4,246	1,182	23,915	458	11,962
Madras and Southern Mahratta	61	900	378	3,847	463	10,141
Nizam's Guaranteed State	3	59	77	594	25	187
North Western	10	163	315	8,085	533	5,871
Oudh and Rohilkhand	5	36	513	3,606	140	2,061
South Indian	58	1,018	253	2,511	260	1,611
3' 3 1/2" gauge.						
Assam-Bengal ... ..	...	...	29	166	...	...
Bengal and North-Western	18	186	1,869	21,487	351	2,957
Bengal Dooars ... ..	...	...	...	...	...	...
Bhavnagar State ... ..	...	...	3	10	...	1
Bombay, Baroda and Central India	30	394	388	5,107	81	1,195
Burma ... ..	...	11	1,890	25,228	4	23
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State ... ..	...	...	4	10	...	...
Jamnagar ... ..	...	...	...	...	...	...
Jodhpur-Bikaner	9	58	22	199	6	60
Junagad State ... ..	...	...	7	23	...	...
Morvi ... ..	...	1	5	17	...	...
Mysore-Arsikere ... ..	...	...	2	6	...	...
Nizam's Guaranteed State ... ..	...	8	72	335	164	1,998
Rohilkund and Kumaon	1	5	831	5,185	7	45
Udaipur-Chitorgarh ... ..	...	...	1	7	2	11
2' 6" and 2' 0" gauges.						
Barsi Light (2' 0") ... ..	...	...	63	234	...	1
Shahdara (Delhi)-Saharanpur ... ..	...	...	1	6	...	2
Light (2' 6") ... ..	...	...	...	...	...	...
Darjeeling-Himalayan (2' 0") ... ..	...	...	10	88	...	...
Other 2' 6" and 2' 0" gauges ... ..	...	...	108	417	2	7
Total 1917-18	545	11,150	11,149	1,44,523	3,796	77,998
Total 1916-17	660	12,856	12,084	1,53,896	5,707	1,10,879
Increase ... ..	...	...	...	...	...	...
Decrease	115	1,706	835	9,368	1,911	32,881

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

VI

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
38	39	40	41	42	43	44	45
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
33,710	3,28,874	5,966	29,750	10,079	92,410	861	10,634
412	4,331	7,622	76,494	3,893	61,889	2,035	36,230
...	...	...	...	3,929	25,155	562	5,027
13,027	67,452	14,533	58,668	4,556	67,493	5,341	39,199
16,533	1,50,563	23,413	1,00,470	17,021	2,50,254	3,792	46,958
10,865	74,121	60,487	4,09,856	28,356	2,22,934	1,105	11,353
678	4,990	8,432	45,795	1,715	12,607	3,524	15,143
779	8,201	6,547	21,498	5,518	69,207	5,359	40,008
374	2,395	5,521	12,669	2,650	21,115	679	6,086
3,118	16,593	8,993	36,032	7,010	46,751	981	12,077
1	2	125	498	217	1,951	...	...
355	2,382	3,178	7,809	4,714	42,615	770	9,108
...	...	...	...	59	324	56	661
74	244	848	3,611	106	511	100	391
647	7,811	8,520	37,499	3,134	35,101	2,773	23,512
194	1,619	2,146	20,140	1,731	16,391	124	1,355
...
148	387	320	1,355	116	417	193	707
20	95	...	...	24	57	13	40
63	430	2,800	16,033	491	2,779	3,475	13,023
14	52	18	69	157	585	72	207
15	47	...	...	36	140	195	701
329	982	4	8	1	4	...	...
164	1,214	4,817	15,825	786	8,021	2,131	6,510
52	164	2,273	5,450	1,178	7,643	139	790
41	122	160	790	73	329	37	252
18	71	513	2,067	416	1,171	116	461
2	9	13	63	58	330	11	51
...	...	...	...	12	218	68	1,137
551	646	1,132	2,361	433	849	176	488
82,184	6,73,797	168,411	9,04,840	98,501	9,92,311	34,718	2,87,709
89,816	7,23,655	154,638	7,93,226	89,829	8,30,693	41,021	3,46,030
...	...	13,773	1,21,614	8,672	1,61,618	...	...
7,632	49,858	...	...	...	...	6,306	58,321

Principal commodities carried by railways and the

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

Railway system.	VI—conold.		VII			
	DYES AND TANS—conold.		FODDER.			
	TOTAL		(1) Oil-cake.		(2) Hay, straw and grass.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
46	47	48	49	50	51	52
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	51,455	4,73,664	10,321	56,438	42,142	2,49,524
Bombay, Baroda and Central India... ..	14,395	1,86,525	12,868	79,488	126,667	9,60,998
Eastern Bengal	5,149	36,204	15,645	53,460	24,303	71,179
East Indian	40,078	2,92,958	60,667	3,54,756	70,846	3,52,175
Great Indian Peninsula	62,563	5,88,368	17,751	1,03,646	230,917	23,92,302
Madras and Southern Mahratta	101,715	7,33,472	18,433	1,00,287	22,424	2,01,450
Nizam's Guaranteed State	14,464	79,375	4,160	27,349	8,988	57,805
North Western	19,091	1,59,093	29,534	1,15,200	287,180	35,80,356
Oudh and Rohilkhand	9,912	50,948	14,049	51,913	61,157	1,96,134
South India	20,673	1,16,593	38,842	2,32,278	1,330	12,838
3' 3 1/2" gauge.						
Assam-Bengal	372	2,617	3,884	18,658	82	363
Bengal and North-Western	11,255	86,844	12,057	31,352	12,452	64,943
Bengal Dockers	115	985	1,430	9,107	563	891
Bhavnagar State	1,131	4,768	3,628	11,094	1,198	1,374
Bombay, Baroda and Central India	15,573	1,10,619	7,854	38,040	14,386	76,963
Burma	6,149	64,767	3,104	18,400	7,776	11,244
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State	781	2,876	1,517	3,852	874	2,870
Jamnagar	57	192	9	36	...	92
Jodhpur-Bikaner	6,866	32,592	498	1,707	15,375	72,799
Jansagad State	268	936	145	413	520	982
Morvi	251	966	16	44	1,333	2,801
Nyasore-Arsikere	336	1,000	25	113	...	...
Nizam's Guaranteed State	8,137	34,511	1,302	6,915	8,987	14,760
Rohilkhand and Kumaon	4,481	19,282	744	2,315	6,514	16,184
Udaipur-Chitorgarh	314	1,511	12	34	...	1
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	1,156	4,005	94	369	895	6,154
Shabdara (Delhi)-Saharanpur Light (2' 6").	85	461	6,316	14,517	37	72
Darjeling-Himalayan (2' 0")	90	1,442	197	6,867	43	313
Other 2' 6" and 2' 0" gauges	2,492	4,768	2,798	4,659	10,743	88,956
Total 1917-18	399,304	30,92,333	267,920	13,43,231	957,680	84,35,627
Total 1916-17	393,755	29,61,235	303,445	14,33,944	774,952	62,89,718
Increase	5,549	1,31,098	...	...	182,728	21,95,909
Decrease ... ..	...	...	36,525	90,713	...	...

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

				VIII.		IX.	
				Fruits and vegetables, fresh.		GRAIN AND PULSE.	
(3) Bran.		TOTAL.				(1) Gram and pulse.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
53	54	55	56	57	58	59	60
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
8,337	69,430	60,800	3,75,392	18,580	1,90,276	133,049	11,01,036
19,092	2,09,846	1,58,627	12,50,327	38,160	2,75,981	130,342	10,84,784
1,619	4,383	41,567	1,29,022	46,814	2,19,772	96,396	3,37,454
14,788	62,953	146,361	7,69,784	17,795	1,41,958	340,582	24,97,392
43,643	3,90,938	292,311	28,86,886	63,457	4,79,053	444,184	48,53,190
14,086	97,411	54,943	3,99,148	74,544	4,97,798	263,737	19,41,266
2,350	21,287	15,516	1,06,441	2,598	17,577	24,774	1,47,283
73,187	2,89,006	389,901	39,84,562	18,454	4,32,975	650,632	65,94,136
...	...	75,206	2,48,047	23,376	93,462	222,226	11,86,285
3,101	17,170	43,273	2,62,286	84,337	5,55,096	116,284	6,05,909
980	7,044	4,946	26,065	5,371	35,811	8,606	61,288
4,694	15,111	29,203	1,11,406	143,556	2,84,123	166,175	7,89,466
262	1,727	2,255	11,725	73	739	452	1,644
306	1,038	5,132	13,506	2,183	7,740	4,237	14,275
19,589	95,620	41,829	2,10,923	48,272	3,83,791	276,914	15,92,610
13,886	41,041	24,766	76,655	79,276	7,58,471	93,720	9,69,912
...	...	...	...	...	...	2,223	14,929
393	1,367	2,784	8,089	5,321	12,156	4,874	12,925
132	404	141	526	789	2,481	976	2,688
3,663	13,718	19,536	88,224	10,678	46,057	254,555	9,46,219
276	784	941	2,129	3,127	8,366	2,225	5,498
251	774	1,600	3,619	3,145	10,968	6,212	22,714
100	429	125	542	8	41	1,753	4,927
1,369	6,383	11,608	27,967	700	7,074	8,065	52,188
1,811	5,584	8,569	24,083	5,144	31,438	48,695	1,41,053
13	42	25	77	205	1,205	1,238	4,892
9	43	998	6,566	61	201	7,341	36,628
6	33	6,359	14,622	445	1,947	12,200	30,133
82	1,371	322	8,551	1,056	7,458	1,344	10,963
163	318	13,704	93,693	6,143	12,709	28,922	76,675
227,683	13,55,105	1,453,288	1,11,33,963	738,768	45,21,727	3,352,833	2,50,50,806
174,529	9,99,177	1,252,926	86,72,839	754,159	45,99,174	2,467,740	1,71,86,973
53,159	3,55,923	2,00,362	24,61,124	...	...	885,093	79,13,813
...	...	...	...	15,382	77,417	...	...

Principal commodities carried by railways and the

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

Railway system.	GRAMM					
	(2)		(3)		(4)	
	Jawar and Bajra.		Rice in the husk.		Rice not in the husk.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
61	62	63	64	65	66	67
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	3,675	17,800	73,770	2,94,509	389,371	35,81,138
Bombay, Baroda and Central India	99,516	7,92,758	11,382	40,343	83,062	6,53,188
Eastern Bengal ... ..	...	...	127,227	4,33,484	202,067	6,10,928
East Indian	26,696	1,06,603	61,171	1,98,719	261,638	17,18,293
Great Indian Peninsula	193,305	14,01,649	4,590	20,683	291,176	25,90,342
Madras and Southern Mahratta	113,560	8,76,976	120,376	5,36,249	345,116	23,44,286
Nizam's Guaranteed State	32,490	1,68,999	2,202	11,213	62,161	4,21,491
North Western	64,836	3,53,518	27,675	79,307	223,589	15,09,371
Oudh and Rohilkhand	15,237	75,756	8,226	37,877	34,196	1,67,014
South Indian	8,807	47,398	224,204	12,58,330	414,947	21,57,134
3' 3½" gauge.						
Assam-Bengal	2	13	21,736	98,052	96,180	7,36,207
Bengal and North-Western	3,747	18,542	69,706	2,23,758	263,606	13,64,295
Bengal Doars ... ..	...	...	5,285	14,784	4,730	15,076
Bhavnagar State	16,465	52,651	116	342	11,959	41,876
Bombay, Baroda and Central India	119,473	9,21,028	1,943	5,889	85,183	7,03,850
Burma	685	9,371	648,207	31,25,052	325,666	18,88,286
Dibru-Sadiya ... ..	...	...	...	...	25,836	1,31,752
Gondal-Portbandar State	12,457	32,801	130	251	8,830	26,059
Jamnagar	902	1,990	...	...	2,141	4,305
Jodhpur-Bikaner	41,165	2,11,645	5,528	12,333	38,799	1,70,803
Junagad State	7,744	22,054	126	298	4,939	14,627
Morvi	6,630	20,817	82	267	3,733	13,124
Mysore-Arsikere	9	47	154	571	668	2,948
Nizam's Guaranteed State	33,523	2,46,920	1,316	6,254	38,120	2,39,973
Rohilkund and Kumaon	12,575	33,610	16,832	59,372	19,313	71,511
Udaipur-Chitorgarh	4	13	...	...	591	2,344
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	12,714	59,437	276	865	2,422	8,131
Shahdara (Delhi)-Saharanpur Light (2' 6")	1,720	3,806	599	1,228	1,841	5,696
Darjeeling Himalayan (2' 0") ... ..	...	...	4,574	11,336	23,901	1,99,086
Other 2' 6" & 2' 0" gauge lines	10,218	40,135	10,428	14,027	9,767	19,578
Total 1917-18	8,38,215	55,16,337	1,438,911	64,85,333	3,275,547	2,14,12,610
Total 1916-17	1,375,979	80,48,192	1,729,660	75,79,894	3,155,730	1,83,78,221
Increase ... ..	...	...	...	...	1,19,817	30,54,389
Decrease	537,744	25,31,855	2,90,758	10,94,501	...	...

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

IX—concl'd.

AND PULSE—concl'd.

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
68	69	70	71	72	73	74	75
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
123,666	13,20,912	24,220	2,42,574	10,328	38,311	758,079	65,96,278
185,288	18,07,558	58,784	6,76,252	98,656	6,86,111	667,030	37,40,994
11,067	49,572	14,609	88,727	3,534	12,361	455,200	15,32,526
415,345	22,81,214	67,535	3,23,137	112,291	6,95,146	1,285,258	77,30,504
436,812	49,27,421	82,597	6,18,146	72,613	5,80,532	1,525,337	1,49,92,263
40,093	3,52,546	21,470	1,74,831	46,851	3,27,990	951,803	65,54,144
4,884	32,135	3,360	28,052	1,321	8,224	131,193	8,17,395
1,392,087	1,82,56,350	134,953	8,56,940	774,555	60,26,032	3,268,332	3,90,55,963
242,273	13,31,490	23,403	1,36,620	172,929	9,50,378	723,490	38,85,420
2,141	15,115	7,730	58,757	33,130	2,42,587	807,243	43,85,230
18	153	1,567	13,215	367	1,531	128,476	9,10,459
105,655	6,03,185	8,330	55,314	198,675	10,21,501	806,894	40,76,051
...	...	1,690	8,337	4,944	14,994	17,101	54,835
9,394	28,895	311	818	5,587	16,761	49,069	1,55,608
213,568	11,48,783	32,350	3,05,807	274,360	14,32,306	1,003,691	61,03,773
7,792	67,807	8,865	82,406	2,100	18,200	1,087,035	61,61,014
...	...	...	...	428	3,266	28,437	1,49,941
12,575	28,662	2,341	6,545	3,241	8,922	44,448	1,16,165
3,369	10,129	442	1,261	1,015	2,710	8,845	23,083
157,266	6,77,922	3,906	22,957	383,396	14,89,911	884,605	35,81,820
3,425	9,410	521	1,479	1,091	2,802	20,071	56,168
2,001	6,453	294	1,053	83	247	19,035	64,675
23	104	36	117	156	677	2,799	9,191
8,263	71,376	230	1,759	1,359	9,199	90,876	6,27,009
60,519	1,63,425	3,449	14,349	56,955	2,18,105	218,417	7,01,423
597	1,901	97	466	226	827	2,753	10,353
2,884	11,690	82	239	231	731	25,950	1,17,141
36,241	82,235	288	577	11,338	29,577	64,427	1,53,257
92	1,472	1,843	23,491	1,352	10,858	33,106	2,57,296
15,122	42,081	916	2,897	7,426	14,563	82,799	2,16,656
3,494,069	3,33,29,996	511,224	37,26,632	2,280,858	1,38,05,367	15,190,618	10,93,57,141
2,593,029	2,37,18,045	343,275	22,27,546	1,510,418	93,95,690	13,177,950	8,54,58,761
9,00,001	96,16,951	165,949	14,99,286	7,70,440	44,70,277	2,012,798	2,29,24,890
...

Principal commodities carried by railways and the

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

Railway system.	X.							
	HIDES AND SKINS.							
	(1) HIDES OF CATTLE.				(2) SKINS OF SHEEP, ETC.			
	(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
76	77	78	79	80	81	82	83	84
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur...	...	...	26,893	3,33,056	...	...	4,632	43,213
Bombay, Baroda and Central India ...	436	971	4,666	43,353	17	119	6,557	62,457
Eastern Bengal ...	...	...	25,736	1,59,064	...	...	2,158	14,755
East Indian ...	366	443	24,482	3,05,245	2	3	7,623	1,07,918
Great Indian Peninsula ...	1,518	41,761	19,547	3,59,133	892	12,079	18,819	2,40,902
Madras and Southern Mahratta ...	5,184	62,091	34,931	3,55,565	2,202	27,471	26,994	2,29,853
Nizam's Guaranteed State ...	4	50	2,423	22,430	...	...	3,188	29,631
North Western ...	...	3	17,122	2,01,474	45	1,490	15,935	1,89,598
Oudh and Rohilkhand ...	...	...	10,057	71,673	...	...	2,434	17,732
South Indian ...	3,833	51,985	6,840	46,267	1,423	18,842	9,756	82,034
3' 3 1/2" gauge.								
Assam-Bengal ...	...	...	1,566	13,872	...	...	51	503
Bengal and North-Western...	...	...	8,554	88,304	...	...	1,523	10,055
Bengal Doons ...	...	...	309	1,910	...	...	18	95
Bhavnagar State ...	1	4	68	323	...	2	133	790
Bombay, Baroda and Central India ...	4	27	3,173	39,597	9	70	4,719	61,615
Barma ...	15	180	10,312	1,02,616	3	37	60	548
Dibru-Sadiya ...	...	...	...	...	...	...	...	...
Gondal-Porbandar State ...	98	362	5	17	20	99	429	1,558
Jamnagar ...	...	...	9	37	...	...	55	259
Jodhpur-Bikaner ...	7	40	813	6,435	4	48	1,728	13,520
Junagad State ...	...	...	107	284	...	...	167	631
Morvi ...	68	281	7	23	622	2,716	77	295
Mysore-Arsikere ...	...	...	...	...	...	...	66	230
Nizam's Guaranteed State ...	4	33	1,760	15,329	2	7	956	8,591
Rohilkund and Kumaon ...	...	...	2,004	10,070	...	...	377	1,878
Udaipur-Chitorgarh ...	...	...	16	111	...	...	205	1,257
2' 6" and 2' 0" gauges.								
Barsi Light (2' 6") ...	...	...	26	106	...	...	308	1,242
Shahdara (Delhi)-Saranpur Light (2' 6") ...	34	120	328	2,355	...	...	14	63
Darjeeling Himalayan (2' 0") ...	...	...	623	3,277	...	...	110	409
Other 2' 6" & 2' 0" gauge lines ...	14	32	233	729	51	173	1,397	2,558
Total 1917-18 ...	5,86	1,58,983	202,170	22,43,555	5,292	63,156	110,494	11,24,795
Total 1916-17 ...	4,931	54,034	203,405	22,63,889	6,084	82,605	151,969	14,57,558
Increase ...	6,655	1,04,949	...	...	...	...	...	...
Decrease ...	...	...	1,235	20,334	1,392	19,449	41,495	3,32,763

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

TOTAL.		XI.		XII.		XIII.	
		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
85	86	87	88	89	90	91	92
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
31,025	3,76,269	298	2,483	11,367	90,851	27,118	1,35,627
11,676	1,06,900	49	727	2,733	35,850	71	877
27,894	1,73,819	122	481	33,359	41,792	961,340	56,04,442
32,478	4,73,609	562	5,783	45,498	3,07,274	76,989	1,80,433
40,776	6,53,375	655	4,736	7,026	83,590	156	55
69,371	6,75,580	793	5,873	3,351	29,544	5,021	33,675
5,615	52,111	48	422	738	5,429	121	1,021
33,102	3,92,565	401	2,727	1,223	12,822	13	209
12,491	89,405	695	2,946	15,290	50,551	6	85
21,852	1,99,128	185	900	5,011	36,904	30	410
1,617	14,380	10	130	45	267	86,578	3,25,765
10,077	98,959	154	1,173	14,846	94,298	4,383	26,081
327	2,005	51	223	...	...	13,063	36,053
202	1,119	6	20	...	...	13	112
7,905	1,01,609	42	229	2,704	11,559	370	8,036
10,390	1,03,391	8	37	...	...	16	161
...
552	2,036	4	13	...	5	10	38
64	296	...	...	...	...	1	5
2,552	20,043	1	18	134	860	63	312
274	915	5	12	...	...	...	...
774	3,315	1	8	1	4	...	...
66	230	...	...	...	...	...	...
2,722	29,960	31	291	429	2,344	2	13
2,381	12,543	55	237	7,353	19,256	61	293
221	1,368	...	...	...	3	...	1
334	1,348	5	18	59	356	...	...
376	2,538	...	2	176	777	...	...
733	3,686	2	30	...	...	6,262	18,902
1,695	3,492	10	18	107	356	1,175	2,017
329,542	35,90,489	4,183	29,522	156,450	8,24,686	1,182,857	63,72,860
367,009	38,58,086	4,753	42,429	187,195	12,16,093	1,305,877	77,36,312
...
37,467	2,67,597	600	12,837	30,745	3,21,407	1,23,020	13,63,422

Principal commodities carried by railways and the

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

Railway system.	XIII—concl'd.				XIV.	
	JUTE—concl'd.					
	(2) Gunny bags and cloth.		TOTAL.		Lac.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
93	94	95	96	97	98	99
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	51,803	6,53,816	75,916	7,89,443	17,021	1,94,985
Bombay, Baroda and Central India	14,909	1,33,612	14,980	1,34,489	432	6,957
Eastern Bengal	43,143	1,35,143	1,004,493	57,39,585	1,249	10,287
East Indian	90,165	14,20,240	167,154	16,00,673	17,793	2,84,238
Great Indian Peninsula	45,344	5,50,953	45,500	5,53,106	1,402	13,824
Madras and Southern Mahratta	31,740	3,01,087	36,761	3,34,962	62	954
Nizam's Guaranteed State	3,936	35,133	4,057	36,154	15	119
North Western	74,935	5,73,725	74,948	5,73,994	640	8,413
Oudh and Rohilkhand	16,761	1,13,073	16,707	1,13,158	669	4,401
South Indian	19,733	1,58,157	19,763	1,58,567	271	2,009
3' 3½" gauge.						
Assam-Bengal	1,506	11,115	88,088	3,26,880	520	2,164
Bengal and North-Western	19,594	1,30,809	23,977	1,56,890	853	6,667
Bengal Doon	274	1,179	13,337	38,131	...	...
Bhavnagar State	1,712	6,186	1,725	6,298	11	31
Bombay, Baroda and Central India	25,547	1,75,425	25,917	1,78,461	1,287	12,711
Burma	17,642	80,928	17,658	81,069	906	15,178
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State	1,585	5,304	1,595	5,342	3	18
Jamnagar	90	336	91	341	2	8
Jodhpur-Bikaner	22,098	1,03,044	22,161	1,03,356	735	2,977
Junagad State	555	1,757	555	1,757	...	...
Morvi	397	1,490	397	1,400	8	31
Mysore-Arsikere	21	84	21	84	...	...
Nizam's Guaranteed State	2,304	18,304	2,306	18,317	19	120
Rohilkund and Kumaon	3,738	13,428	3,799	13,721	69	318
Udaipur-Chitorgarh	187	798	187	799	18	96
2' 6" and 2' 0" gauges.						
Barai Light (2' 6")	1,191	4,860	1,191	4,860	...	...
Shaldara (Delhi)-Saharanpur Light (2' 6")	1,082	3,753	1,082	3,753	6	40
Darjeeling Himalayan (2' 0")	1,255	5,547	7,517	24,449	2	52
Other 2' 6" & 2' 0" gauge lines	1,430	4,177	2,605	6,194	28	115
Total 1917-18	404,616	46,43,433	1,677,473	1,10,16,313	43,961	5,66,763
Total 1916-17	585,578	50,69,140	1,891,455	1,28,97,452	52,954	6,46,510
Increase ... ..	...	...	...	...	...	...
Decrease	90,962	4,25,677	213,982	17,89,109	8,993	97,777

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XV.						XVI.			
LEATHER.						LIQUORS.			
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
100	101	102	103	104	105	106	107	108	109
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,790	17,997	...	...	1,790	17,997	357	3,335	3,233	30,708
2,056	31,272	531	8,972	2,587	40,244	1,266	36,435	9,149	74,860
24	153	23	110	47	263	343	4,735	1,567	20,073
3,445	57,411	598	19,039	4,043	67,450	8,605	78,579	6,522	67,383
8,466	78,116	754	15,838	4,220	93,954	7,498	91,086	9,527	1,12,692
9,617	1,50,674	3,328	65,158	12,945	2,15,832	6,088	63,351	9,035	74,704
2,130	25,439	216	2,960	2,346	28,399	1,089	8,272	178	3,164
2,905	39,859	664	10,374	3,569	50,233	8,490	84,159	4,777	1,01,714
294	1,987	150	929	444	2,866	2,616	30,922	2,671	32,094
312	3,497	380	3,580	692	7,077	4,996	59,330	6,025	55,319
1	4	3	83	4	87	127	1,415	954	8,485
189	802	45	610	234	1,412	32	310	1,978	18,722
...	...	...	...	...	...	17	157	522	3,066
260	1,392	35	170	295	1,562	...	1	75	407
1,623	15,448	208	1,805	1,831	17,253	1,022	16,548	2,454	29,181
266	3,947	32	656	298	4,603	1,454	11,476	812	17,730
...
200	823	17	69	217	892	...	...	8	25
2	9	3	3	5	12	...	2	1	4
614	5,970	192	1,244	806	7,214	58	482	608	5,187
25	92	5	24	30	116	...	...	5	19
152	803	24	131	176	934	4	14	56	317
...	...	...	...	...	...	...	...	12	8
353	1,273	92	1,070	445	2,343	17	316	39	216
13	112	27	175	40	287	117	524	589	3,975
8	45	2	16	10	61	1	8	6	65
6	25	49	277	55	302	...	1	2	11
67	375	...	...	67	375	...	...	15	61
4	96	21	490	25	586	487	3,005	205	5,611
29	88	1	8	30	96	...	...	531	1,409
29,851	4,37,659	7,400	1,24,791	37,251	5,62,450	41,608	4,91,963	61,586	6,93,429
34,169	5,18,007	5,586	83,404	39,695	6,01,411	31,982	3,57,151	67,526	7,15,312
...	...	1,814	41,387	...	...	19,706	1,87,219	...	...
4,258	3,318	...	...	2,414	38,961	...	...	2,927	17,983

Principal commodities carried by railways and the

(The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVI—concl'd.					
	LIQUORS—concl'd.					
	(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.		(1) Brass, unwrought.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
110	111	112	113	114	115	116
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur ... ..	...	...	3,590	34,043	688	7,778
Bombay, Baroda and Central India ... ..	...	14	10,415	1,11,309	546	10,181
Eastern Bengal ... ..	...	...	1,910	24,808	477	4,116
East Indian	32	367	15,159	1,77,179	3,905	58,551
Great Indian Peninsula	15	52	17,035	2,03,770	1,709	24,470
Madras and Southern Mahratta	11,449	63,907	26,572	2,01,962	840	9,099
Nizam's Guaranteed State	1,731	16,937	2,998	28,373	50	520
North Western	581	3,537	13,857	1,89,410	430	4,266
Oudh and Rohilkhand	476	2,771	5,763	65,687	1,354	12,870
South Indian	1,847	10,395	12,868	1,23,944	579	5,612
3' 3 1/2" gauge.						
Assam-Bengal ... ..	...	...	1,081	9,900	38	381
Bengal and North-Western ... ..	...	...	2,010	19,032	1,089	9,665
Bengal Dooars ... ..	...	...	539	4,223	...	...
Bhavnagar State ... ..	...	...	75	408	85	316
Bombay, Baroda and Central India ... ..	...	1	3,476	45,730	696	6,847
Burma	598	2,062	2,894	31,267	50	663
Dibru-Sadiya	552	4,222	552	4,222	...	...
Gondal-Porbandar State	132	511	140	536	65	206
Jamnagar	56	290	57	296	3	6
Jodhpur-Bikaner ... ..	...	...	666	5,669	36	231
Junagad State	55	166	60	185	19	63
Morvi ... ..	...	...	60	331	12	50
Mysore-Arsikere	74	254	86	292	3	8
Nizam's Guaranteed State	1,555	12,825	1,611	13,357	16	122
Rohilkund and Kumaon ... ..	...	...	706	4,199	40	191
Udaipur-Chitorgarh ... ..	...	1	7	74	7	43
2' 6" & 2' 0" gauges.						
Barsi Light (2' 6")	183	781	185	793	15	48
Shabdara (Delhi)-Saharanpur Light (2' 6").	7	27	22	88	35	120
Darjeeling Himalayan (2' 0") ... ..	...	...	692	9,216	15	119
Other 2' 6" & 2' 0" gauge lines.	92	296	623	1,905	14	56
Total 1917-18	19,435	1,19,416	125,709	13,12,208	12,764	1,56,593
Total 1916-17	22,149	1,31,398	121,654	12,04,063	15,198	1,80,631
Increase ... ..	...	...	4,055	1,08,145	...	...
Decrease	2,714	11,982	...	...	2,434	24,038

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XVII

METALS.

(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) IRON AND STEEL. Unwrought (dust, slag, pig and old for re-manufacture).	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
117	118	119	120	121	122	123	124
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
644	9,679	327	6,847	280	5,966	46,880	1,74,448
389	8,327	495	9,747	261	5,789	2,055	21,039
2,091	12,943	3,140	2,963	580	6,254	...	...
3,383	46,406	265	5,035	581	8,850	58,790	2,89,956
1,466	24,541	876	12,544	612	9,732	19,454	1,90,626
592	7,247	314	4,163	1,084	10,704	12,175	97,937
88	1,087	53	428	78	756	913	7,983
508	7,506	308	4,896	348	5,665	9,093	76,655
1,230	11,119	60	356	81	676	2,261	13,465
1,031	11,056	93	927	167	1,690	11,453	50,124
197	2,304	2	13	22	251	160	1,177
1,017	11,476	66	574	173	1,660	1,442	9,622
74	654	...	...	1	9	...	...
143	613	75	299	72	331	121	519
895	9,730	209	4,144	206	2,683	2,837	19,670
225	3,404	9	135	314	12,555	380	2,820
...
88	460	9	32	45	174	81	276
10	40	4	15	8	62	...	...
63	656	24	90	167	1,597	1,435	6,598
23	100	18	61	27	99	...	...
23	133	5	20	21	108	9	30
1	10	1	8	...	...	5	23
86	958	10	62	8	97	120	825
661	3,348	2	12	31	243	560	2,449
3	24	1	1	2	9	65	347
40	180	3	9	14	62	104	241
86	277	1	6	2	18	265	843
73	944	4	49	16	116	21	281
74	300	2	6	10	63	264	867
15,299	1,75,522	6,466	53,442	5,211	76,209	170,942	9,69,094
18,245	2,14,155	7,350	59,612	5,343	83,658	256,818	9,61,247
...	...	...	...	...	...	...	4,057
2,946	38,633	884	6,070	132	7,449	85,871	...

Principal commodities carried by railways and the

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

Railway system.	(5) IRON AND STEEL—concl'd.					
	WROUGHT.					
	(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
125	123	127	128	129	130	131
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	61,170	4,95,122	7,618	93,648	14,910	1,91,994
Bombay, Baroda and Central India...	17,852	2,36,564	9,364	1,20,710	7,766	1,05,939
Eastern Bengal '	20,283	52,447	4,319	31,725	14,392	28,503
East Indian	58,426	6,80,802	10,351	95,071	36,049	4,27,104
Great Indian Peninsula	53,517	7,10,546	11,824	1,84,918	19,635	3,16,203
Madras and Southern Mahratta	25,349	2,57,384	9,942	1,10,697	17,254	1,81,128
Nizam's Guaranteed State	1,495	12,978	783	5,946	2,179	18,797
North Western	27,924	3,37,740	5,053	80,262	15,033	2,31,238
Oudh and Rohilkhand	2,944	19,103	1,162	8,281	6,506	43,092
South Indian	12,331	81,784	3,582	39,225	9,102	88,196
3' 3½" gauge.						
Assam-Bengal	1,873	13,186	2,372	21,945	3,124	28,388
Bengal and North-Western	2,598	16,636	1,954	11,872	5,277	38,352
Bengal Dooars	840	10,417	529	10,807	...	...
Bhavnagar State	1,235	4,025	550	2,166	605	2,342
Bombay, Baroda and Central India	11,340	1,00,750	4,287	35,126	5,402	46,085
Burma	3,750	40,008	4,176	35,901	6,710	73,327
Dibru-Sadiya ... ..	...	...	...	...	6,517	35,052
Gondal-Porbandar State	403	1,453	766	2,641	1,178	4,249
Jamnagar	101	337	92	315	170	741
Jodhpur-Bikaner	3,425	21,714	407	2,194	3,564	28,357
Junagad State	381	1,188	298	910	230	696
Morvi	259	892	254	909	346	1,365
Mysore-Araikere	6	20	10	36	89	214
Nizam's Guaranteed State	698	7,032	335	2,826	929	9,370
Rohilkund and Kumaon	1,118	6,269	318	2,498	1,387	6,658
Udaipur-Chitorgarh	129	1,247	18	61	50	213
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	606	2,239	104	433	312	1,380
Shahdara (Delhi)-Saharanpur Light (2' 6")	86	320	190	643	160	672
Darjeeling Himalayan (2' 0")	37	879	146	2,297	895	12,884
Other 2' 6" & 2' 0" gauge lines	531	1,657	507	2,022	483	1,724
TOTAL 191-1	318,707	31,14,739	81,296	9,05,590	180,269	19,94,208
TOTAL 1916-17	374,288	33,15,144	80,965	8,92,678	197,834	21,89,753
INCREASE ... ..	...	...	331	12,912	...	...
DECREASE	60,581	2,00,405	...	...	17,565	1,95,545

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XVII—concl'd.						XVIII—	
METALS—concl'd.						MINERAL SUBSTANCES.	
(6) Metallicores.		(7) Others.		TOTAL.		(1) Marble and stone.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
132	133	134	135	136	137	138	139
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
805,004	25,89,028	5,191	71,032	945,712	36,45,537	41,357	98,760
45,961	1,95,909	4,745	55,171	83,434	7,69,396	109,147	2,39,773
...	...	25,318	72,694	70,600	2,91,645	38,339	37,006
1,108	11,806	8,371	1,21,795	181,229	17,45,375	320,579	6,88,109
200,758	14,65,383	5,690	87,757	315,541	30,26,709	242,934	8,41,840
14,204	1,22,058	8,264	1,03,544	90,018	9,03,961	89,378	3,22,286
...	...	596	5,130	6,225	53,525	73,641	1,49,745
16,720	1,44,085	5,855	40,740	81,272	1,33,053	295,276	3,79,962
2	6	3,007	17,078	18,657	1,26,046	48,664	67,625
36	325	6,185	52,362	44,588	3,31,801	131,649	1,46,980
...	...	4,207	30,556	11,993	98,196	6,843	13,877
1	5	4,843	36,351	18,410	1,36,213	14,553	53,393
...	...	1,854	24,085	3,298	45,472	4,314	4,820
...	...	154	668	3,040	11,279	23,069	25,127
17	168	2,487	23,562	28,466	2,48,765	106,222	2,48,631
44,282	2,54,065	18,005	2,86,286	77,901	7,09,104	186,566	2,39,703
...	...	2,182	16,125	8,699	51,177	2,851	4,597
3	11	89	353	2,722	9,855	118,412	79,177
...	...	24	114	412	1,630	2,907	6,419
7	55	1,053	6,529	10,181	68,311	39,944	1,00,627
...	...	12	42	1,013	3,159	47,343	25,371
...	...	154	710	1,083	4,217	14,650	11,997
...	...	15	58	133	377	83	58
1	5	179	1,822	2,382	23,119	4,121	17,679
...	...	489	2,766	4,606	24,434	9,520	14,501
...	...	48	261	318	2,206	723	1,762
...	...	77	308	1,275	4,855	985	3,119
...	...	133	521	984	3,425	1,459	3,368
47	510	63	906	1,317	18,985	183	594
45,909	60,147	812	3,170	48,606	70,012	67,593	98,107
1,174,060	48,43,566	110,098	10,62,496	2,070,112	1,33,51,399	2,049,635	39,21,058
1,472,155	64,08,846	99,443	9,34,472	2,527,634	1,52,39,796	2,352,585	40,73,667
...	...	10,655	1,28,024	...	...	...	...
298,095	15,60,280	...	...	4,57,522	18,87,397	202,980	1,52,779

Principal commodities carried by railways and the

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

Railway system.	XVIII—concl'd.					
	MINERAL SUBSTANCES—concl'd.					
	(2) Chalk and lime.		(3) Others.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
140	141	142	143	144	145	146
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	280,290	5,06,712	1,518	11,096	326,195	6,16,568
Bombay, Baroda and Central India	12,329	32,850	27	451	121,503	2,72,074
Eastern Bengal	48,101	88,194	...	...	86,470	1,25,200
East Indian	229,933	9,47,949	5,426	70,013	561,938	17,06,071
Great Indian Peninsula	68,875	1,21,672	604	12,043	307,383	9,75,555
Madras and Southern Mahratta	44,323	85,477	12,491	39,321	146,192	4,47,084
Nizam's Guaranteed State	829	5,118	...	...	74,770	1,54,863
North Western	45,394	1,58,909	47	271	340,717	5,28,142
Oudh and Rohilkhand	74,067	80,039	30,103	19,107	152,834	1,66,771
South Indian	19,926	73,342	16,266	28,974	167,841	2,49,306
3' 3½" gauge.						
Assam-Bengal	7,699	29,912	...	...	14,542	43,789
Bengal and North-Western	40,362	83,064	52	813	54,967	1,37,240
Bengal Dooars	149	1,011	2,470	19,066	6,833	24,897
Bhavnagar State	11,185	16,650	...	...	31,204	42,177
Bombay, Baroda and Central India	14,439	46,964	28	376	120,689	2,95,941
Burma	23,761	89,967	1	17	210,328	3,29,687
Dibru-Sadiya	5,663	20,814	9	125	8,523	25,536
Gondal-Porbandar State	20,516	61,325	...	...	136,928	1,40,502
Jamnagar	391	826	26	20	3,324	7,265
Jodhpur-Bikaner	11,507	19,680	11	20	51,462	1,20,327
Junagad State	8,447	3,236	2,297	3,303	53,087	34,910
Morvi	192	325	...	3	14,842	12,325
Mysoore-Arsikere ... ..	...	...	41	119	124	177
Nizam's Guaranteed State	430	3,377	...	...	4,551	21,056
Rohilkund and Kumaon	6,015	9,928	...	...	15,535	24,229
Udaipur-Chitorgarh	66	343	1	2	790	2,107
2' 6" and 2' 0" gauges.						
Barai Light (2' 6")	108	40	...	...	1,093	3,159
Shahdara (Delhi)-Saharanpur Light (2' 6")	1,842	3,494	...	...	2,801	6,847
Darjeeling Himalayan (2' 0")	1,114	10,165	...	...	1,297	10,699
Other 2' 6" & 2' 0" gauge lines	46,893	71,617	76,381	1,13,331	190,867	2,88,055
Total 1917-18	1,014,296	25,68,000	147,799	3,18,471	3,211,730	68,07,559
Total 1916-17	1,076,955	25,33,565	70,355	2,03,473	3,399,875	68,10,905
Increase ... ..	...	34,435	77,444	1,14,998	...	...
Decrease	62,659	...	...	...	188,145	3,346

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XIX							
Oms.							
(1) Kerosene.		(2) Castor.		(3) Coconut.		(4) Mustard and rape.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
147	148	149	150	151	152	153	154
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
43,325	6,91,972	1,604	17,005	8,029	92,836	3,228	25,006
33,894	3,91,093	5,397	46,784	2,234	49,800	207	2,019
224,461	5,71,136	142	1,157	1,638	14,313	16,984	74,731
117,661	13,97,600	2,928	26,251	1,551	14,241	11,817	1,23,907
94,409	11,97,464	2,545	27,103	6,082	67,271	259	3,134
105,182	10,43,355	4,495	42,329	19,498	2,21,118	...	1
7,716	71,790	1,709	10,214	347	2,967	4	63
46,699	10,43,281	1,269	12,617	4,578	86,068	5,481	40,713
26,542	1,84,329	1,227	11,532	210	1,053	3,056	14,013
66,656	6,19,209	2,653	18,654	21,053	1,63,513	82	515
54,993	2,37,965	48	436	133	1,212	2,338	12,813
41,252	2,20,207	1,033	5,676	221	1,734	5,091	23,732
3,718	15,908	12	133	37	265	1,053	5,007
2,937	8,947	201	489	83	263	259	531
14,519	75,144	1,394	8,242	578	4,378	1,935	20,276
25,672	2,70,408	1,173	14,077	972	9,266	123	1,824
...
3,344	9,231	61	296	81	257	11	17
547	831	21	52	18	00	2	11
6,351	60,851	205	1,254	695	5,123	87	351
1,578	5,261	29	61	92	325	...	...
1,078	4,199	66	197	55	184	10	35
116	420	5	20	2	6	...	...
4,145	37,147	590	4,345	341	3,293	...	9
3,379	12,603	66	309	2	8	756	3,946
355	1,722	6	21	6	41	2	10
1,782	7,223	41	20	255	926	...	...
311	1,103	1	5	4	27	26	93
1,641	15,939	11	102	23	234	1,142	11,211
2,075	5,616	210	510	183	580	420	837
941,843	32,03,664	29,162	2,49,951	68,943	7,11,337	54,395	3,72,800
996,627	83,00,958	31,995	2,37,505	54,093	5,68,937	58,463	3,90,564
...	...	...	...	14,915	2,62,370	...	...
54,784	96,991	2,728	12,445	...	...	1,663	17,761

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XX

OIL-SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
162	163	164	165	166	167	168	169
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
52,784	5,31,728	10,542	82,440	1,438	7,245	22,095	2,10,934
5,451	49,165	26,649	3,37,491	2,340	27,077	9,575	98,998
...	...	4,632	12,414	...	...	44,471	1,75,082
3,586	26,910	72,171	4,53,344	11,636	91,188	155,187	17,31,338
41,433	5,70,551	96,729	11,89,704	2,511	28,451	20,805	1,34,798
144,006	14,20,724	1,886	15,891	1,164	10,732	2,761	23,945
3,917	28,306	943	1,950	136	971	132	788
1,785	28,473	10,966	1,03,112	871	7,007	105,667	8,05,826
744	6,801	23,714	1,05,674	9,139	47,307	23,310	1,00,083
117,840	6,61,796	34	312	55	407	1,564	10,569
23	307	178	841	1	8	3,785	24,795
163	1,166	60,355	3,24,342	1,801	11,447	27,813	1,40,602
...	...	...	...	...	...	1,210	2,607
3,328	13,762	...	...	5	15	38	107
4,347	29,220	21,981	83,239	6,187	50,739	48,262	2,18,741
4,575	49,333	4	31	3	35	28	232
...
4,918	23,507	1	1	...	7	24	63
281	754	2	2	...	1	2	8
235	1,363	3,703	15,209	19	91	3,296	10,031
574	2,249	...	...	1	5	12	38
412	1,874	3	12	4	15	5	13
23	84	...	...	6	15	10	29
809	9,879	10,103	77,106	83	831	37	288
225	1,641	5,952	16,745	2,782	5,243	5,242	21,721
29	234	38	65	175	345	10	44
6,494	22,946	2,645	10,889	27	101	47	251
29	120	...	1	1	2	758	1,004
98	1,807	...	...	...	...	69	226
452	1,514	3,675	8,532	5	23	2,001	4,638
398,561	34,83,614	356,901	29,39,350	40,450	2,89,273	478,206	37,18,284
409,460	35,67,441	738,549	56,07,414	40,171	2,67,150	652,341	45,42,778
...	...	...	...	279	22,223	...	...
10,899	86,827	381,648	27,62,064	...	...	174,135	8,24,404

Principal commodities carried by railways and the

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

Railway system.	XX—concl'd.						XXI.								
	●M.S.B.S.—concl'd.						Opium.								
	(6) T.M. or jingāh.		(7) Others.		TOTAL.										
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.							
170								171	172	173	174	175	176	177	178
5' 6" gauge.								Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	19,757	65,283	17,752	1,20,632	132,902	10,98,865	178	6,936							
Bombay, Baroda and Central India ...	16,342	87,378	69,288	3,78,427	148,130	11,33,547	63	1,115							
Eastern Bengal	663	3,889	1,364	10,305	51,208	2,02,380	25	406							
East Indian	5,868	37,138	33,899	2,04,147	307,923	27,40,636	4,213	1,01,336							
Great Indian Peninsula	16,669	1,53,107	79,890	7,97,880	330,216	35,12,465	447	27,306							
Madras and Southern Mahratta	38,457	3,43,044	104,944	9,91,223	338,844	31,04,102	152	3,888							
Nizam's Guaranteed State	3,865	27,583	6,276	53,063	106,437	7,05,628	...	...					
North Western	13,801	76,428	17,939	91,826	151,823	11,15,966	140	3,753							
Oudh and Rohilkhand	2,008	11,116	14,652	80,807	76,787	3,67,429	1,251	25,156							
South Indian	32,495	1,96,357	1,217	9,415	161,513	9,08,290	7	169							
3' 3½" gauge.															
Assam-Bengal	1,236	6,624	79	482	5,367	33,370	15	169							
Bengal and North-Western	1,772	10,524	5,697	29,631	103,289	5,41,810	3,876	70,816							
Bengal Dooars ... ..	...	...	97	184	1,307	2,791	...	...					
Bhavnagar State	4,249	13,115	14,467	41,380	23,306	72,899	5	28							
Bombay, Baroda and Central India ...	26,034	1,33,043	78,916	5,84,323	201,238	11,61,863	565	22,087							
Burma	11,160	72,817	3,234	11,441	19,609	1,33,915	26	557							
Dibru-Sadiya ... ..	...	...	...	...	...	...	...	...
Gondal-Portbandar State	6,051	11,606	19,101	45,367	32,312	86,894	4	28							
Jamnagar	425	1,083	5,082	8,309	6,651	11,902	...	...					
Jodhpur-Bikaner	12,025	58,700	*24,055	†82,235	42,427	1,68,014	15	134							
Junagadh State	1,048	2,858	7,038	19,857	13,491	38,985	...	...					
Morvi	777	2,372	6,519	22,454	7,894	27,239	21	261							
Mysore-Arsikere	16	21	156	719	245	982	...	...					
Nizam's Guaranteed State... ..	2,007	10,246	15,076	1,12,973	41,738	2,45,953	...	...					
Rohilkhand and Kumaon	488	1,483	3,109	7,044	21,515	66,426	178	3,238							
Udaipur-Chitorgarh	101	356	1,609	2,673	1,370	3,759	10	86							
2' 6" and 2' 0" gauges.															
Barsi Light (2' 6")	973	1,050	8,893	42,076	18,455	77,385	6	41							
Shabdara (Delhi)-Saharanpur Light (2' 6") ...	78	428	2,295	4,754	3,163	6,918	...	...					
Darjeeling Himalayan (2' 0") ... ..	...	...	...	1	167	2,031	...	7				
Other 2' 6" & 2' 0" gauge lines	3,515	9,604	6,534	14,301	19,086	42,349	9	42							
Total 1917-18	2,15,280	13,36,659	512,218	37,46,819	2,369,468	1,76,14,713	11,206	2,67,698							
Total 1916-17	341,473	23,76,657	617,200	41,16,263	1,023,959	2,18,50,000	9,055	1,97,251							
Increase ... ..	...	...	...	...	...	...	2,151	70,432	
Decrease	126,193	10,39,998	67,982	8,69,446	657,531	12,65,327	...	...					

* Includes 22,153 tons of cotton seeds.
† Includes Rs. 76,821 for cotton seeds.

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XXII.		XXIII.							
Paper and pasteboard.		PROVISIONS.						TOTAL.	
		(1) Dried fruits and nuts.		(2) Ghec.		(3) Others.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
179	180	181	182	183	184	185	186	187	188
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
4,498	67,426	21,803	2,65,026	4,442	58,734	12,723	-2,53,938	38,973	5,77,698
2,252	40,830	43,619	5,06,608	9,829	1,25,328	32,276	2,49,983	85,724	8,81,919
16,862	32,716	3,236	17,827	763	6,076	4,319	31,005	8,318	54,908
17,018	2,25,639	9,475	1,25,197	15,054	2,51,335	90,451	9,99,182	114,980	13,75,714
7,368	1,12,458	70,567	9,15,585	19,906	2,99,927	40,745	5,42,429	131,218	17,57,941
7,893	94,200	83,109	6,90,719	11,993	1,05,015	39,055	3,12,289	134,157	11,08,023
547	4,243	17,926	1,56,458	555	6,077	3,430	29,235	21,911	1,91,768
5,905	91,147	35,931	6,10,656	16,779	1,62,178	16,618	1,80,772	69,328	9,53,604
5,642	53,089	2,528	17,603	3,523	25,725	5,480	49,192	11,531	92,520
3,438	57,297	3,159	27,343	2,558	25,547	57,005	4,81,215	62,722	5,34,105
432	4,278	607	8,282	195	2,627	2,973	27,225	3,775	38,134
3,824	11,156	1,777	19,956	3,819	35,964	9,674	59,669	15,270	1,15,589
52	415	...	...	15	105	1,430	9,706	1,445	9,811
104	358	2,069	7,338	1,627	5,298	3,477	11,995	7,173	24,631
1,177	13,509	23,149	2,61,432	10,017	88,331	13,148	75,922	46,314	4,25,685
269	3,527	774	8,346	1,237	19,537	46,479	5,14,223	48,490	5,42,106
...	...	...	...	...	...	965	8,256	965	8,256
74	230	1,599	4,332	1,920	6,957	6,989	20,061	10,508	31,353
19	77	797	2,204	92	376	3,467	10,614	4,356	13,194
250	2,364	6,159	84,716	8,021	52,927	1,382	9,535	15,562	97,178
94	298	1,074	3,836	1,152	3,559	3,642	10,849	5,868	18,244
109	396	2,385	7,263	115	420	1,991	8,268	4,491	15,951
5	20	32	166	4	17	80	268	116	451
98	931	5,703	52,446	634	8,032	7,390	35,821	13,727	96,299
120	734	801	4,704	758	5,251	2,296	9,789	3,855	10,744
26	171	712	3,346	559	2,319	254	750	1,325	6,415
23	84	1,732	6,445	106	615	275	1,201	2,113	8,261
18	109	100	497	130	498	516	2,348	746	3,343
80	1,566	18	219	72	729	7,566	63,787	7,656	64,735
49	198	2,068	6,877	2,558	11,493	5,295	11,307	10,521	29,677
78,216	8,19,466	343,509	37,65,425	119,293	13,10,995	421,396	40,20,897	853,198	90,97,257
84,725	8,83,062	297,977	31,10,828	113,604	13,89,248	397,960	39,51,315	869,541	84,51,394
...	...	45,532	6,54,597	4,629	...	29,436	69,522	73,597	6,45,866
6,479	63,596	...	...	...	78,233	...	...	...	...

Principal commodities carried by railways and the

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

Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR					
	(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	189	190	191	192	193	194	195
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	1,055	8,159	3,616	37,583	89,848	6,67,627
Bombay, Baroda and Central India	485	3,775	1,148	12,068	786	5,605
Eastern Bengal	22	78	700	1,054	987	3,471
East Indian	1,341	26,198	2,812	28,612	2,184	15,378
Great Indian Peninsula	844	11,745	5,422	75,690	87,221	10,87,212
Madras and Southern Mahratta	840	4,295	1,296	15,981	1,845	10,943
Nizam's Guaranteed State	35	246	166	632	5,574	31466
North Western	165	1,754	41	541	5,566	66,347
Oudh and Rohilkhand ... ..	...	...	17	83	4,281	15,541
South Indian	488	6,260	529	6,769	2,969	41,515
3' 3½" gauge.						
Assam-Bengal	58	84	388	537	373	3,050
Bengal and North-Western ... ..	...	...	1,997	30,584	...	...
Bengal Doons ... ..	...	...	...	...	...	...
Bhavnagar State	183	360	170	250	164	264
Bombay, Baroda and Central India	538	3,726	650	5,778	1,118	6,692
Burma	25	127	1,276	279	233	1,749
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State	13	31	20	39	9	15
Jamnagar	2	1	30	70	55	82
Jodhpur-Bikaner	14	43	15	...	...	...
Junagad State ... ..	...	...	14	5	24	5
Morvi	1	1	16	60	2	3
Mysore-Arsikere ... ..	...	...	...	...	...	...
Nizam's Guaranteed State ... ..	...	...	...	...	...	...
Rohilkund and Kumaon	6	29	20	30	20	143
Udaipur-Chitorgarh ... ..	...	...	...	...	...	...
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6") ... ..	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light (2' 6") ... ..	...	...	...	...	...	...
Darjeeling Himalayan (2' 0") ... ..	...	...	...	...	...	...
Other 2' 6" & 2' 0" gauge lines ... ..	...	...	18	12	15	13
Total 1917-18	6,115	66,912	20,261	2,16,658	203,274	19,60,151
Total 1916-17	6,244	69,107	13,734	1,19,168	139,999	8,26,639
Increase ... ..	...	...	6,477	97,490	63,275	11,33,512
Decrease	129	2,195	...	...	...	...

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XXIV.

RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.

XXV.

(3) Materials.						Salt.	
(b) Sleepers and keys of steel and cast-iron.		(c) Others.		TOTAL.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
196	197	198	199	200	201	202	203
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
2,897	21,211	43,418	2,85,530	140,834	10,20,110	134,874	13,92,151
324	1,753	25,097	1,08,013	27,840	1,31,214	325,218	9,32,775
162	833	14,036	22,066	15,907	27,192	121,126	5,61,466
6,871	9,006	80,081	1,93,696	93,289	2,72,890	269,483	12,23,508
82,526	2,81,317	18,689	2,99,048	144,702	17,55,040	274,653	25,66,203
341	893	99	1,049	4,421	33,151	154,576	10,95,205
78	148	...	...	5,853	32,492	35,787	1,94,898
121	627	24,835	2,34,348	30,728	3,03,617	198,775	16,12,380
12,920	54,892	5,255	21,604	22,473	92,120	87,314	5,57,155
158	1,875	101	318	4,245	59,767	129,516	6,34,420
8	26	758	701	1,585	4,398	27,431	1,19,756
...	...	...	...	1,997	30,564	138,694	9,41,818
...	...	...	...	...	...	5,413	17,674
4	4	2,574	2,855	3,095	3,733	2,956	4,791
173	819	4,974	28,935	7,353	45,950	319,018	27,40,315
...	...	199	297	1,733	2,452	45,448	5,00,071
...	...	...	...	...	...	1,060	6,036
1,618	2,220	844	917	2,504	13,222	3,579	6,163
1	9	4	3	92	165	214	692
3	11	618	2,139	650	2,194	28,840	1,49,778
...	...	1,464	-2,184	1,502	-2,174	1,956	2,768
431	602	36	95	486	761	1,693	2,252
...	...	...	...	...	...	1,199	3,999
180	733	...	...	130	753	19,554	1,34,198
...	...	48,612	2,00,163	48,658	2,00,365	23,009	1,15,212
...	...	...	...	...	...	1,251	5,563
...	...	...	...	...	...	6,108	23,310
...	...	...	...	...	...	1,789	4,655
...	...	890	2,039	890	2,039	2,930	23,318
22	21	2,595	5,363	2,650	5,409	7,481	18,256
59,788	3,77,000	275,179	14,07,023	563,817	40,27,744	2,439,510	1,55,90,393
99,186	5,93,327	294,131	13,47,923	553,344	29,56,164	2,611,733	1,60,97,993
...	...	...	59,100	10,273	10,71,559	...	...
40,398	2,16,327	18,952	...	...	...	155,246	5,06,387

Principal commodities carried by railways and the

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

Railway system.	XXVI.					
	SALTPETRE AND OTHER SALINE SUBSTANCES.					
	(1) Saltpetre.		(2) Other saline substances.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
204	205	206	207	208	209	210
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	399	4,673	1,385	10,227	1,784	14,900
Bombay, Baroda and Central India	1,740	17,091	1,321	17,738	3,061	34,829
Eastern Bengal	65	295	9,842	30,985	9,907	31,280
East Indian	26,140	3,00,420	19,176	1,14,122	45,316	4,14,542
Great Indian Peninsula	1,593	14,055	2,232	17,698	3,825	31,753
Madras and Southern Mahratta	795	7,608	533	6,862	1,328	14,468
Nizam's Guaranteed State	217	2,612	1,302	7,529	1,519	10,141
North Western	17,130	1,33,723	6,675	55,777	23,805	1,89,500
Oudh and Rohilkhand	1,563	9,133	3,708	8,258	5,271	17,391
South Indian	583	3,624	20	126	603	3,750
3' 3½" gauge.						
Assam-Bengal ... ..	...	...	399	2,609	399	2,609
Bengal and North-Western	12,195	48,439	7,658	29,361	19,853	77,800
Bengal Doonars ... ..	...	...	302	945	302	945
Bhavnagar State	145	432	24	38	169	470
Bombay, Baroda and Central India	6,632	37,987	2,187	15,337	8,819	53,324
Burma ... ..	...	...	213	2,419	213	2,419
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State	13	39	57	193	70	232
Jamnagar ... ..	...	...	3	10	3	10
Jodhpur-Bikaner	742	3,045	1,486	6,604	2,228	9,649
Junagadh State	11	27	...	...	11	27
Morvi	10	38	4	16	14	54
Mysore-Arsikere	2	5	...	...	2	5
Nizam's Guaranteed State	28	305	298	1,922	326	2,227
Rohilkund and Kumaon	278	846	2,229	4,661	2,507	5,507
Udaipur-Chitorgarh	6	35	79	523	85	558
2' 6" and 2' 0" gauges.						
Parsi Light (2' 6")	21	82	...	3	21	85
Shabdara (Delhi)-Saharanpur Light (2' 6")	55	226	239	501	294	727
Darjeeling Himalayan (2' 0") ... ..	...	...	...	...	...	...
Other 2' 6" & 2' 0" gauge lines	20	52	226	444	255	496
Total 1917-18	70,392	5,84,790	61,658	3,34,908	132,050	9,19,698
Total 1916-17	95,187	7,21,031	60,996	3,44,383	156,183	10,65,414
Increase ... ..	...	...	662	...	...	...
Decrease	24,795	1,36,241	...	9,475	24,133	1,45,716

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XXVII

SHR.

(1) RAW.				(2) PIECE-GOODS.				TOTAL.	
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
211	212	213	214	215	216	217	218	219	220
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	160	3,263	...	...	179	1,082	339	4,945
153	3,647	16	332	36	2,657	7	344	213	6,980
...	...	48	442	...	...	...	...	48	442
...	22	143	2,112	3	184	6	273	151	2,591
38	582	22	1,019	47	1,195	1	35	108	2,831
37	855	16	200	...	...	...	7	53	1,062
1	14	...	1	...	...	...	11	1	26
161	1,816	188	8,272	20	305	16	1,153	385	11,546
...	...	5	101	5	49	1	7	11	157
2	36	16	214	...	1	1	4	19	265
...	7	22	226	...	...	...	...	22	283
...	...	2	57	...	...	...	...	2	57
...
1	20	2	10	...	...	...	8	3	38
70	3,224	8	289	5	217	3	148	86	3,878
78	1,603	16	379	5	218	1	45	100	2,245
...
...	...	...	7	...	...	...	10	...	17
15	41	...	...	...	3	...	...	15	44
4	30	...	31	2	36	...	7	6	104
...
...	...	...	1	...	...	...	...	...	1
...	...	2	16	...	...	...	...	2	16
...	5	...	...	...	...	1	10	1	15
.../
...
...
...	...	...	...	...	...	...	2	...	2
...
...
...	...	1	4	...	...	13	40	14	44
560	11,902	666	16,976	123	4,865	229	3,786	1,578	37,529
730	18,790	1,416	35,743	214	8,603	143	4,178	2,503	67,320
...	...	...	...	...	...	86	...	...	...
170	6,888	750	18,767	91	3,744	...	392	925	29,791

Principal commodities carried by railways and the

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

Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	221	222	223	224	225	226	227
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur...	8,532	1,19,022	163	5,707	5,614	71,759
Bombay, Baroda and Central India ...	2,066	45,500	78	2,068	5,511	59,450
Eastern Bengal...	19,140	1,59,612	1,129	21,159	11,448	53,923
East Indian ...	9,910	2,57,656	955	35,597	8,355	1,39,501
Great Indian Peninsula ...	12,659	2,55,458	695	23,450	12,216	1,23,608
Madras and Southern Mahratta ...	16,241	2,10,753	974	23,345	28,360	2,37,156
Nizam's Guaranteed State ...	1,132	13,578	1	12	5,703	46,848
North Western ...	865	9,277	555	11,141	4,255	40,340
Oudh and Rohilkhand ...	3,180	42,924	269	3,545	1,218	11,847
South Indian ...	25,830	2,20,237	1,290	22,213	22,156	1,76,646
3' 3½" gauge.						
Assam-Bengal ...	3,545	35,781	...	2	2,251	17,351
Bengal and North-Western ...	4,336	32,708	670	12,619	12,574	91,024
Bengal Doons ...	398	1,644	89	927	101	717
Bhavnagar State ...	378	1,522	1	2	872	3,382
Bombay, Baroda and Central India ...	1,121	10,467	90	2,425	6,618	73,761
Burma ...	8,732	1,10,260	3	42	7,790	1,44,509
Dibru-Sadiya ...	...	...	...	...	...	...
Gondal-Porbandar State ...	437	1,236	...	1	566	1,788
Jamnagar ...	65	200	...	...	37	168
Jodhpur-Bikaner ...	316	2,390	14	95	2,238	17,026
Junagad State ...	353	1,361	1	6	288	1,043
Morvi ...	32	122	...	2	391	1,616
Mysore-Arsikere ...	22	139	21	37	14	79
Nizam's Guaranteed State ...	708	8,886	1	11	2,934	23,008
Rohilkund and Kumaon ...	509	3,013	31	182	1,784	14,639
Udaipur-Chitorgarh ...	6	58	1	4	78	412
2' 6" and 2' 0" gauges						
Barai Light (2' 6") ...	729	2,818	...	...	98	435
Shahdara (Delhi)-Saharanpur Light (2' 6") ...	18	80	...	3	55	154
Darjeeling Himalayan (2' 0") ...	252	3,631	1,073	12,325	70	782
Other 2' 6" & 2' 0" gauge lines. ...	533	2,036	2	14	380	1,277
Total 1917-18 ...	122,041	15,52,449	8,100	1,73,353	143,845	13,54,852
Total 1916-17 ...	139,490	17,19,837	5,757	1,21,580	137,713	12,13,868
Increase... ..	...	...	2,543	57,773	6,132	1,40,984
Decrease... ..	17,446	1,67,388	...	...	...	...

Principal commodities carried by railways and the

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

Railway system.	XXIX.					
	SUGAR.					
	(1) Refined or crystallised including sugar candy.		(2) Unrefined.			
			(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
236	237	238	239	240	241	242
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	23,688	2,89,772	8,043	1,26,167	28,534	2,59,564
Bombay, Baroda and Central India ...	34,449	4,34,006	2,395	16,351	66,129	8,12,221
Eastern Bengal	17,739	1,44,043	13,515	77,236	50,997	2,07,189
East Indian	38,894	6,97,779	137,370	22,45,635	119,153	5,80,775
Great Indian Peninsula	73,477	8,40,596	6,836	70,078	134,238	10,58,586
Madras and Southern Malhartha ...	39,931	3,83,181	9,404	1,01,896	117,947	8,79,027
Nizam's Guaranteed State	3,924	40,062	494	3,306	6,756	49,978
North Western	106,197	16,82,130	53,025	3,93,453	86,712	5,79,978
Oudh and Rohilkhand	26,256	2,12,530	40,928	2,36,817	61,419	2,57,957
South Indian	26,285	1,74,120	2,898	18,255	45,968	2,85,532
3' 3 1/2" gauge.						
Assam-Bengal	807	6,952	1,304	7,939	6,414	35,468
Bengal and North-Western	13,344	1,00,214	53,005	3,70,191	124,684	7,15,697
Bengal Docars	615	2,822	732	4,634	1,410	
Bhavnagar State	6,529	23,914	12	65	7,927	4,659
Bombay, Baroda and Central India ...	31,563	2,79,101	40,467	3,58,030	129,872	25,841
Burma	15	205	7,300	74,095	39,353	10,70,329
Dibra-Sadiya ... ..	...	...	...	...	628	2,83,601
Gondal-Porbandar State	5,914	16,412	3	100	4,782	7,323
Jamnagar	953	2,963	...	...	1,011	15,425
Jodhpur-Bikaner	9,646	49,689	6,091	34,800	22,694	1,42,990
Junagad State	3,823	11,793	1	7	1,624	3,851
Morvi	837	2,764	17	54	5,643	19,979
Mysore-Arsikere	15	37	17	53	7	39
Nizam's Guaranteed State	2,982	26,479	329	2,365	3,101	25,523
Robilkund and Kumaon	4,315	16,560	10,390	30,709	34,712	1,77,282
Udaipur-Chitorgara	818	3,744	482	2,107	1,686	6,458
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	1,117	3,971	100	356	309	1,137
Shahdara (Delhi)-Saharanpur Light (2' 6")	18	35	11,532	36,331	14,459	43,447
Darjeeling Himalayan (2' 0")	421	5,128	1,265	17,681	362	2,605
Other 2' 6" & 2' 0" gauge lines	4,372	4,528	4,314	10,362	15,256	30,263
Total 1917-18	478,939	54,55,730	412,209	42,39,140	1,129,007	75,84,636
Total 1916-17	421,647	47,96,441	383,849	27,23,260	1,162,364	77,15,422
Increase	57,292	6,57,289	28,360	15,15,880	...	...
Decrease ... ..	...	...	...	...	33,357	1,30,786

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

TOTAL.		XXX					
		TRA.					
		(1) Foreign.		(2) Indian.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
248	244	245	246	247	248	249	250
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
55,260	6,75,523	...	...	10,631	2,08,616	10,631	2,08,616
102,973	12,62,578	2,611	51,377	1,508	29,423	4,119	80,800
82,251	4,23,458	...	...	55,986	9,70,680	55,986	9,70,680
295,417	35,24,189	...	...	5,275	1,15,202	5,275	1,15,202
214,551	19,69,257	1,008	7,588	11,976	1,98,632	12,984	2,06,420
167,282	13,64,061	114	1,451	2,361	35,135	2,475	36,686
11,174	93,346	18	177	133	1,679	151	1,956
245,934	26,55,540	2,945	82,842	3,555	60,998	6,500	1,43,540
128,603	7,07,112	...	2	1,321	9,598	1,321	9,600
75,171	4,78,007	8	133	13,773	1,97,355	13,781	1,97,488
8,525	50,359	...	...	50,060	6,75,904	50,060	6,75,904
191,033	11,86,102	...	...	86	1,453	86	1,453
2,757	12,115	...	...	26,767	5,57,970	26,767	5,57,970
14,468	49,820	5	27	215	1,045	230	1,072
201,842	17,07,460	1,254	31,592	542	6,949	1,796	38,541
46,668	3,57,901	309	5,220	2,858	57,758	3,167	62,978
828	7,323	...	...	17,333	1,33,983	17,333	1,33,983
10,699	31,937	1	5	278	1,869	279	1,374
1,964	5,982	3	6	29	120	32	106
38,431	2,26,788	227	2,731	17	139	244	2,370
5,448	15,651	2	13	131	531	133	544
6,497	22,797	3	19	74	246	77	265
39	129	1	3	...	...	1	3
6,412	54,367	20	263	8	105	28	373
49,417	2,24,551	...	...	111	1,070	111	1,070
2,986	12,309	2	13	3	23	5	41
1,526	5,464	7	29	6	25	13	54
26,009	79,313	...	...	6	17	6	17
2,048	25,414	...	...	6,861	83,243	6,861	83,243
23,942	45,153	14	48	6,677	32,159	6,691	32,207
2,020,155	1,72,79,506	8,552	1,83,544	218,591	32,81,632	227,133	3,465,176
1,967,860	1,52,37,123	4,184	85,062	198,393	23,48,594	202,577	29,33,656
52,295	20,42,393	4,368	98,482	20,183	4,33,028	24,556	5,31,520
...

Principal commodities carried by railways and the

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

Railway system.	XXXL					
	TOBACCO.					
	(1) Unmanufactured.		(2) Manufactured.			
			(a) Cigars.		(b) Other sorts.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
251	252	253	254	255	256	257
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	16,751	1,96,794	...	...	2,372	46,231
Bombay, Baroda and Central India	23,210	2,07,389	28	635	708	16,202
Eastern Bengal	50,709	4,23,936	...	...	3,126	37,462
East Indian	34,028	2,56,637	10	281	10,590	2,24,760
Great Indian Peninsula	16,063	1,45,592	213	6,536	3,364	77,155
Madras and Southern Mahratta	35,884	2,92,766	523	13,975	5,313	1,08,571
Nizam's Guaranteed State	1,668	24,009	27	391	610	9,607
North Western	23,324	2,89,113	6	132	5,227	1,17,618
Oudh and Rohilkhand	6,430	40,805	13	96	1,111	10,457
South Indian	24,344	1,56,419	1,292	21,017	1,076	13,348
3' 3½" gauge.						
Assam-Bengal	4,840	44,161	2	31	158	5,107
Bengal and North-Western	41,708	3,28,792	...	...	2,340	19,606
Bengal Doonars	8,550	29,619	...	...	338	3,553
Bhavnagar State	1,195	4,435	30	271	134	587
Bombay, Baroda and Central India	18,569	1,46,738	32	590	796	10,566
Burma	12,617	1,04,065	617	10,864	1,089	28,988
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Porbandar State	678	2,339	12	89	280	1,479
Jamnagar	361	1,335	...	...	60	353
Jodhpur-Bikaner	4,892	27,727	2	46	401	3,422
Junagad State	225	706	2	13	59	245
Morvi	919	3,215	1	10	30	213
Myaore-Arsikere	117	262	1	6	2	6
Nizam's Guaranteed State	381	5,713	3	13	402	6,251
Rohilkhand and Kumaon	5,062	25,540	...	...	374	2,422
Udaipur-Chitorgarh	569	2,263	...	...	6	44
2' 6" and 2' 0" gauges.						
Farsi Light (2' 6")	114	526	29	184	123	911
Shahdara (Delhi)-Saharanpur Light (2' 6")	724	2,374	...	...	88	774
Darjeeling Himalayan (2' 0")	458	3,050	406	7,919	210	2,429
Other 2' 6" & 2' 0" gauge lines	1,390	3,883	60	181	310	832
Total 1917-18	339,068	27,70,221	3,309	63,285	40,927	7,49,679
Total 1916-17	365,222	29,23,100	3,838	74,632	40,938	6,99,867
Increase ... ..	...	...	...	...	...	49,812
Decrease	26,154	1,52,879	529	11,347	11	...

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

XXXII.							
WOOD.							
TOTAL.		(1) Timber, unwrought.		(2) Manufactures.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
258	259	260	261	262	263	264	265
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
19,123	2,43,025	101,430	4,92,024	7,077	59,887	108,507	5,51,911
239,46	2,21,226	114,672	9,11,370	6,211	62,610	120,883	9,73,980
53,835	4,61,398	51,648	1,79,752	17,100	1,42,122	68,748	3,31,874
44,628	4,81,678	166,037	4,64,611	11,816	1,26,137	117,833	5,10,748
19,610	2,29,283	238,139	14,95,258	14,676	1,87,830	252,815	16,83,084
41,720	4,15,312	159,648	8,41,492	15,685	1,40,503	175,313	9,81,905
2,303	31,007	60,102	2,16,502	1,368	11,163	61,469	2,27,725
31,557	4,06,863	185,523	10,45,058	16,950	1,50,009	202,473	11,95,007
7,554	51,398	131,101	2,73,132	7,254	44,804	138,365	3,17,936
26,712	1,90,784	271,184	8,64,260	14,605	1,24,111	285,789	2,89,371
5,200	49,299	6,063	30,693	12,595	99,699	18,678	1,29,792
44,048	3,48,458	82,276	2,91,204	6,755	44,194	83,931	3,35,398
8,888	33,472	3,392	12,537	6,699	62,661	10,691	75,198
1,359	5,293	13,986	48,783	812	4,298	14,748	53,081
19,697	1,57,924	60,118	2,14,670	4,174	31,008	61,212	2,45,678
14,323	1,43,917	249,390	11,19,955	1,581	14,156	250,971	11,34,111
...	...	9,545	36,483	...	...	9,545	36,483
970	3,907	13,521	28,913	552	2,910	14,073	30,923
421	1,688	1,116	2,319	87	325	1,203	2,644
5,295	31,195	18,569	75,732	1,593	8,975	29,162	81,707
286	964	2,991	9,821	232	737	3,223	10,558
950	3,438	1,580	4,512	306	1,330	1,886	5,842
120	275	38	77	17	35	50	112
786	11,987	16,342	51,607	1,743	9,529	17,395	64,136
5,436	27,962	63,112	2,26,775	1,227	6,716	61,339	2,33,491
575	2,307	93	419	22	156	115	575
266	1,621	810	2,833	235	919	1,946	3,752
812	3,149	1,662	4,692	343	1,357	2,208	6,049
1,104	13,467	1,374	7,769	485	4,978	1,859	12,738
1,760	4,949	27,643	34,683	1,188	4,139	28,831	38,824
383,304	35,83,185	1,993,320	89,90,909	152,599	13,45,797	2,145,919	1,03,36,697
499,898	36,97,599	1,914,271	68,42,871	141,003	11,98,030	1,955,279	89,40,904
...	...	179,019	21,48,027	11,591	1,47,767	190,610	22,95,793
26,694	1,14,414	...	...	...	...	...	...

Principal commodities carried by railways and the

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

Railway system.	XXXIII.					
	Wool					
	(1) Raw.	(2) Manufac-				
		(a) Carpets and rugs.		(5) Piece-goods, European.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
266	267	268	269	270	271	272
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	207	5,351	...	...	...	...
Bombay, Baroda and Central India	11,597	2,23,279	95	2,605	64	7,259
Eastern Bengal	3,070	11,111	...	...	...	...
East Indian	7,976	1,00,228	899	15,072	80	1,840
Great Indian Peninsula	2,912	80,756	258	12,590	249	1,855
Madras and Southern Mahratta	1,672	47,358	168	2,551	11	244
Nizam's Guaranteed State	809	15,233	48	543	2	17
North Western	31,519	8,09,828	228	3,356	183	5,837
Oudh and Rohilkhand	2,421	10,228	257	1,334	64	770
South Indian	85	1,102	337	4,026	29	300
3' 3½" gauge.						
Assam-Bengal	3	43	1	10	...	2
Bengal and North-Western	3,336	73,725	104	640	2	16
Bengal Doars ... ..	...	...	...	...	...	...
Bhavnagar State	709	6,506	...	1	...	...
Bombay, Baroda and Central India	17,386	3,08,608	103	2,172	25	787
Burma	45	455	15	415	37	450
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal-Forbandar State	915	3,178	...	3	...	...
Jamnagar	329	1,038	3	7	1	3
Jodhpur-Bikaner	5,235	53,244	4	21	2	17
Junagad State	78	475	...	2	...	...
Morvi	1,066	7,013	...	...	...	...
Mysore-Arsikere	1	7	...	...	...	...
Nizam's Guaranteed State	114	1,499	17	359	9	48
Rohilkund and Kumaon	395	3,821	7	52	...	...
Udaipur-Chitorgarh	167	1,256	...	...	...	...
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6") ... ..	...	2	7	42	...	...
Shabdara (Delhi)-Saharanpur Light (2' 6")	35	166	...	...	...	...
Darjeeling Himalayan (2' 0")	5,224	20,854	2	56	...	...
Other 2' 6" & 2' 0" gauge lines	355	633	...	1	...	...
Total 1917-18	97,661	17,96,050	2,553	45,838	858	19,145
Total 1916-17	90,677	17,67,412	2,737	55,002	775	17,868
Increase	6,984	28,638	...	...	83	1,579
Decrease ... ..	...	...	184	9,144	...	...

DIX 12—contd.

earnings therefrom during the financial year 1917-18.

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

						XXXIV.	
tured.				TOTAL.		All other articles of merchandise.	
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	89	1,641	296	6,902	288,467	15,76,879
134	3,773	47	948	12,037	2,37,864	398,524	28,44,136
...	...	255	2,219	3,325	13,330	184,347	5,65,965
576	18,602	1,343	24,151	10,879	1,59,893	510,698	32,36,208
201	8,854	1,537	22,997	5,157	1,27,052	494,344	41,44,655
42	872	1,354	19,380	3,247	70,405	342,887	19,16,328
304	3,372	...	...	1,163	19,215	12,527	63,447
941	11,368	2,616	27,610	35,487	8,57,997	832,778	62,52,866
759	8,230	222	2,025	3,723	22,587	198,086	6,89,566
63	818	101	2,351	615	8,592	402,631	25,50,591
11	273	37	434	52	762	23,851	1,45,593
168	2,219	36	262	3,666	76,862	108,483	4,47,556
...	...	...	...	...	...	8,833	28,294
...	...	...	1	709	6,508	11,084	38,580
394	9,380	49	1,206	17,957	3,22,153	230,947	11,75,524
4	36	13	48	114	1,404	213,432	11,54,935
...	...	...	...	...	...	63,198	1,12,420
2	10	46	63	963	3,274	12,414	28,963
...	...	...	...	383	1,048	3,964	6,915
...	7	116	1,040	5,357	54,329	50,196	3,98,211
...	...	...	2	78	479	8,583	21,394
...	...	2	13	1,068	7,026	4,067	13,835
2	18	2	8	5	31	357	1,851
126	1,036	...	3	266	2,945	6,161	54,736
1	14	101	681	504	4,571	118,072	3,00,938
2	27	...	...	169	1,283	713	2,761
...	1	110	450	117	495	4,539	11,675
...	2	8	30	43	198	6,038	16,692
1	25	1	8	5,228	29,943	6,663	60,313
1	1	4	10	360	645	281,258	4,77,391
3,753	68,929	8,094	1,07,601	112,918	20,37,883	4,823,146	2,77,49,918
3,610	62,631	8,506	1,39,099	106,335	20,42,010	5,098,949	2,63,46,989
112	6,298	...	...	6,583	...	...	11,02,929
...	...	412	21,498	...	4,127	275,553	...

Principal commodities carried by railways and the

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

Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	281	282	283	284	285	286	287
	Tons.	Rs.	Tons.||	Rs.	Tons.¶	Rs.
5' 6" gauge.						
Bengal-Nagpur	7,009,872	8,63,03,366	189	3,691	13,829	98,077
Bombay, Baroda and Central India	3,469,372	2,74,13,663	630	14,596	17,402	3,22,252
Eastern Bengal	4,004,188	1,47,88,647	223	4,173	6,456	35,972
East Indian	14,905,764	7,32,03,690	1,969	44,476	15,524	3,40,150
Great Indian Peninsula	7,042,051	6,51,71,068	2,042	56,211	14,528	1,78,706
Madras and Southern Mahratta	3,998,110	3,05,94,658	1,060	31,301	4,920	57,782
Nizam's Guaranteed State	1,086,881	49,09,343	165	2,043	56	499
North Western	7,498,627	6,66,21,535	6,980	1,37,540	15,973	1,91,335
Oudh and Rohilkhand	2,658,388	119,71,017	3,736	76,679	6,105	66,210
South Indian	2,774,968	1,63,59,674	187	1,861	3,893	26,858
3' 3½" gauge.						
Assam-Bengal	613,093	†32,92,217	60	829	748	5,147
Bengal and North-Western	2,118,745	†1,02,33,747	311	—883	4,871	53,315
Bengal Dooars	171,522	12,23,029	1	7	5	61
Bhavnagar State	287,322	8,22,816	43	579	706	6,332
Bombay, Baroda and Central India	2,911,240	§1,94,17,514	1,188	19,488	15,090	1,76,509
Burma	2,275,154	1,36,67,034	725	23,483	5,655	1,23,978
Dibru-Sadiya	721,202	12,06,033	...	...	2,728	954
Gondal-Forbandar State	*306,499	6,84,883	122	823	1,279	3,315
Jamnagar	37,147	96,106	14	139	172	332
Jodhpur-Bikaner	1,284,454	55,25,665	256	2,495	3,144	22,188
Junagad State	146,775	2,95,213	7	89	193	1,393
Morvi	96,531	2,96,206	103	963	284	1,764
Mysore-Arsikere	6,254	20,666	...	...	...	...
Nizam's Guaranteed State	285,552	19,50,943	113	1,488	102	2,528
Rohilkhand and Kumaon	638,533	21,97,143	21	231	135	1,293
Udaipur-Chitorgarh	20,879	82,949	43	399	32	333
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	86,256	3,58,132	...	...	...	...
Shabdara (Delhi)-Saharanpur	120,587	3,22,089	...	...	...	...
Light (2' 6")	92,776	7,75,574	...	...	121	875
Darjeeling Himalayan (2' 0")	772,693	14,66,879	...	7	8	130
Other 2' 6" & 2' 0" gauges lines ... ..	...	...	...	...	...	...
Total 1917-18	67,421,415	41,13,61,309	20,145	4,22,913	1,33,961	17,17,308
Total 1916-17	67,520,451	38,38,63,959	21,348	5,76,783	164,401	18,94,544
Increase ... ..	...	2,74,97,350	...	...	...	...
Decrease	99,036	...	1,203	1,52,870	30,440	1,77,236

*Excluding 42,196 tons on account of interchange of traffic.

†Excluding Rs. 38,510 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡Excluding Rs. 4,54,425 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3' 3½" gauge link) railway are included throughout with the Bengal and North-Western railway.

§Excluding Rs. 10,000 on account of excess credited to Ahmedabad-Parantij railway from January 1912 to June 1915.

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earnings therefrom during the financial year 1917-18.

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

XXXV.

ANIMALS.					
(3) Sheep, etc.		(4) Elephants.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
288	289	290	291	292	293
Tons. †	Rs.	Tons. †	Rs.	Tons †	Rs.
3,646	50,056	11	129	17,626	1,52,153
19,236	4,41,954	...	...	37,268	7,78,802
709	6,888	5	1,321	7,398	48,354
8,827	2,47,812	13	1,003	26,138	6,33,441
10,037	1,84,595	81	505	26,688	4,20,017
9,408	1,22,893	53	418	15,441	2,12,394
16	194	...	...	237	2,741
898	12,580	5	99	23,856	3,41,554
1,242	16,872	...	...	11,083	1,59,761
10,100	69,060	80	628	14,160	97,435
229	2,930	63	121	1,100	**8,992
520	6,709	...	...	5,702	59,141
...	...	...	...	6	68
55	828	...	...	804	7,729
12,675	1,91,776	...	...	28,953	3,87,773
3,094	1,01,631	...	...	9,474	2,49,092
...	...	...	...	2,728	954
28	194	...	...	†1,173	4,332
4	26	...	...	190	497
157	1,218	...	...	3,557	25,901
46	380	...	...	251	1,862
115	2,522	...	...	504	5,249
...
177	3,571	...	...	392	7,587
7	175	...	...	163	1,699
26	73	...	...	101	805
...
...
7	136	...	...	128	1,011
15	67	...	...	20	204
81,074	14,65,140	311	4,222	235,235	36,09,548
88,671	15,19,904	284	7,583	274,628	30,98,752
...	...	27	3,361	39,393	3,89,204
7,597	54,764	...	...	...	...

† Live-stock has been converted into tons as:—

A head of cattle, or a pony or horse ... = 0.25 ton.
 A sheep, goat, etc. ... = 0.25 ton.
 An elephant ... = 2.50 tons.

† Excluding 255 tons on account of interchange of traffic.

** Excluding Rs. 35 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	DESCRIPTION OF RAILWAY					
	1	2	3	4		
				Total length of the under		
Railway system.	Gauge of railway.	Mean mileage worked.	Number of stations.	(a) $\frac{1}{10}$ and less.	(b) $\frac{1}{10}$ to $\frac{1}{5}$.	(c) $\frac{1}{10}$ to 100.
		Miles.	No.	Miles.	Miles.	Miles.
5' 6" GAUGE.						
Bengal-Nagpur	5' 6"	1996.97	321	...	0.55	119.84
Bombay, Baroda and Central India	5' 6"	1345.66	217	...	1.32	0.81
Eastern Bengal	5' 6"	616.49	176	...	...	...
East Indian	5' 6"	2874.88	505	6.05	18.62	49.88
Great Indian Peninsula	5' 6"	3174.56	495	19.31	2.82	72.30
Madras and Southern Mahratta	5' 6"	1071.94	213	...	13.60	34.42
Nizam's Guaranteed State*	5' 6"	354.70	50	...	...	79.19
North Western	5' 6"	5034.03	851	86.66	110.77	221.63
Oudh and Rohilkhand	5' 6"	156.11	285	...	9.30	6.41
South Indian	5' 6"	581.15	88	...	8.12	28.58
3' 3½" GAUGE.						
Assam-Bengal	3' 3½"	939.39	204	10.05	35.67	28.45
Bengal and North-Western	3' 3½"	2052.79	370	...	0.15	0.49
Bhavnagar State	3' 3½"	249.02	41	...	0.29	1.92
Bombay, Baroda and Central India	3' 3½"	2277.22	326	3.40	0.23	18.75
Burma	3' 3½"	1598.46	317	92.97	44.22	54.60
Eastern Bengal	3' 3½"	1101.59	206	0.34	0.52	4.69
Gondal-Forbandar State	3' 3½"	231.44	39	...	...	3.82
Hingoli Branch and Hyderabad-Godavari Valley	3' 3½"	441.44	76	...	...	...
Jamnagar	3' 3½"	54.22	7	...	...	0.17
Jodhpur-Bikaner	3' 3½"	1330.32	171	...	...	...
Junagad State	3' 3½"	120.90	18	...	...	2.54
Madras and Southern Mahratta	3' 3½"	2089.92	325	16.25	31.33	692.23
Nilgiri	3' 3½"	28.96	12	23.52	1.60	0.34
Rohilkund and Kumaon	3' 3½"	574.24	97	...	6.41	8.69
Secunderabad-Gadwal	3' 3½"	103.30	20	...	...	...
Shoranur-Cochin	3' 3½"	64.75	16	...	13.86	8.88
South Indian	3' 3½"	1,158.78	290	0.04	29.34	38.70
Udaipur-Chitorgarh	3' 3½"	68.72	11	...	...	1.10
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	2' 6"	626.26	27	...	34.65	90.77
Jacobabad-Kashmor	2' 6"	76.70	7	...	...	...
Kalka-Simla	2' 6"	59.92	21	10.01	3.97	16.58
Kohat-Thal and Nowshera-Durgai	2' 6"	102.15	22	...	...	29.14
Momappur-Hosur	2' 6"	73.40	10	...	24.65	7.36
Purulia-Banchi	2' 6"	115.30	19	...	9.57	31.84
Raipur-Dhamtari	2' 6"	56.94	14	0.51	...	...
Tirupattur-Krishnagiri	2' 6"	25.38	5	...	7.97	2.45
Trans Indus (Kalabagh-Bannu)	2' 6"	135.38	19	0.36	0.08	17.49
2' 0" GAUGE.						
Pipar-Bilara Light	2' 0"	25.25	4	...	...	0.68

DIX 13.

during each half of the financial year 1917-18.

prepare these statistics.]

		5		6		7		8		9		10	
WORKED.		Steepest gradient worked.		FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)					
noted gradients.		(a) Length.	(b) Inclination.	Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.	
(d) $\frac{100}{\text{to}}$	(e) $\frac{100}{\text{to}}$	Miles.		Per cent.		Per cent.		Rs.		Rs.		Rs.	
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
624.65	150.47	0.55	1/80	3.85	4.20	3.85	4.20	1,85,006	1,85,693	513	563	296	250
262.13	97.41	1.32	1/80	5.15	4.81	...	...	1,97,753	1,98,366	634	691	284	313
...	7.69	3.72	1/800	1.71	1.87	...	...	3,63,824	3,61,110	620	682	360	309
219.16	172.67	0.15	1/50	5.17	5.39	...	...	2,63,990	2,67,585	788	844	272	298
809.62	279.52	5.99	1/37	3.56	3.97	...	...	2,20,658	2,21,764	613	732	310	303
186.34	113.28	0.80	1/60	4.82	4.81	*4.41	*4.27	1,73,027	1,75,828	599	606	270	272
110.99	18.22	2.52	1/100	3.83	3.31	†3.38	†2.35	1,56,219	1,53,020	405	435	170	212
212.53	135.25	6.54	1/25	4.49	3.66	...	...	1,77,693	1,85,785	508	508	198	244
19.15	22.56	2.25	1/75	4.32	3.88	...	...	1,31,797	1,32,811	343	313	121	142
113.01	46.84	1.09	1/62	4.54	4.42	...	...	1,57,437	1,57,363	469	475	186	201
117.21	34.54	10.05	1/37	0.53	0.69	...	...	1,74,385	1,74,040	152	161	111	117
4.13	7.77	0.15	1/89	3.26	3.57	...	...	64,182	63,942	189	214	79	89
67.18	27.57	0.96	1/100	4.33	3.81	...	...	53,436	53,460	152	142	62	61
380.74	230.11	12.48	1/40	5.05	5.61	...	...	80,068	80,623	299	326	137	147
159.70	144.45	9.81	1/25	2.15	3.15	...	...	1,30,377	1,30,515	268	325	155	161
48.63	43.18	0.82	1/180	2.32	2.77	...	...	1,19,776	1,20,637	243	272	133	139
75.82	35.37	3.82	1/100	3.76	3.62	...	...	47,523	47,830	143	150	71	79
250.00	15.31	26.47	1/133	2.44	2.41	2.43	2.42	80,104	80,789	160	198	91	129
9.54	6.88	0.19	1/100	4.56	2.74	...	...	46,890	46,890	136	129	58	82
266.33	120.26	1.17	1/130	7.27	7.13	...	...	28,174	28,257	143	197	61	58
30.43	15.20	2.54	1/100	-0.69	3.32	...	...	52,216	52,083	127	132	141	63
336.16	117.53	16.25	1/40	3.60	3.32	*4.41	*4.27	81,457	81,535	221	211	107	108
0.18	...	0.29	1/12	2.73	1.28	...	...	2,82,048	2,82,295	634	566	330	424
14.61	29.20	3.31	1/70	3.38	4.11	...	...	63,115	62,903	155	173	73	72
68.34	2.41	3.47	1/33	0.34	0.30	...	...	69,932	72,769	66	76	55	67
7.63	2.88	0.84	1/80	3.50	3.42	...	...	1,09,130	1,09,171	251	276	100	127
185.38	82.59	6.04	1/50	6.17	5.00	...	...	1,04,558	1,05,369	412	492	175	173
30.75	6.28	0.46	1/100	3.10	2.65	...	...	33,975	33,945	83	72	43	88
127.95	33.29	0.08	1/73	0.83	0.72	0.83	0.71	63,979	64,071	71	83	50	65
2.41	0.51	2.41	1/50	1.94	0.69	...	...	29,403	28,485	40	27	18	20
5.67	...	28.01	1/33	2.36	1.81	...	...	8,30,057	8,30,215	529	507	229	277
31.81	18.21	0.39	1/82	0.72	0.63	...	...	67,582	67,825	86	92	67	76
15.63	2.15	2.39	1/67	0.11	-0.07	...	...	40,276	40,299	45	49	44	50
33.69	5.59	9.57	1/80	1.58	1.96	1.58	1.96	68,885	63,967	87	98	48	50
17.83	2.55	0.51	1/50	1.79	1.97	1.79	1.97	28,247	26,255	51	47	32	27
4.10	0.25	0.57	1/67	1.09	1.30	...	...	42,530	42,530	61	78	43	57
13.71	6.12	0.38	1/50	-0.69	-0.07	...	...	68,841	71,807	67	97	92	105
0.97	3.30	0.68	1/100	0.93	0.52	...	...	11,491	11,491	16	15	11	13

* For both 5' 6" and 3' 3 1/2" gauges.
† For Nizam's Guaranteed State railways only.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	11	12	13		
	OUTLAY, EARNINGS AND EXPENSES					
	Total earnings per train-mile.	Total working expenses per train-mile.		Net earnings per train-mile.		
	Rs.	Rs.		Rs.		
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	4.96	5.57	2.19	2.48	2.77	3.09
Bombay, Baroda and Central India	6.47	6.54	2.67	2.96	3.80	3.58
Eastern Bengal	5.21	5.73	3.03	3.35	2.18	2.38
East Indian	4.56	4.96	1.57	1.75	2.99	3.21
Great Indian Peninsula	4.61	5.20	2.44	2.79	2.17	2.41
Madras and Southern Mahratta	6.09	6.42	2.74	2.88	3.35	3.54
Nizam's Guaranteed State	5.79	6.12	2.43	3.12	3.36	3.00
North Western	6.23	5.88	2.40	2.82	3.82	3.06
Oudh and Rohilkhand	5.78	5.54	2.04	2.30	3.74	3.24
South Indian	5.61	5.79	2.23	2.46	3.38	3.33
3' 3½" GAUGE.						
Assam-Bengal	3.97	3.96	2.31	2.87	1.06	1.09
Bengal and North-Western	3.66	4.14	1.53	1.71	2.13	2.43
Bhavnagar State	4.32	4.05	1.74	1.75	2.58	2.30
Bombay, Baroda and Central India	4.40	4.43	2.01	1.99	2.39	2.44
Burma	4.27	5.03	2.43	2.49	1.79	2.54
Eastern Bengal	3.93	4.60	2.15	2.35	1.78	2.25
Gondal-Forbandar State	3.58	3.77	1.78	1.98	1.80	1.79
Hingoli Branch and Hyderabad-Godavari Valley	3.69	4.47	2.10	2.92	1.59	1.55
Jamnagar	4.94	4.71	2.11	2.99	2.83	1.72
Jodhpur-Bikaner	3.61	4.12	1.53	1.73	2.08	2.39
Junagad State	3.95	3.97	4.39	1.87	—0.44	2.10
Madras and Southern Mahratta	3.41	3.45	1.65	1.73	1.76	1.72
Nilgiri	8.70	8.16	4.53	6.11	4.17	2.05
Rohilkund and Kumaon	4.40	4.99	2.07	2.09	2.34	2.90
Secunderabad-Gadwal	3.04	3.63	2.56	3.18	0.48	0.45
Shoranur-Cochin	3.55	3.38	1.42	1.56	2.13	1.82
South Indian	4.61	4.53	1.82	2.00	2.79	2.53
Udaipur-Chitorgarh	3.43	2.04	1.78	1.39	1.64	1.24
2' 6" GAUGE.						
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	2.24	2.54	1.59	2.00	0.65	0.54
Jacobabad-Kashmor	2.57	1.95	1.16	1.41	1.41	0.54
Kalka-Simla	6.57	5.73	2.85	3.13	3.72	2.60
Kohat-Thal and Nowshera-Durgai	1.79	2.14	1.40	1.76	0.39	0.38
Morappur-Hosur	1.41	1.48	1.36	1.51	0.05	—0.63
Purulia-Ranchi	2.26	3.24	1.25	1.65	1.01	1.59
Raipur-Dhamtari	2.60	2.57	1.67	1.48	0.93	1.09
Tirupattur-Krishnagiri	2.12	2.73	1.49	1.98	0.63	0.75
Trans Indus (Kalabagh-Bannu)	1.63	2.62	2.22	2.85	—0.59	—0.23
2' 0" GAUGE.						
Pipar-Bilara Light	1.27	1.41	0.93	1.20	0.34	0.21

DIX 13—continued.

during each half of the financial year 1917-18.

Prepare these statistics.]

14		15		16		17		18		19		20	
(Exclusive of Steam-boat Service)—concl'd.								Division of expenditure between coaching and goods traffic.					
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—			
										Coaching (in thousands of rupees).		Goods (in thousands of rupees).	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3.70	4.25	44.17	44.45	42.92	42.29	45.14	45.08	1,02.85	1,18.32	18.48	21.67	84.37	96.65
4.60	5.22	41.23	45.28	39.34	43.40	41.23	45.28	93.60	1,05.25	23.56	32.26	64.04	72.99
6.70	6.98	58.10	58.51	58.74	58.36	58.10	58.51	55.90	61.63	24.58	26.67	31.32	34.96
2.40	2.74	34.50	35.24	32.89	33.42	34.47	35.25	1,96.38	2,14.62	37.13	42.00	1,59.26	1,72.61
5.02	5.44	52.92	53.65	49.96	51.20	52.92	53.65	2,73.99	3,14.36	83.01	87.70	1,50.93	2,26.86
4.20	5.15	45.00	44.81	43.51	43.30	45.00	44.84	72.91	70.92	25.82	24.43	47.09	46.44
5.14	6.36	42.00	50.94	41.95	51.01	42.00	50.94	13.58	17.62	4.13	5.16	9.45	12.46
3.95	4.93	38.64	48.00	36.20	46.09	38.66	48.00	2,44.21	2,87.18	69.04	86.61	1,75.17	2,00.57
3.38	4.05	35.22	41.50	33.40	39.91	35.22	41.50	44.56	52.24	13.61	15.67	30.95	36.57
4.59	5.14	39.71	42.44	38.85	41.59	39.71	42.44	16.94	18.52	7.02	7.93	9.93	10.94
10.35	11.14	73.43	72.55	72.70	71.91	75.13	73.43	23.80	27.65	9.30	10.87	14.50	16.78
5.75	6.01	41.96	41.31	40.62	40.14	43.41	43.88	42.76	43.67	18.70	19.63	24.06	27.04
8.51	8.28	40.37	43.30	40.13	43.08	40.37	43.30	3.74	3.64	2.03	1.89	1.66	1.75
6.78	6.45	45.76	44.92	44.62	44.41	45.76	44.92	77.26	81.00	29.23	25.68	43.03	53.31
7.97	7.58	57.99	49.41	56.86	48.69	58.52	49.87	62.27	64.01	22.81	21.52	39.46	42.19
7.27	7.60	54.74	51.18	52.91	49.30	56.28	52.75	36.96	38.14	17.60	18.13	19.36	20.91
9.32	10.12	49.69	52.54	48.91	51.97	49.69	52.54	4.09	4.45	2.16	2.37	1.93	2.03
8.54	10.84	56.91	65.30	54.03	64.11	56.91	65.30	9.52	13.63	5.34	6.89	4.18	6.80
12.18	16.69	42.78	63.43	42.77	63.34	42.78	63.43	.76	1.08	.56	.73	.20	.35
5.07	5.84	42.48	42.07	41.38	41.40	42.48	42.07	20.05	18.98	5.31	5.57	14.74	13.41
24.04	10.21	111.12	47.25	111.20	46.78	111.12	47.25	4.39	1.91	2.34	.94	205	97
7.24	7.42	49.31	50.16	46.16	49.19	48.31	50.16	56.95	56.23	21.23	21.87	35.73	34.36
46.57	64.22	52.08	74.62	51.26	74.23	52.08	74.23	2.45	3.16	1.35	1.73	1.10	1.44
7.94	7.63	46.71	41.85	45.82	41.12	46.05	41.49	10.46	10.50	4.62	4.18	5.84	6.32
15.06	17.45	84.39	87.72	83.14	87.20	84.39	87.72	1.44	1.74	.91	1.04	.53	.71
6.59	7.92	39.91	46.12	39.77	45.94	41.16	47.64	1.64	2.11	.63	.80	.98	1.31
6.53	7.19	39.57	44.23	38.40	43.16	41.06	46.14	49.13	51.15	20.65	21.06	28.48	30.03
9.54	8.17	53.06	52.98	51.93	52.87	52.06	52.98	78	64	57	43	16	16
7.68	10.51	71.14	73.70	70.29	73.01	71.14	73.70	8.13	10.57	3.89	4.78	4.24	5.73
9.07	12.21	45.00	72.35	45.00	72.35	45.00	72.35	.34	.39	.16	.21	.18	.15
29.04	32.21	43.38	54.80	43.24	54.50	43.38	54.69	3.46	4.21	1.69	1.97	1.78	2.24
16.46	20.47	78.15	82.29	77.88	82.25	78.15	82.29	1.75	1.99	1.06	1.23	.69	.71
13.19	15.35	96.25	102.22	96.23	102.23	96.25	102.23	.83	.95	.61	.71	.22	.24
6.78	8.88	55.19	50.96	55.16	50.44	55.19	50.96	1.42	1.49	.94	.91	.49	.58
13.81	13.32	64.21	57.60	63.24	57.55	64.21	57.60	.43	.40	.15	.15	.33	.25
13.61	19.10	70.36	72.36	70.30	72.34	70.36	72.36	.28	.37	.19	.27	.9	.70
16.37	19.85	136.74	103.65	137.44	108.81	124.75	104.32	9.17	3.66	1.35	1.73	1.62	1.93
26.93	35.55	78.47	84.70	73.47	81.69	73.47	84.70	7	8	2	3	5	5

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	21		22		23	
		COACHING					
		GROSS RECEIPTS AND TRAIN-MILEAGE.					
		Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands).		Average coaching receipts per train-mile.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.							
Bengal-Nagpur		66.29	79.28	1,497	1,488	4.43	5.33
Bombay, Baroda and Central India		89.68	91.36	1,718	1,688	5.24	5.41
Eastern Bengal		42.13	47.59	1,181	1,191	3.57	3.99
East Indian		1,83.72	2,08.23	4,045	4,017	4.67	5.18
Great Indian Peninsula		1,91.65	2,02.30	4,705	4,581	4.07	4.41
Madras and Southern Mahratta		67.37	65.77	1,267	1,233	5.32	5.34
Nizam's Guaranteed State		9.71	9.90	272	267	3.58	3.71
North Western		2,56.65	2,86.24	4,925	5,355	5.15	5.35
Oudh and Rohilkhand		65.76	69.23	1,068	1,082	6.16	6.39
South Indian		21.71	21.93	464	474	4.68	4.63
3' 3 1/2" GAUGE.							
Assam-Bengal		14.85	20.48	394	460	3.77	4.45
Bengal and North-Western		53.32	55.73	1,404	1,409	3.80	3.96
Bhavnagar State.		5.49	4.55	158	155	3.48	2.93
Bombay, Baroda and Central India		80.64	74.91	1,730	1,643	4.66	4.56
Burma		46.23	50.54	1,134	1,102	4.08	4.59
Eastern Bengal		37.51	42.42	1,111	991	3.38	4.32
Gondal-Forbandar State		5.14	4.86	188	142	3.72	3.42
Hingoli Branch and Hyderabad-Godavari Valley		9.67	10.07	329	328	2.94	3.07
Jamnagar		1.86	1.25	80	27	4.52	4.60
Jodhpur-Bikaner		19.71	18.08	504	458	3.91	3.95
Junagad State		2.52	2.32	56	53	4.53	4.35
Madras and Southern Mahratta		49.76	48.53	1,394	1,407	3.57	3.45
Nilgiri		2.74	2.40	28	27	9.88	9.03
Rohilkhand and Kumaon		10.70	10.03	252	248	4.25	4.05
Secunderabad-Gadwal		89	101	41	40	2.17	2.51
Shoranur-Cochin		2.15	2.27	57	59	3.76	3.84
South Indian		74.22	65.53	1,396	1,321	5.82	4.96
Udaipur-Chitorgarh		1.03	75	33	37	3.12	2.05
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Obhindwara Extensions.		5.68	5.88	281	271	2.02	2.17
Jacobabad-Kashmer		48	40	18	19	2.63	2.04
Kalka-Simla		5.57	4.57	64	64	8.67	7.18
Kohat-Thal and Nowshera-Durgai		1.61	1.83	73	75	2.19	2.42
Morappur-Hosur		62	58	45	47	1.38	1.24
Purnia-Banchi		1.64	1.89	76	56	2.16	3.41
Baipur-Dhantari		41	38	12	13	3.49	2.84
Tirupattur-Krishnagiri		28	28	13	14	2.24	2.03
Trans-Indus (Kalabagh-Banna).		1.64	2.36	73	62	2.26	3.83
2' 0" GAUGE.							
Pipar-Bilara Light		6	5	5	5	1.12	1.18

DIX 13—continued
 during each half of the financial year 1917-18.
 [prepare these statistics.]

24	25	26	27	28	29	30
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TRAFFIC.

UNITS AND UNIT-MILEAGE.														Average sum received for carrying a unit one mile.	
Number of units carried one mile (in thousands).												1st class. Pcs.			
1st class. Unit-miles.		2nd class. Unit-miles.		3rd or intermediate class. Unit-miles.		4th or lowest class. Unit-miles.		Total passenger unit-mileage. Unit-miles.		Other coaching traffic. Ton-miles.					
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
2,730	3,997	9,022	9,824	11,879	14,371	317,602	354,237	341,323	382,429	5,672	7,025	15.40	15.83		
3,296	3,465	17,825	15,959	42,745	56,155	442,039	374,551	506,005	450,110	11,453	12,223	12.37	16.28		
1,613	1,697	4,019	4,205	9,566	9,546	221,659	234,472	236,557	210,920	2,201	2,829	17.18	17.31		
6,149	8,313	20,171	28,565	41,622	48,908	919,459	917,765	987,401	1,003,571	18,004	22,037	16.06	16.32		
10,181	13,727	55,385	42,585	14,966	17,210	817,846	771,769	898,278	845,321	26,860	29,544	16.18	16.93		
2,690	3,826	10,043	10,364	4,139	5,641	362,590	335,613	379,662	355,344	6,903	6,911	15.21	15.94		
417	540	3,044	2,570	15,928	17,566	33,081	30,823	52,470	51,499	1,019	1,131	14.10	14.93		
8,404	11,140	36,213	37,341	72,071	61,430	1,315,091	1,180,105	1,431,779	1,290,019	26,900	42,518	12.73	14.87		
2,602	2,198	7,782	7,877	25,025	23,654	314,439	310,553	349,248	344,082	3,787	4,783	17.29	17.43		
1,198	1,068	4,749	3,838	...	...	117,197	117,777	123,144	122,683	1,795	2,146	13.35	15.35
432	598	721	1,084	3,385	2,934	78,424	102,045	83,012	108,661	618	1,002	17.15	18.78		
431	545	2,249	2,336	7,142	5,609	464,492	474,876	474,305	483,166	1,426	1,687	13.69	17.19		
58	54	699	619	...	...	30,820	24,886	31,586	25,559	162	169	12.00	12.00
1,154	1,420	6,500	6,399	13,562	15,608	552,115	457,737	573,331	481,164	5,919	6,566	15.59	16.93		
1,992	2,228	5,483	5,833	...	...	243,433	266,255	250,858	274,316	2,112	2,160	19.17	18.63
945	1,036	2,623	2,892	6,201	5,491	198,702	212,725	208,471	222,144	2,315	2,774	16.81	17.62		
65	58	871	931	...	...	27,892	25,303	26,628	26,352	121	158	17.90	17.72
260	359	1,819	1,854	...	...	62,989	61,532	65,068	63,745	488	661	13.94	14.62
18	15	161	179	...	...	5,875	5,300	6,051	5,194	67	48	18.00	18.00
356	678	1,800	2,086	4,621	4,537	151,812	112,176	159,568	119,477	1,101	1,291	15.06	19.10		
23	26	451	558	...	...	14,288	12,598	14,762	18,182	52	62	12.00	12.00
1,518	1,735	6,604	6,422	1,576	1,752	301,630	282,213	311,323	292,122	2,801	2,774	16.30	16.29		
553	855	...	...	...	...	3,019	3,570	3,602	3,925	63	59	20.94	28.79
308	205	780	594	589	750	76,102	48,352	78,059	49,891	358	360	29.02	25.30		
15	21	138	150	...	...	6,411	6,865	6,564	7,936	10	25	17.97	17.52
85	88	422	366	...	...	13,512	14,063	14,019	14,517	58	76	12.99	13.81
1,697	1,767	11,616	10,711	...	...	484,584	404,586	497,897	417,064	2,556	2,722	13.52	15.79
41	16	47	52	28	15	9,019	4,935	9,105	5,018	31	38	15.28	16.06		
62	66	256	240	497	426	32,593	32,686	33,303	33,418	197	217	21.10	20.83		
1	1	16	14	81	56	2,017	1,365	2,115	1,456	9	14	23.41	26.99		
531	279	553	441	391	263	2,967	2,867	4,442	3,850	151	134	49.96	50.50		
36	44	150	124	262	165	9,814	8,856	10,232	9,219	52	139	14.89	15.32		
16	17	...	...	...	...	4,605	4,117	4,621	4,134	10	11	12.32	12.48
71	73	142	179	232	325	8,231	10,028	8,736	10,605	72	90	20.20	20.15		
3	2	19	14	57	47	2,313	2,139	2,392	2,202	10	11	22.91	23.08		
5	6	...	...	...	...	2,091	2,005	2,096	2,011	6	7	12.12	12.58
66	66	201	124	178	201	7,578	8,626	8,023	9,917	267	431	11.39	15.77		
...	...	2	2	...	...	356	351	356	353	2	3	18.00	18.94

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	31	32	33		
	COACHING					
	UNITS AND UNIT					
	Average sum received for carrying					
	2nd class.	3rd or intermediate class.		4th or lowest class.		
Pies.	Pies.		Pies.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.						
Bengal-Nagpur	6'23	7'27	4'09	4'33	2'87	2'97
Bombay, Baroda and Central India	5'74	8'33	3'23	3'13	2'53	2'78
Eastern Bengal	8'08	8'47	4'26	4'44	2'77	2'95
East Indian	7'25	7'56	4'09	4'23	2'85	2'96
Great Indian Peninsula	4'86	6'49	4'50	4'40	2'87	2'94
Madras and Southern Mahratta	6'74	7'02	4'26	4'20	2'54	2'58
Nizam's Guaranteed State	5'76	6'78	2'99	2'98	2'49	2'49
North Western	5'09	5'69	3'85	4'50	2'68	3'00
Oudh and Rohilkhand	6'47	7'19	4'16	4'54	2'93	3'02
South Indian	6'04	7'42	...	...	2'65	2'59
3' 3 1/2" GAUGE.						
Assam-Bengal	9'26	9'63	2'57	3'94	3'00	3'11
Bengal and North-Western	6'90	7'66	3'48	4'46	1'93	1'99
Bhavnagar State	6'00	6'00	...	...	3'00	2'99
Bombay, Baroda and Central India	6'32	7'49	2'92	3'00	2'31	2'49
Burma	8'17	8'19	...	...	3'00	3'02
Eastern Bengal	7'34	7'79	4'31	4'51	2'83	3'01
Gondal-Porbandar State	6'29	6'84	...	...	3'07	3'07
Hingoli Branch and Hyderabad-Godavari Valley	6'34	6'73	...	...	2'40	2'44
Jamnagar	9'00	9'00	...	...	3'75	3'75
Jodhpur-Bikaner	7'11	9'35	3'63	4'70	1'99	2'19
Junagad State	6'00	5'99	...	...	3'00	2'99
Madras and Southern Mahratta	7'33	7'76	4'50	4'50	2'49	2'56
Nilgiri	...	...	...	...	6'16	4'53
Rohilkhand and Kumaon	12'39	11'28	4'45	4'81	2'14	3'25
Secunderabad-Gadwal	8'78	8'61	...	...	2'33	2'88
Shoranur-Cochin	6'13	6'54	...	...	2'57	2'58
South Indian	6'72	7'42	...	...	2'53	2'57
Udaipur-Chitorgarh	8'81	8'98	3'00	4'00	1'99	2'48
2' 6" GAUGE.						
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	9'98	10'90	4'49	4'50	2'92	3'00
Jacobabad-Kashmor	12'82	12'55	5'78	6'75	4'02	4'50
Kalka-Simla	23'49	23'57	16'03	15'96	10'50	10'50
Kohat-Thal and Nowshera-Durgai	6'57	6'96	3'89	4'50	2'68	3'00
Morappur-Hosur	9'88	9'81	4'41	4'48	2'41	2'51
Purnia-Ranchi	11'45	12'01	4'05	4'50	3'00	3'00
Raipur-Dhamtari	...	...	...	...	2'45	2'53
Tirupattur-Krishnagiri	8'73	5'78	3'90	4'50	2'68	3'00
Trans Indus (Kalabagh-Banna)	...	...	...	...	...	...
2' 0" GAUGE.						
Pipar-Bilar Light	9'02	8'78	...	...	2'92	2'63

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

34		35		36		37		38		39		40	
TRAFFIC—contd.													
MILEAGE—contd.													
a unit one mile—concl'd.				Average number of units in a train.									
Average for all classes.		Other coaching traffic per ton-mile.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Total passenger units.	
Pies.		Pies.		No.		No.		No.		No.		No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3.10	3.27	37.80	38.65	1.82	2.69	6.03	6.90	17.93	9.66	212.10	238.06	227.68	257.01
2.76	3.12	23.29	28.51	1.92	2.05	10.41	9.46	25.02	33.26	258.03	231.95	225.43	266.72
3.02	3.20	42.94	40.69	1.37	1.43	3.40	3.53	8.10	8.01	187.65	196.79	200.52	209.76
3.07	3.27	32.77	32.68	1.52	2.07	4.99	7.11	10.29	12.18	227.33	228.40	244.13	249.85
3.17	3.38	31.15	34.92	2.16	2.99	11.77	9.28	3.16	3.75	173.82	168.09	190.91	184.11
2.77	2.87	35.22	35.09	2.23	2.94	7.93	8.41	3.27	4.58	286.20	272.30	299.68	288.23
2.92	3.00	32.52	31.50	1.54	2.03	11.21	9.63	...	...	180.49	181.94	193.24	191.00
2.87	3.25	30.80	30.67	1.69	2.08	7.26	6.97	14.46	11.47	263.82	220.37	287.23	240.89
3.18	3.31	40.28	40.05	1.88	2.03	7.29	6.81	23.43	21.83	291.41	286.92	327.01	317.59
2.89	2.85	34.11	33.31	2.58	2.25	10.24	8.10	...	...	252.58	248.41	265.40	256.76
3.12	3.28	42.79	42.79	1.22	1.30	1.83	2.36	8.59	6.37	198.99	221.66	210.63	231.69
2.03	2.07	41.80	42.22	0.31	0.39	1.59	1.68	5.09	3.98	330.88	336.06	337.87	342.99
3.08	3.09	50.46	50.48	0.37	0.35	4.43	3.98	...	...	195.38	160.13	200.18	164.46
2.40	2.62	29.41	27.24	0.67	0.86	3.75	3.90	7.84	9.50	319.99	278.61	331.35	292.87
3.24	3.26	35.32	35.70	1.76	2.02	4.79	5.20	...	...	214.66	241.63	221.21	248.94
2.99	3.18	41.85	41.69	0.85	1.04	2.36	2.92	5.58	5.84	178.87	214.67	187.06	224.17
3.20	3.24	53.17	51.16	0.47	0.41	6.30	6.54	...	...	201.74	178.34	208.51	185.29
2.56	2.63	39.72	38.65	0.79	1.09	5.53	5.68	...	...	191.32	187.77	197.64	194.52
3.93	3.96	33.59	48.62	0.60	0.54	5.37	6.57	...	...	195.67	194.70	201.61	261.81
2.12	2.50	37.64	37.34	0.70	1.48	3.57	4.66	9.16	9.92	306.92	245.10	314.35	261.06
3.10	3.14	51.13	51.46	0.41	0.48	8.11	10.48	...	...	256.79	236.56	265.31	247.52
2.67	2.76	44.21	44.72	1.09	1.23	4.74	4.58	1.13	1.25	216.45	200.63	223.41	207.67
8.43	6.72	324.87	334.35	19.96	13.32	...	...	...	...	109.92	134.09	129.88	147.41
2.37	3.45	57.20	55.27	1.22	0.82	3.01	2.36	3.53	3.03	301.98	195.25	209.74	201.46
2.50	2.56	66.13	56.79	0.38	0.53	3.36	3.72	...	...	150.13	170.30	159.87	174.55
2.74	2.74	49.92	48.60	1.49	1.49	7.40	6.20	...	...	236.94	238.09	245.83	245.78
2.66	2.75	38.48	41.42	1.22	1.34	8.32	8.11	...	...	347.15	306.27	356.69	315.72
2.05	2.60	37.23	34.71	0.33	0.42	1.41	1.42	0.85	0.42	273.66	134.92	275.66	157.18
3.03	3.11	41.48	41.61	0.22	0.24	0.91	0.89	1.42	1.57	116.12	120.57	116.67	123.27
4.16	4.69	51.21	49.10	0.06	0.07	0.86	0.71	4.44	2.88	110.11	69.83	115.47	73.54
17.32	15.49	198.54	203.44	8.27	4.39	8.60	6.93	6.08	4.13	46.20	45.08	69.15	60.53
2.61	3.14	41.20	44.11	0.49	0.59	2.04	1.64	3.16	2.58	133.66	117.43	139.35	122.24
2.44	2.55	59.49	60.72	0.36	0.36	...	...	...	...	102.78	87.48	103.14	87.84
3.25	3.08	42.17	41.77	0.93	1.31	1.88	3.22	3.73	5.85	198.72	180.58	115.26	190.96
3.13	3.11	43.82	43.19	0.30	0.17	1.58	1.05	4.84	8.52	196.08	159.03	202.90	163.77
2.47	2.56	41.34	41.43	0.38	0.45	...	...	...	...	165.55	144.22	165.93	144.67
2.80	3.17	33.93	38.94	0.91	1.07	2.76	2.01	2.45	3.26	104.83	129.92	110.45	146.23
2.96	2.68	29.80	29.84	0.03	0.10	0.37	0.40	...	...	68.59	77.61	68.99	78.11

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	41	42	43			
		COACHING					
		UNITS AND UNIT MILEAGE— <i>concl.</i>		VEHICLES AND VEHICLE			
		Average number of units in a train— <i>concl.</i>		Number of coaching vehicles			
		Other coaching traffic.		1st class.		2nd class.	
	Tons.		Vehicle miles.		Vehicle miles.		
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur		3.79	4.72	2,078	2,346	1,759	1,904
Bombay, Baroda and Central India		6.69	7.23	1,963	2,058	4,055	4,025
Eastern Bengal		1.86	2.37	1,202	1,205	1,162	1,108
East Indian		4.45	5.49	4,422	4,509	7,659	8,276
Great Indian Peninsula		5.67	6.43	8,616	8,949	7,410	7,414
Madras and Southern Mahratta		5.45	5.61	1,476	1,570	2,003	1,946
Nizam's Guaranteed State		3.75	4.24	278	271	423	425
North Western		5.42	7.94	7,719	7,347	6,706	6,161
Oudh and Rohilkhand		3.55	4.42	1,452	1,399	1,464	1,394
South India		3.87	4.53	509	482	582	571
3' 3 1/2" GAUGE.							
Assam-Bengal		1.57	2.18	805	886	805	886
Bengal and North-Western		1.02	1.20	2,700	2,808	2,565	2,573
Bhavnagar State		1.03	1.09	192	185	255	240
Bombay, Baroda and Central India		3.42	4.00	2,111	2,139	2,156	2,163
Burma		1.86	1.96	1,923	1,991	1,913	1,954
Eastern Bengal		2.08	2.80	1,855	1,960	910	944
Gondal-Porbandar State		0.87	1.11	186	178	278	282
Hingoli Branch and Hyderabad-Godavari Valley		1.48	2.03	311	305	502	508
Jamnagar		2.23	1.75	51	50	52	51
Jodhpur-Bikaner.		2.18	2.82	716	783	707	746
Junagad State		0.93	1.16	82	79	115	123
Madras and Southern Mahratta		2.01	11.97	2,018	2,103	2,147	2,127
Nilgiri		2.47	2.22	56	49	...	...
Rohilkhand and Kumaon		1.42	1.49	417	391	363	349
Secunderabad Gadwal		0.25	0.62	57	57	66	52
Shoranur-Cochin		1.01	1.29	86	81	83	77
South Indian		1.83	2.08	1,579	1,560	2,241	2,175
Udaipur-Chitorgarh		0.94	1.04	30	33	27	32
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwars Extensions.		0.70	0.80	354	354	354	354
Jacobabad-Kashmor		0.48	0.94	14	15	14	14
Kalka-Simla		2.35	2.17	97	98	96	98
Kohat-Thal and Nowshera-Durgai		0.71	1.84	40	43	51	54
Morappur-Hosur		0.23	0.24	61	61	...	...
Parulha-Ranohi		0.95	1.61	114	91	117	99
Raipur-Dhamtari		0.81	0.84	16	16	16	16
Tirupattur-Krishnagiri		0.48	0.48	19	19	...	...
Trans Indus (Kalabugh-Bannu)		3.67	6.99	68	63	68	63
2' 0" GAUGE.							
Pigar-Bilara Light		0.27	0.57	4	3	3	3

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

44	45	46	47	48	49	50
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TRAFFIC—contd.

MILEAGE.

hailed one mile (in thousands).

Average number of vehicles in a coaching train.

3rd or intermediate class.		4th or lowest class.		Other vehicles.		Bullock-rans.		Total.		1st class.		2nd class.	
Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		No.		No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,250	2,254	13,508	13,449	2,246	2,233	1,754	1,753	23,595	23,939	1.39	1.58	1.18	1.23
...	...	19,368	17,878	4,196	4,017	3,678	3,691	33,280	31,669	1.14	1.23	2.37	2.30
2,408	2,547	9,196	9,830	3,280	2,805	1,125	1,124	18,373	18,619	1.02	1.01	0.98	0.93
9,556	9,884	38,914	36,920	9,040	9,778	3,617	3,541	73,208	73,908	1.09	1.12	1.89	2.06
983	981	40,706	37,980	8,925	10,581	5,991	5,846	72,631	71,751	1.83	1.95	1.58	1.63
509	466	12,463	11,583	3,002	3,047	1,465	1,587	20,918	20,199	1.16	1.27	1.58	1.58
...	...	1,775	1,820	263	309	468	467	3,202	3,292	1.01	1.03	1.55	1.50
7,427	8,019	45,217	45,042	9,492	8,545	6,961	6,564	83,522	81,678	1.55	1.37	1.35	1.15
2,491	2,394	11,755	10,777	2,001	2,103	1,700	1,826	20,863	19,893	1.36	1.29	1.37	1.29
...	...	4,097	4,127	797	760	416	420	6,401	6,360	1.10	1.02	1.25	1.20
764	1,046	4,874	5,115	940	884	399	415	8,587	9,232	2.04	1.93	2.04	1.93
2,648	2,678	28,172	28,329	610	670	3,891	3,817	40,436	40,875	1.92	1.99	1.83	1.83
...	...	1,759	1,634	50	63	283	343	2,639	2,465	1.82	1.19	1.61	1.54
...	...	31,531	28,369	2,346	2,144	4,827	4,669	42,971	39,484	1.22	1.30	1.25	1.82
...	...	19,226	18,649	1,914	1,944	1,819	1,794	26,795	26,532	1.70	1.81	1.69	1.77
2,315	2,915	11,400	10,773	3,150	3,502	1,406	1,271	21,036	21,365	1.67	1.98	0.82	0.95
...	...	1,472	1,505	104	113	308	324	2,548	2,402	1.34	1.25	3.01	1.98
...	...	2,928	2,910	165	242	428	417	4,334	4,384	0.95	0.93	1.52	1.55
...	...	322	319	12	14	75	69	512	503	1.71	1.64	1.72	1.88
710	697	6,251	5,863	657	708	521	528	9,582	8,825	1.42	1.71	1.40	1.63
...	...	679	652	13	21	152	150	1,046	1,025	1.47	1.49	2.07	2.31
165	168	18,933	18,990	1,936	2,143	1,653	1,538	26,852	27,069	1.45	1.50	1.54	1.51
...	...	119	103	70	62	1	...	246	214	2.03	1.84	...	...
207	203	4,074	3,943	177	177	670	601	5,908	5,654	1.06	1.53	1.44	1.41
...	...	419	468	8	7	55	38	605	611	1.89	1.41	1.60	1.29
...	...	688	696	43	52	120	120	1,020	1,026	1.51	1.37	1.46	1.31
...	...	20,991	19,119	3,052	3,016	137	132	28,000	26,002	1.18	1.18	1.60	1.65
73	24	448	411	7	8	47	95	632	603	0.89	0.90	0.82	0.87
390	315	4,408	4,341	557	641	283	263	6,286	6,298	1.26	1.31	1.26	1.31
98	29	272	286	5	3	19	19	352	366	0.77	0.74	0.77	0.74
43	42	222	270	193	173	46	36	697	722	1.51	1.55	1.42	1.54
44	41	720	648	20	34	123	91	998	911	0.55	0.58	0.69	0.72
...	...	562	567	82	88	30	38	735	748	1.37	1.30	...	...
131	106	1,044	854	173	176	50	37	1,629	1,263	1.56	1.64	1.54	1.78
19	18	128	139	13	13	11	13	203	214	1.38	1.19	1.38	1.19
...	...	174	175	25	25	9	9	227	228	1.51	1.37	...	...
77	84	834	768	128	87	83	49	1,208	1,114	0.93	1.01	0.93	1.08
...	...	44	36	...	...	...	...	51	42	0.68	0.50	0.68	0.69

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	51		52		53	
	COACHING					
	VEHICLES AND VEHICLE					
	Average number of vehicles in a coaching					
	3rd or intermediate class.		4th or lowest class.		Other vehicles.	
	No.		No.		No.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	1.50	1.51	9.02	9.04	1.50	1.59
Bombay, Baroda and Central India	...	...	11.31	10.59	2.45	2.38
Eastern Bengal	2.04	2.14	7.78	8.25	2.78	2.86
East Indian	2.36	2.46	9.62	9.19	2.24	2.44
Great Indian Peninsula	0.21	0.21	8.65	8.27	1.90	2.31
Madras and Southern Mahratta	0.41	0.38	9.84	9.40	2.37	2.47
Nizam's Guaranteed State	...	...	6.54	6.82	0.97	1.16
North Western	1.49	1.50	9.07	8.41	1.90	1.60
Oudh and Rohilkhand	2.33	2.21	11.01	9.95	1.37	1.94
South Indian	...	...	8.83	8.70	1.72	1.60
3' 3 3/4" GAUGE.						
Assam-Bengal	1.84	2.27	12.37	11.11	2.38	1.92
Bengal and North-Western	1.80	1.90	20.07	20.11	0.43	0.48
Bhavnagar State	...	...	11.15	10.52	0.32	0.40
Bombay, Baroda and Central India	...	...	18.22	17.27	1.35	1.30
Burma	...	...	16.95	17.11	1.69	1.76
Eastern Bengal	2.08	2.94	10.26	10.87	2.84	3.54
Gondal-Forbandar State	...	...	10.65	10.58	0.75	0.80
Hingoli Branch and Hyderabad-Godavari Valley	...	...	8.89	9.88	0.50	0.74
Junagadh	...	...	10.74	11.73	0.39	0.50
Jodhpur-Bikaner	1.41	1.52	12.39	11.72	1.30	1.55
Junagadh State	...	...	12.20	12.25	0.33	0.39
Madras and Southern Mahratta	0.12	0.12	13.50	13.50	1.39	1.32
Nilgiri	...	...	4.28	3.86	2.53	2.32
Rohilkhand and Kumaon	0.82	0.82	16.16	15.92	0.70	0.72
Secunderabad-Gadwal	...	...	10.21	11.36	0.19	0.18
Shoranur-Cochin	...	...	12.05	11.78	0.76	0.88
South Indian	...	...	15.04	14.47	2.19	2.28
Udaipur-Chitorgarh	2.19	0.65	13.56	11.23	0.22	0.22
2' 6" GAUGE.						
Gondia-Chanda, Jabalpor-Gondia and Nagpur-Chhindwara Extensions.	1.18	1.10	15.70	16.61	1.99	2.36
Jacobabad-Kashmor	1.32	1.47	14.83	14.67	0.30	0.37
Kalka-Simla	0.67	0.66	3.48	4.24	3.00	2.80
Kohat-Thal and Nowshera-Durgai	0.60	0.54	9.81	8.59	0.27	0.45
Norappur-Hosur	...	...	12.54	12.05	1.83	1.76
Parulia-Ranohi	1.73	1.92	18.70	15.38	2.29	3.16
Raipur-Dhantari	1.58	1.35	19.81	10.24	1.15	1.00
Tirupattur-Krishnagiri	...	...	13.76	12.56	2.01	1.81
Trans Indus (Kalabagh-Banna)	1.07	1.36	11.40	12.46	1.76	1.42
2' 0" GAUGE.						
Pipac-Bilara Light	...	...	8.52	7.90	...	...

DIX 13—continued.

during each half of the financial year 1917-18.
prepare these statistics.]

54	55	56	57	58	59	60
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TRAFFIC—contd.

MILEAGE—contd.

train—concl.

Average earnings per coaching vehicle per mile.

Brake-vans.		Total.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.	
No.		No.		Pies.		Pies.		Pies.		Pies.		Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
1-17	1-18	15-76	16-09	20-17	26-97	81-97	37-33	21-59	27-63	67-49	78-34	95-43	131-59
2-15	2-19	19-42	18-77	20-77	27-40	25-23	33-04	...	...	64-79	68-05	77-21	86-63
0-95	0-94	15-55	15-63	23-06	21-39	27-95	32-15	16-91	16-63	66-72	70-32	28-60	41-03
0-90	0-88	18-10	18-15	22-33	30-46	19-09	26-06	17-81	20-98	67-28	73-61	65-27	73-66
1-27	1-27	15-44	15-63	19-12	25-98	36-33	37-30	68-08	77-33	57-70	59-75	93-03	97-36
1-16	1-29	16-51	16-39	29-77	36-78	33-77	37-36	34-71	50-87	73-91	74-79	81-00	79-57
1-72	1-75	11-79	12-34	21-50	20-83	41-50	40-65	...	...	73-16	70-95	126-19	115-19
1-40	1-22	16-76	15-25	13-86	22-51	27-50	34-49	37-33	34-45	78-01	78-51	67-62	152-61
1-59	1-68	19-53	18-36	23-84	27-07	34-42	38-05	41-63	44-82	78-33	87-18	76-21	91-08
0-89	0-89	13-79	13-41	31-40	33-99	49-39	49-62	...	...	75-89	73-81	76-12	91-10
1-01	0-90	21-78	20-04	10-26	12-67	8-29	11-79	11-40	11-01	48-22	68-49	26-15	48-40
2-71	2-71	28-85	29-02	2-22	3-33	6-03	6-95	9-39	9-34	32-58	33-38	97-75	106-23
2-42	2-21	16-72	15-86	3-59	3-48	16-48	15-47	...	...	52-52	45-69	161-67	136-31
2-79	2-84	24-83	24-03	8-52	11-24	19-07	21-93	...	...	41-71	41-87	71-21	83-13
1-60	1-63	23-63	24-08	19-85	20-64	23-20	24-45	...	...	37-99	42-05	38-97	70-67
1-27	1-28	18-94	21-36	8-57	9-31	21-14	23-86	11-56	8-19	49-25	39-19	30-76	133-63
2-23	2-28	16-98	16-89	6-26	5-83	19-70	22-59	...	...	58-21	51-73	61-83	71-16
1-30	1-28	13-16	13-89	11-64	17-19	22-99	24-57	...	...	51-64	51-55	117-14	165-03
2-50	2-54	17-06	18-49	6-37	5-27	28-08	31-57	...	...	68-36	62-25	190-36	168-88
1-03	1-15	19-95	19-23	7-48	16-54	18-09	26-13	23-63	30-61	48-32	45-71	63-19	68-09
2-74	2-61	18-81	19-25	3-31	3-85	23-52	27-16	...	...	63-08	57-74	144-81	118-11
1-18	1-69	19-27	19-24	12-26	13-44	22-53	23-43	43-07	46-85	39-09	38-0	63-96	57-88
0-03	0-01	8-87	8-03	205-24	208-54	...	...	...	...	118-34	157-39	317-33	320-65
2-66	2-43	23-44	22-83	21-40	13-61	25-93	16-86	19-13	15-86	89-92	39-85	116-05	115-93
1-33	0-93	14-72	15-17	4-90	6-59	18-42	24-95	...	...	35-63	35-61	86-31	133-79
2-10	2-04	17-88	17-35	12-77	14-45	31-14	31-00	...	...	50-14	52-09	65-33	71-16
0-10	0-10	20-06	19-68	14-53	17-88	34-85	36-52	...	...	58-39	54-39	32-23	37-18
1-43	2-62	19-14	16-49	5-71	7-57	14-99	14-59	1-17	2-60	40-16	29-75	157-03	161-23
1-01	1-05	22-40	23-30	3-68	3-86	7-22	7-38	5-41	6-09	21-60	21-55	14-61	14-12
1-04	0-98	19-23	18-77	1-75	2-58	13-78	11-90	16-92	13-22	29-85	21-44	80-48	248-72
0-72	10-57	10-85	11-36	274-22	151-33	135-40	105-79	146-76	100-06	110-21	111-47	155-96	157-75
1-67	1-21	13-59	12-09	13-27	15-63	19-41	15-95	20-41	21-37	36-51	46-95	167-18	159-77
0-67	0-68	16-41	15-79	3-22	3-39	...	...	...	...	19-74	18-24	7-13	8-21
0-66	0-66	21-51	24-54	12-51	16-14	12-09	17-77	9-51	13-07	23-25	12-71	17-55	21-22
0-94	0-93	17-24	15-99	4-99	3-48	13-13	10-37	23-75	11-71	54-40	45-58	31-19	36-29
0-68	0-67	17-94	16-41	3-06	2-68	...	...	...	...	29-43	29-05	9-31	10-89
0-45	0-80	16-63	18-07	11-08	16-70	11-05	11-44	8-95	19-81	24-33	33-65	70-26	131-03
...	...	9-83	9-18	0-67	3-08	5-34	5-13	...	...	23-54	25-81	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	61	62	63	COACHING	
	VEHICLES AND VEHICLE					
	Carrying capacity hauled one mile					
	1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.						
Bengal-Nagpur	29,813	32,806	39,163	42,680	81,777	80,613
Bombay, Baroda and Central India	41,422	41,362	129,906	128,907	...	...
Eastern Bengal	29,783	29,951	31,455	30,324	107,226	114,023
East Indian	91,734	95,807	182,955	198,115	396,581	408,029
Great Indian Peninsula	130,065	135,333	253,962	255,112	36,665	36,125
Madras and Southern Mahratta	14,766	15,486	34,630	33,532	17,167	15,341
Nizam's Guaranteed State	4,043	3,952	10,583	11,139	...	...
North Western	153,835	153,875	141,434	138,861	322,492	344,875
Oudh and Rohilkhand	37,653	35,504	38,653	36,927	65,655	61,541
South Indian	7,880	7,583	16,164	15,933	...	...
8' 3 1/2" GAUGE.						
Assam-Bengal	11,551	12,748	11,554	12,754	11,495	13,086
Bengal and North-Western	23,604	24,152	31,090	30,796	54,136	54,691
Bhavnagar State	1,913	1,769	3,509	3,240	...	...
Bombay, Baroda and Central India	19,505	19,780	25,872	25,960	...	...
Burma	17,518	18,168	32,403	32,105	...	...
Eastern Bengal	13,200	23,540	12,109	12,396	51,857	64,940
Gondal-Porbandar State	2,030	1,901	4,009	4,005	...	...
Bingoli Branch and Hyderabad-Godavari Valley	3,818	3,843	10,144	10,498	...	...
Jaunagar	439	497	632	612	...	...
Jodhpur-Bikanor	12,005	12,283	12,023	12,105	19,719	19,482
Junagad State	559	499	1,231	1,298	...	...
Madras and Southern Mahratta	16,218	16,906	26,054	25,874	4,802	5,049
Nilgiri	1,033	901	...	...	...	...
Rohilkund and Kumaon	2,408	2,155	2,404	2,410	1,919	1,908
Secunderabad-Gadwal	610	576	1,144	988	...	...
Shoranur-Cochin	690	655	986	901	...	...
South Indian	14,398	14,270	30,038	29,160	...	...
Udaipur-Chitorgarh	349	403	329	384	979	642
3' 6" GAUGE.						
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions.	3,187	3,169	3,187	3,189	5,329	5,087
Jacobabad-Kashmir	250	232	250	232	556	575
Kalka-Simla	1,075	1,104	1,085	1,106	897	880
Kohat-Thal and Nowshera-Turgai	544	552	696	733	972	903
Morappur-Hosur	498	491	...	...	...	...
Parulla Ranchi	1,094	827	1,182	993	2,776	2,153
Raipur-Dhamtari	164	163	164	163	557	544
Tirupattur-Krishnagiri	152	152	...	...	...	...
Trans Indus (Kalabagh-Bannu)	862	161	862	161	1,247	724
2' 0" GAUGE.						
Pipar-Bilara Light	43	82	43	40	...	...

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

64	65	66	67	68	69	70
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TRAFFIC—contd.

MILEAGE—contd.

excluding brakes)—(in thousands).

Percentage of freight upon capacity hauled—

4th or lowest class.		Other vehicles.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.	
Seats.		Tons.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
683,392	679,584	16,598	17,361	9.12	12.18	23.04	23.02	14.53	17.83	46.47	52.13	34.17	40.47
1,067,143	982,170	22,450	21,492	7.96	8.38	13.72	12.28	...	...	45.44	43.85	31.03	36.78
506,519	553,030	19,837	29,111	5.42	5.67	12.78	13.87	8.93	8.37	43.76	42.40	11.09	9.73
2,151,335	2,016,460	53,698	53,120	6.76	8.68	11.02	14.42	10.50	11.00	42.74	44.86	33.33	37.06
2,027,126	1,889,541	46,652	50,367	7.83	10.14	21.81	16.69	40.54	47.72	40.33	40.84	57.15	58.88
655,746	606,025	19,170	19,297	19.57	23.41	29.00	30.91	24.11	36.77	55.29	55.39	36.02	36.81
104,887	107,857	2,994	3,883	10.31	13.68	28.76	3.07	...	...	46.73	44.86	34.03	29.11
2,328,028	2,249,520	115,895	111,575	5.46	7.24	25.60	26.80	22.35	17.81	56.49	52.46	23.29	38.11
539,069	483,393	35,460	35,564	5.32	6.19	20.13	20.36	38.11	38.44	58.33	64.31	10.64	13.24
193,631	194,198	3,557	3,393	15.20	14.08	29.38	24.09	...	...	60.53	60.32	59.46	63.26
154,754	169,074	2,762	2,426	4.17	4.68	6.24	8.50	29.44	22.42	50.67	60.35	22.38	41.70
799,383	798,876	2,276	2,770	1.82	2.26	7.21	7.53	13.19	10.26	58.11	52.42	62.67	6.80
48,509	44,475	338	381	3.01	3.04	19.93	19.09	...	...	63.55	55.96	48.98	44.32
1,096,260	979,884	13,050	9,819	5.92	7.18	25.12	24.65	...	...	51.60	45.31	45.56	66.87
630,596	619,590	8,160	8,376	11.87	12.26	16.77	18.17	...	...	38.60	42.07	25.89	25.79
366,633	352,596	18,041	20,598	7.16	4.99	21.66	23.33	11.96	8.46	54.20	60.33	19.83	17.47
45,572	46,534	379	526	3.20	3.08	21.71	23.23	...	...	63.20	54.50	31.78	29.93
118,940	121,047	745	1,601	6.81	9.35	17.93	17.76	...	...	52.96	50.83	65.24	41.48
9,198	9,264	43	48	3.70	2.95	25.40	29.26	...	...	63.86	57.21	154.68	99.77
228,528	194,768	8,934	9,358	2.96	5.53	14.97	17.23	23.43	23.20	68.43	57.59	12.32	13.60
22,746	21,186	76	87	4.04	5.09	36.69	43.80	...	...	62.82	59.47	67.77	71.17
007,612	019,605	8,980	9,849	9.36	10.26	25.36	24.82	32.23	34.70	49.64	46.22	31.19	28.17
3,047	2,650	275	246	53.60	39.33	...	...	...	...	190.07	151.73	21.68	21.62
129,666	127,367	324	331	12.78	9.49	31.61	24.22	46.34	39.31	58.62	37.96	110.29	111.36
12,156	13,315	166	184	2.56	3.72	12.05	15.18	...	...	52.74	21.56	5.33	13.69
23,204	23,449	109	117	12.30	13.41	42.84	40.64	...	...	58.23	59.97	53.16	64.07
683,538	624,113	9,698	9,617	11.79	12.38	33.67	36.73	...	...	70.89	64.82	26.35	28.39
13,160	12,053	30	32	3.16	3.89	14.18	13.53	2.89	2.41	63.53	49.92	103.42	118.80
104,371	102,926	1,091	1,188	1.94	2.06	8.03	7.52	7.46	6.38	31.23	31.76	18.02	18.30
5,434	5,727	111	21	0.42	0.60	6.29	5.93	14.63	9.79	37.13	26.82	7.61	87.96
4,430	5,493	1,609	2,035	49.43	25.39	51.89	39.85	47.59	29.46	65.98	52.42	9.40	6.78
17,761	16,251	49	55	6.61	8.03	21.55	16.85	23.87	21.59	55.26	51.50	166.18	254.12
...
5,508	8,586	400	498	3.26	3.40	...	...	...	...	54.13	47.96	2.68	2.25
23,238	18,365	371	322	6.46	3.31	12.07	18.05	10.17	15.09	35.43	52.16	19.43	27.89
4,040	4,370	14	13	2.16	1.42	11.37	8.62	10.26	8.70	57.25	48.91	70.97	84.91
2,801	2,815	152	151	2.15	4.07	...	...	...	...	71.65	71.22	4.09	4.38
18,794	17,246	1,126	766	7.64	41.11	23.27	76.82	14.25	27.75	40.32	50.62	23.71	36.22
584	424	...	...	0.40	1.36	4.55	4.19	...	...	60.39	77.43	...	...

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Railway system.	Serial number.	71	72	
	COACHING			
	WEIGHT OF TRAIN			
	Gross ton-milage of (in			
	Freight.	Dead-weight.		
Ton-miles.	Ton-miles.			
	1st half.	2nd half.	1st half.	2nd half.
5' 0" GAUGE.				
Bengal-Nagpur	26,434	30,327	473,180	479,805
Bombay, Baroda and Central India	41,307	39,668	600,744	577,733
Eastern Bengal	16,557	17,978	850,424	864,290
East Indian	77,897	83,155	1,470,292	1,451,807
Great Indian Peninsula	82,071	81,623	1,573,094	1,531,028
Madras and Southern Mahratta	30,001	28,578	487,240	446,532
Nizam's Guaranteed State	4,245	4,294	76,092	76,935
North Western	113,967	121,111	1,633,755	1,635,659
Oudh and Rohilkhand	24,977	25,684	377,511	361,523
South Indian	10,420	10,717	142,650	142,646
3' 8½" GAUGE.				
Assam-Bengal	5,633	7,447	84,190	90,207
Bengal and North-Western	20,948	30,745	295,334	296,006
Bhavnagar State	2,074	1,717	22,984	21,173
Bombay, Baroda and Central India	40,495	35,621	390,722	362,620
Burma	17,352	18,825	268,795	265,088
Eastern Bengal	14,913	16,202	227,026	222,265
Gondal-Portbandar State	1,870	1,760	21,259	21,676
Hingoli Branch and Hyderabad-Godavari Valley	4,439	4,540	8,026	58,980
Jamnagar	434	381	4,136	4,028
Jodhpur-Bikanor	10,666	8,529	94,118	86,866
Junagad State	917	864	8,765	8,321
Madras and Southern Mahratta	21,673	20,490	271,488	274,366
Nilgiri	307	309	2,593	2,369
Rohilkhand and Kumaon	5,069	3,382	53,146	51,349
Secunderabad-Gadwal	408	451	5,668	5,490
Shoranur-Cochin	911	958	9,052	9,185
South Indian	32,730	28,031	289,462	264,935
Udaipur-Chitorgarh	579	341	5,192	5,385
2' 6" GAUGE.				
Gondia-Chanda, Jabalpor-Gondia and Nagpur-Chhindwara Extensions	2,208	2,230	48,483	43,271
Jacobabad-Kashmor	136	105	1,649	1,863
Kalka-Simla	450	389	5,341	5,724
Kohat-Thal and Nowshera-Durgai	670	696	5,761	5,562
Morappur-Hosur	288	260	4,300	4,385
Purulia-Ranchi	601	732	13,204	9,508
Raipur-Dhamtari	154	144	931	992
Tirupattur-Krishnagiri	132	127	1,262	1,312
Trans-Indus (Kalabagh-Banna)	755	977	8,741	7,736
2' 0" GAUGE.				
Pipar-Bilara Light	23	24	75	65

DIX 13—continued.

during each half of the financial year 1917-18.

these statistics.]

73	74	75	76	77	78	79
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TRAFFIC—contd.

AND TON-MILEAGE.

all coaching trains (thousands).		Average weight of a coaching train.						COST OF WORKING AND PROFITS—							
		Freight.		Dead-weight.		Total.		Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coach- ing unit one mile.			
		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.			
Total.	Total.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
499,614	510,132	17:65	20:38	315:00	322:45	333:65	342:83	1:23	1:46	16:25	18:75	0:08	0:08		
642,051	617,401	24:12	23:51	3:074	342:34	373:86	365:85	1:73	1:91	19:19	22:14	0:99	1:21		
366,981	362,266	14:02	15:09	296:66	305:74	310:68	320:83	2:08	2:24	27:37	29:27	1:60	1:69		
1,548,189	1,534,962	19:26	20:70	363:52	361:44	382:78	382:14	0:92	1:05	10:24	11:63	0:62	0:69		
1,655,155	1,612,651	17:44	17:78	334:33	333:46	351:77	351:24	1:76	1:91	23:92	25:55	1:36	1:72		
517,241	475,110	23:68	23:19	384:59	362:29	408:27	385:48	2:04	1:99	35:48	25:26	1:11	1:12		
80,337	81,229	15:63	16:09	280:24	288:32	295:87	301:41	1:52	1:83	29:03	35:09	1:37	1:73		
1,747,722	1,756,770	22:86	22:62	327:74	305:43	350:60	328:05	1:39	1:52	17:31	23:14	0:81	1:12		
402,488	387,186	23:39	23:69	353:47	333:69	376:76	357:38	1:27	1:45	18:63	16:65	0:68	0:78		
153,070	153,363	22:46	22:60	307:44	300:57	329:90	323:47	1:51	1:66	22:53	25:48	0:96	1:08		
89,823	97,654	14:29	16:18	213:63	195:95	227:92	212:13	2:36	2:36	23:81	23:68	1:03	1:73		
325,280	326,770	21:33	21:83	210:38	210:13	231:71	231:96	1:33	1:39	9:79	10:17	0:74	0:76		
24,458	22,890	13:14	11:05	141:87	136:24	155:01	147:29	1:32	1:22	17:71	17:11	1:23	1:37		
431,217	398,241	23:41	21:68	225:81	220:71	249:22	242:39	1:69	1:56	14:71	14:16	0:91	0:94		
286,147	283,863	15:30	17:08	237:03	240:53	252:33	257:61	2:01	1:95	17:53	16:71	1:63	1:39		
241,939	238,467	13:43	16:35	204:36	224:29	217:79	240:61	1:58	1:83	17:21	17:32	1:33	1:25		
33,129	23,436	13:53	13:38	153:76	152:41	167:29	164:79	1:56	1:67	20:28	21:00	1:37	1:64		
62,465	63,520	13:48	13:85	176:25	172:98	189:73	193:83	1:62	2:10	36:22	33:33	1:40	1:95		
4,570	4,409	14:46	14:01	137:78	147:05	152:24	161:96	1:85	2:70	24:46	32:54	1:69	2:46		
104,784	95,395	21:14	18:64	186:56	159:80	207:70	208:44	1:05	1:22	11:28	12:89	0:59	0:81		
9,712	9,185	17:02	16:24	157:53	156:24	174:55	172:48	4:20	1:76	50:14	20:56	2:97	1:33		
293,161	294,865	15:55	14:57	194:82	195:05	210:37	209:62	1:52	1:55	16:17	16:14	1:21	1:22		
2,900	2,678	11:06	11:60	93:50	86:97	104:56	100:57	4:87	6:46	105:74	154:72	5:25	6:18		
58,215	54,731	20:11	13:66	210:89	207:35	231:00	221:01	1:83	1:69	16:93	15:97	1:09	1:53		
6,076	5,941	9:93	11:19	138:04	136:20	147:97	147:39	2:23	2:57	31:93	34:71	2:64	2:78		
9,983	10,143	15:97	16:22	158:74	155:50	174:71	171:72	1:15	1:36	14:01	17:02	0:85	0:99		
316,192	292,966	23:45	21:22	203:07	200:56	226:52	221:78	1:48	1:59	14:28	15:63	0:71	0:86		
5,771	5,726	17:52	9:31	157:20	147:21	174:13	156:52	1:71	1:31	18:63	25:72	1:17	2:54		
50,686	45,501	7:85	8:22	172:73	159:61	180:58	167:83	1:39	1:76	12:45	15:29	2:04	2:48		
1,785	1,968	7:43	5:37	90:02	95:40	97:45	100:77	0:88	1:23	9:33	13:28	1:44	3:12		
5,791	6,113	7:01	6:12	63:15	89:09	90:18	96:11	2:62	3:10	49:66	55:07	4:80	6:36		
6,431	6,258	9:13	9:23	76:45	73:75	87:58	82:98	1:44	1:70	23:22	29:98	1:92	2:50		
4,588	4,645	6:43	5:52	95:98	93:17	102:41	99:69	1:35	1:52	16:47	19:25	2:24	2:94		
13,805	10,240	7:95	13:19	174:40	171:20	182:26	184:39	1:21	1:64	11:38	13:16	1:81	1:43		
1,085	1,136	13:02	10:69	78:66	73:77	91:98	84:46	1:27	1:12	14:97	14:43	1:12	1:22		
1,394	1,439	10:45	9:18	99:91	94:37	110:36	103:55	1:50	1:98	16:69	24:12	1:55	2:54		
9,496	8,713	10:39	15:84	120:54	125:48	130:73	141:32	2:14	2:81	25:39	31:20	3:19	3:13		
98	89	4:52	5:27	14:35	14:35	18:87	19:62	0:51	0:70	9:95	14:50	1:30	1:53		

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial num-ber.	80	81	82	COACHING					
	Cost of									
	Average cost of hauling a coaching unit one mile.	Average profit on working a coaching train one mile.				Average profit				
	Other traffic per ton.	Rs.				Pies.				
	Pies.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.										
Bengal-Nagpur.		6.55	6.06	3.20	3.87	3.92	8.22			
Bombay, Baroda and Central India.		5.93	6.26	3.51	3.50	1.58	5.26			
Eastern Bengal		41.89	31.40	1.49	1.75	-4.31	-4.88			
East Indian		5.40	5.30	3.75	4.13	12.09	18.83			
Great Indian Peninsula		7.12	7.77	2.31	2.50	-4.80	0.43			
Madras and Southern Mahratta		10.48	10.39	3.28	3.35	4.29	11.52			
Nizam's Guaranteed State		7.95	8.97	2.66	1.78	-7.53	-5.26			
North Western		6.10	5.18	3.76	3.73	-3.45	0.40			
Oriss and Rohilkhand		6.28	6.55	4.89	4.94	10.21	10.42			
South Indian		9.60	8.92	3.17	2.97	8.87	8.51			
3' 3 1/2" GAUGE.										
Assam-Bengal		29.98	24.33	1.41	2.09	-11.55	-11.01			
Bengal and North-Western		4.93	4.89	2.47	2.57	-7.57	-6.34			
Bhavnagar State		7.48	8.89	2.16	1.71	-14.12	-13.06			
Bombay, Baroda and Central India.		7.08	6.09	2.97	3.00	-6.19	-2.92			
Burma		15.21	14.27	2.07	2.64	2.32	4.13			
Eastern Bengal		26.04	25.39	1.80	2.49	-8.64	-8.01			
Gondal-Porbandar State		16.70	15.30	2.16	1.75	-14.02	-16.07			
Hingoli Branch and Hyderabad-Godavari Valley		10.59	12.36	1.32	0.97	-14.58	-16.14			
Jamnagar		7.15	12.71	2.67	1.90	-18.09	-27.27			
Jodhpur-Dikaur		7.17	7.83	2.86	2.73	-3.80	3.65			
Junagel State		18.30	7.53	0.33	2.59	-46.83	-16.71			
Madras and Southern Mahratta		11.46	12.77	2.05	1.40	-3.91	-3.00			
Nilgiri		103.78	148.48	5.01	2.57	99.50	53.82			
Rohilkand and Kumaon		10.91	10.30	2.42	2.86	4.47	-2.26			
Secunderabad-Gadwal		25.49	13.66	-0.06	-0.06	-27.03	-28.12			
Shorann-Cochin.		12.81	13.96	2.61	2.48	-1.24	-2.57			
South Indian		16.67	17.26	3.84	3.37	0.30	2.25			
Udaipur-Chitorgarh		6.63	8.44	1.71	0.74	-12.92	-18.75			
2' 6" GAUGE.										
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Ohindwara Extensions.		34.56	43.61	0.63	0.41	-8.77	-11.43			
Jabalpur-Kashmor		7.08	7.03	1.75	0.81	-7.58	-10.70			
Kalka-Simla		72.45	96.54	6.05	4.08	224.56	96.86			
Kohat-Thal and Nowshera-Durgal		12.69	11.08	0.75	0.72	-9.95	-14.35			
Morappur-Hosur		125.35	137.11	0.63	-0.28	-13.25	-15.86			
Purulia-Ranchi.		26.73	24.99	0.92	1.77	1.13	2.98			
Raipur-Dhantari		20.29	17.66	2.22	1.72	-9.98	-10.95			
Tirupattur-Krishnagiri		65.41	87.24	0.74	0.05	-13.63	-21.44			
Trans-Indus (Kalabagh-Bannu)		15.80	11.54	0.12	1.02	-14.31	-14.50			
2' 0" GAUGE.										
Digar-Bilara Light		21.64	25.45	0.61	0.48	-9.09	-11.51			

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

TRAFFIC—concl'd.														GOODS TRAFFIC.	
WORKING AND PROFITS.														GROSS RECEIPTS AND TRAIN MILEAGE.	
on working a coaching vehicle one mile.												Average profit on working a coaching unit one mile.		Receipts from goods traffic (in thousands).	
2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		Per passenger unit.		Other traffic per ton.		Rs.			
Pies.		Pies.		Pies.		Pies.		Pies.		Pies.		Rs.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
15.72	18.78	5.34	8.87	51.24	59.59	79.18	102.84	2.17	2.29	31.25	32.59	1.77.69	1.93.18		
6.04	10.90	...	...	45.60	45.91	58.02	61.48	1.77	1.91	22.36	22.25	1,44.02	1,45.68
0.58	2.88	10.41	12.64	39.35	41.05	1.43	11.76	1.42	1.51	0.95	9.29	48.92	52.87		
8.85	14.46	7.57	9.30	57.04	61.98	55.03	62.03	2.45	2.58	27.37	27.36	3,92.79	3,89.89		
12.41	11.75	44.16	51.78	33.78	34.20	69.11	71.81	1.61	1.66	24.03	27.15	3,32.14	3,39.46		
6.29	12.10	9.23	25.61	48.43	49.53	55.32	54.31	1.66	1.75	24.74	24.70	97.95	97.72		
12.47	5.56	...	...	44.13	35.86	97.16	80.10	1.55	1.27	25.17	22.73	21.47	26.65
10.19	12.35	20.02	12.31	60.70	56.10	70.31	130.17	2.06	2.13	24.70	25.49	4,03.05	3,49.68		
20.79	21.40	28.20	28.17	64.70	70.53	62.38	71.43	2.50	2.53	31.00	33.50	67.54	62.89		
26.86	24.34	...	...	53.36	48.36	54.30	68.62	1.93	1.77	24.51	24.39	28.20	28.54
-13.52	-11.89	-10.41	-12.64	26.41	44.81	634	24.81	1.19	1.55	12.81	18.46	17.55	18.46		
-3.76	-3.22	-0.40	0.83	22.79	33.21	87.96	96.05	1.29	1.31	36.82	37.33	50.04	59.05		
-1.23	-1.67	...	...	34.81	25.46	147.16	119.17	1.85	1.72	42.98	41.89	4.11	4.70
4.36	7.82	...	...	27.22	27.71	59.50	69.26	1.49	1.68	22.33	21.15	92.00	1,12.46
.07	7.74	...	...	20.46	25.94	21.44	22.93	1.62	1.87	20.11	21.43	63.02	81.79
3.93	6.54	-5.65	0.83	32.04	42.17	13.55	15.70	1.66	1.93	15.81	16.30	28.34	30.14		
-0.58	0.99	...	...	37.93	29.83	41.55	49.26	1.73	1.60	36.47	35.86	3.20	3.86
-8.23	-8.76	...	...	25.42	18.32	90.92	72.60	1.07	0.68	29.13	26.29	7.58	11.89
3.62	-0.97	...	...	43.90	29.71	165.90	136.34	2.24	1.50	26.44	35.91	51	49
6.81	13.24	12.35	17.75	37.04	32.82	51.82	55.20	1.53	1.69	30.47	29.51	28.66	28.42		
-26.62	6.60	...	...	12.94	37.18	94.69	132.55	0.13	1.81	32.74	43.93	1.38	1.68
6.36	0.99	26.90	30.41	23.52	21.56	47.79	41.44	1.46	1.44	82.75	31.95	69.00	64.84		
...	...	...	...	52.60	2.67	214.55	163.93	3.18	0.54	222.09	185.87	2.00	1.83
9.00	2.99	2.20	0.01	32.99	24.01	99.12	9.16	1.28	1.92	46.38	44.97	9.97	12.87		
-13.51	-9.76	...	...	3.70	0.93	54.38	1.9.08	-0.74	-0.22	40.64	43.13	8.3	98
17.13	13.98	...	...	36.43	35.07	51.32	54.14	1.89	1.75	86.11	84.64	2.03	2.35
20.32	20.89	...	...	43.82	38.67	17.70	21.75	1.95	1.89	21.81	24.16	54.50	53.26
-3.64	-11.13	-17.46	-23.12	21.53	4.13	138.40	138.57	0.88	0.06	30.60	26.27	38	48		
-5.23	-7.91	-7.04	-9.20	9.15	7.29	2.19	-1.17	0.99	0.65	6.92	-2.00	5.67	7.37		
4.45	-1.38	7.59	-0.06	20.52	8.16	71.50	267.44	2.72	1.57	44.13	42.07	30	15		
85.74	50.72	97.10	44.49	90.55	56.40	106.30	102.68	12.32	9.13	126.09	106.90	2.55	3.23		
-3.81	-14.03	-2.81	8.61	13.29	11.00	83.96	150.79	0.89	0.64	28.51	33.03	64	60		
...	...	...	...	3.27	-1.01	-9.04	-11.01	0.20	-0.39	-65.86	-76.39	21	2.0
0.71	4.61	-1.67	0.51	11.87	19.53	6.17	8.16	1.4	1.65	15.44	16.78	25	1.04		
-1.84	3.86	-1.22	-2.72	39.48	32.15	16.13	21.66	2.01	1.83	23.53	25.53	33	31		
...	...	...	...	-2.74	4.93	-6.77	-13.23	0.92	0.22	-24.07	-45.81	12	9
-14.34	-19.76	-16.44	-20.89	1.06	2.48	45.47	160.43	-0.59	0.64	18.13	27.40	65	1.01		
-4.61	-9.46	...	...	13.59	11.24	...	...	1.66	1.15	8.16	4.39	4	5

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	90		91		92	
		GOODS					
		GROSS RECEIPTS AND TRAIN-MILE-AGE—concl'd.				UNITS AND	
		Goods train-miles run (in thousands).		Average goods receipts per train-mile.		Tons of goods carried one mile (in thousands).	
		No.		Rs.		Ton-miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur		3,594	3,494	4.94	5.58	1,072,160	1,120,818
Bombay, Baroda and Central India	1.	1,974	1,994	7.30	7.80	612,196	623,170
Eastern Bengal		711	728	6.68	7.31	148,008	150,853
East Indian		8,987	8,653	4.37	4.51	28,52,131	2,697,400
Great Indian Peninsula		6,807	7,020	4.68	5.59	1,466,928	1,713,047
Madras and Southern Mahratta		1,495	1,380	6.55	7.08	420,113	407,805
Nizam's Guaranteed State		378	339	6.56	6.85	76,970	84,065
North Western		5,904	5,763	6.83	6.01	1,985,095	1,745,801
Oudh and Rohilkhand		1,456	1,534	4.64	4.09	390,386	289,865
South Indian		511	484	5.52	5.90	89,426	90,475
3' 3½" GAUGE.							
Assam-Bengal		499	578	3.52	3.19	54,831	57,363
Bengal and North-Western		1,471	1,453	3.40	4.06	166,817	199,050
Bhavnagar State		71	72	5.84	6.00	7,658	8,414
Bombay, Baroda and Central India		2,286	2,717	4.02	4.14	314,027	384,729
Burma		1,495	1,562	4.24	5.16	206,231	235,559
Eastern Bengal		665	705	4.26	4.32	78,173	83,471
Gondal-Forbandar State		103	97	3.19	3.98	8,520	8,775
Hingoli Branch and Hyderabad-Godavari Valley		168	181	4.52	6.31	18,051	24,290
Jamnagar		9	11	5.68	4.34	632	732
Jodhpur-Bikaner		860	696	3.33	4.08	124,552	96,208
Junagad State		46	51	3.04	3.28	3,510	3,407
Madras and Southern Mahratta		2,132	1,932	3.24	3.37	193,770	187,456
Nilgiri		27	16	7.33	7.15	650	601
Rohilkhand and-Kumaon		270	269	3.69	4.78	31,581	37,224
Secunderabad-Gadwal		17	16	4.69	6.14	1,232	1,480
Shoranur-Cochin		62	73	3.27	3.00	6,136	6,286
South Indian		1,467	1,373	3.71	3.86	17,492	172,437
Udaipur-Chitorgarh		10	12	3.84	3.93	476	580
2' 6" GAUGE.							
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		234	260	2.42	2.83	18,335	19,462
Jacobabad-Kashmir		13	9	2.38	1.74	800	318
Kalka-Simla		61	74	4.17	4.33	1,371	2,163
Kohat-Thal and Nowshera-Durgai		53	39	1.19	1.54	1,246	1,075
Morappur-Hosur		16	16	1.48	1.24	482	409
Purulia-Ranchi		39	36	2.43	2.93	2,022	2,393
Raipur-Dhamtari		17	14	1.96	2.28	973	808
Tirupattur-Krishnagiri		6	5	1.88	1.80	210	152
Trans Indus (Kulabagh-Banna)		72	69	0.92	1.47	1,822	2,966
2' 0" GAUGE.							
Pipar-Bilara Light		3	2	1.52	1.84	75	56

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

93		94		95		96		97		98		99			
TRAFFIC—contd.															
UNIT MILEAGE.				VEHICLES AND VEHICLE-MILEAGE.											
Average sum received for carrying a ton one mile.		Average number of tons in a train.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.			
				Loaded.		Empty.		Brake-vans.		Total.				Freight Vehicles.	
				Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.				No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
3-18	3-31	293-33	320-77	76,255	75,246	37,389	33,293	3,754	3,358	117,391	110,897	31-62	29-78		
4-52	4-49	310-18	312-48	44,380	46,891	27,394	24,474	2,546	2,437	71,320	73,792	36-37	35-78		
6-35	6-73	208-13	208-67	23,569	24,756	6,671	9,318	740	730	30,980	34,894	42-52	47-13		
2-64	2-78	317-35	311-72	215,145	202,057	146,225	139,437	9,614	9,337	370,964	350,821	40-21	39-46		
4-35	4-40	215-50	244-02	127,862	137,401	58,519	59,820	11,063	11,577	197,444	208,798	27-38	28-09		
4-48	4-60	281-01	295-50	35,047	33,150	14,591	11,862	2,739	2,519	52,377	47,331	33-20	32-63		
6-10	6-09	206-40	215-96	5,950	6,303	2,939	2,883	295	332	9,184	9,517	23-84	23-00		
3-90	3-75	336-25	302-92	137,701	133,620	88,640	78,483	5,719	5,395	232,060	217,498	38-34	36-80		
3-32	4-16	268-05	188-95	28,878	31,858	17,234	19,917	1,202	1,513	47,314	56,258	31-66	35-70		
6-06	6-06	175-06	186-38	8,276	7,805	1,931	1,471	669	601	10,876	9,877	19-98	19-16		
6-15	6-18	109-84	99-22	8,128	9,098	3,222	4,002	529	569	11,879	13,669	22-74	22-06		
5-76	5-70	115-37	136-98	30,630	31,505	12,148	11,527	2,579	2,598	45,557	45,630	29-21	29-61		
10-38	9-81	108-09	117-87	1,657	1,727	577	682	68	79	2,302	2,488	31-33	33-00		
5-62	5-61	187-34	141-02	52,846	59,231	16,172	23,356	2,639	3,264	71,657	85,850	30-19	30-40		
5-87	6-67	138-81	148-88	29,644	32,533	12,699	15,283	2,482	2,753	44,825	50,519	29-52	29-19		
6-96	7-01	117-49	118-33	18,441	17,591	4,581	4,319	654	698	23,676	22,909	34-60	31-40		
7-41	8-45	82-65	90-57	1,625	1,698	663	549	50	49	2,338	2,296	22-19	23-19		
8-06	9-01	107-66	134-46	3,253	4,094	1,041	1,308	224	256	4,518	5,638	25-61	29-90		
15-38	12-96	70-97	64-34	127	161	59	67	...	...	186	225	20-59	20-08
4-42	5-67	144-82	138-14	18,036	15,582	11,660	7,943	1,437	1,228	31,123	24,753	34-53	33-78		
7-57	9-49	77-10	66-99	580	706	262	356	18	24	860	1,086	18-51	20-71		
6-84	5-64	90-90	97-53	36,606	34,592	11,287	9,592	2,794	2,572	50,647	46,756	22-47	22-99		
59-00	58-45	24-00	23-48	117	119	32	30	2	1	151	150	5-19	5-85		
6-06	6-64	116-84	138-26	4,659	5,353	2,098	2,203	457	427	7,214	7,953	25-00	23-06		
12-89	12-87	72-82	92-99	224	263	96	72	7	24	327	359	18-87	20-94		
6-36	7-17	93-63	80-28	1,103	1,174	215	322	95	111	1,413	1,637	21-19	19-10		
5-96	5-93	119-60	125-59	27,729	27,485	11,133	9,272	2,140	2,040	41,007	35,797	28-49	26-77		
15-47	15-80	47-09	47-76	133	139	65	72	...	...	198	211	19-84	17-11
5-93	7-27	78-31	74-76	4,111	4,210	1,908	2,314	227	224	6,216	6,718	25-70	25-06		
7-21	9-01	63-46	37-18	157	125	73	42	13	10	243	177	18-24	19-09		
35-77	28-56	22-39	29-14	325	387	158	127	59	63	542	577	7-88	6-92		
9-83	10-65	23-32	27-67	454	360	123	94	62	52	639	526	10-79	12-19		
9-67	9-50	29-42	25-00	122	107	61	54	11	10	194	171	11-19	9-85		
9-01	8-35	51-81	67-28	612	617	231	191	16	15	859	823	21-59	22-71		
6-59	7-32	57-27	59-85	183	164	121	66	17	15	321	245	17-89	17-03		
11-18	11-42	32-35	30-33	59	44	20	13	4	3	83	69	12-21	11-22		
7-01	6-51	25-21	43-27	837	705	401	209	28	25	1,266	939	17-13	13-34		
11-15	15-74	26-25	22-39	10	11	7	6	8	7	25	24	6-07	6-72		

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	100		101		102	
		GOODS					
		VEHICLES AND					
		Average number of vehicles in a goods train—concl'd.				Average earnings per goods vehicle per mile (excluding brakes).	
		Brake-vans.		Total.		Pies.	
No.		No.		Pies.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.							
Bengal-Nagpur I.	1.04	0.96	32.66	31.74	30.02	34.49	
Bombay, Baroda and Central India	1.29	1.23	37.66	37.00	38.58	39.19	
Eastern Bengal	1.04	1.01	43.56	48.14	31.06	29.79	
East Indian	1.07	1.08	41.98	40.54	20.87	21.92	
Great Indian Peninsula	1.63	1.65	29.01	29.74	34.21	38.21	
Madras and Southern Mahratta	1.63	1.82	35.03	34.44	37.89	41.68	
Nizam's Guaranteed State	10.79	0.85	24.63	24.45	52.84	55.71	
North Western	0.97	0.94	39.31	37.74	34.19	30.84	
Oudh and Rohilkhand	0.83	0.99	32.49	36.69	29.12	22.0	
South Indian	1.31	1.24	21.29	20.40	53.05	59.07	
3' 3½" GAUGE.							
Assam-Bengal	1.06	0.98	23.80	23.64	29.69	27.06	
Bengal and North-Western	1.75	1.79	30.96	31.40	22.35	26.35	
Bhavnagar State	0.96	1.10	32.49	34.70	35.57	34.28	
Bombay, Baroda and Central India	1.15	1.20	31.34	31.60	25.59	26.15	
Burma	1.67	1.74	30.19	31.93	28.58	32.88	
Eastern Bengal	0.98	0.99	35.58	32.48	23.64	26.35	
Gondal-Forbandar State	0.49	0.51	22.68	23.70	27.58	32.99	
Hingoli Branch and Hyderabad-Godavari Valley	1.34	1.58	26.35	31.48	33.88	40.50	
Jamnagar	...	...	20.89	20.08	52.27	41.54
Jodhpur-Bikanor	1.67	1.76	36.20	35.54	18.53	23.19	
Junagad State	0.38	0.46	18.89	21.17	31.51	30.41	
Madras and Southern Mahratta	1.31	1.34	23.78	24.33	27.66	28.18	
Nilgiri	0.08	0.03	5.57	5.88	257.87	234.64	
Rohilkhand and Kumaon	1.69	1.59	26.09	29.65	28.34	32.69	
Secunderabad-Gadwal	0.43	1.49	19.30	32.43	49.73	56.29	
Shoranur-Cochin	1.52	1.42	22.71	20.52	29.61	30.14	
South Indian	1.46	1.49	27.95	28.26	26.92	27.82	
Udaipur-Chitorgarh	...	...	19.84	17.42	37.19	43.32
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	0.97	0.86	26.67	25.92	18.08	21.68	
Jacobabad-Kushmor	1.04	1.14	19.28	20.74	25.10	17.09	
Kalka-Simla	0.97	0.85	8.85	7.77	101.62	120.22	
Kohat-Thal and Nowshera-Durgai	1.15	1.34	11.94	13.53	21.23	24.17	
Morappur-Hosur	0.67	0.59	11.86	10.45	25.42	24.08	
Purulia-Ranchi	0.41	0.43	22.00	23.13	21.61	24.73	
Raipur-Dhantari	1.02	1.09	18.91	18.12	21.09	25.72	
Tirupattur-Krishnagiri	0.66	0.66	12.37	11.88	29.62	30.89	
Trans Indus (Kalabagh-Banna)	0.39	0.36	17.52	13.70	19.31	21.12	
2' 0" GAUGE.							
Pipar-Dilara Light	2.77	2.82	8.84	9.54	43.25	52.45	

DIX 13—continued.
during each half of the financial year 1917-18.

prepare these statistics.]

103	104	105	106	107	108	109
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TRAFFIC.—continued.

VEHICLE MILEAGE.—concluded.								WEIGHT OF TRAIN AND TON-MILEAGE.					
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands).					
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,020,207	1,935,048	53.07	57.92	9.43	10.42	14.06	14.90	1,072,160	1,120,818	1,208,076	1,154,289	2,280,236	2,275,107
1,304,144	1,258,696	46.94	47.98	8.53	8.73	13.79	13.29	612,196	623,170	778,478	773,960	1,390,674	1,397,130
505,169	561,215	29.30	26.88	4.89	4.43	6.28	6.09	148,008	150,854	319,552	350,213	467,560	501,067
6,458,597	6,102,252	44.16	44.20	7.89	7.90	13.26	13.35	2,852,171	2,697,400	3,790,664	3,610,486	6,642,795	6,307,386
3,294,397	3,400,294	45.78	50.38	7.87	8.69	11.47	12.47	1,466,928	1,713,046	2,340,998	2,458,365	3,807,926	4,171,411
859,162	785,302	48.90	51.93	8.46	9.06	11.99	12.30	420,113	407,605	523,320	493,307	943,433	901,112
163,515	170,144	47.07	49.41	8.66	9.15	12.04	13.31	73,970	84,065	108,734	111,990	183,704	196,035
4,385,154	3,785,879	45.27	46.11	8.77	8.23	14.42	13.07	1,985,094	1,745,800	2,448,954	2,322,793	4,434,048	4,069,593
833,945	995,951	46.81	29.10	8.47	5.29	13.52	8.32	390,366	289,865	525,312	618,649	915,098	903,514
162,814	165,766	48.92	54.58	8.76	9.75	10.81	11.59	69,426	90,475	126,748	116,459	216,174	206,934
114,446	125,099	49.91	45.85	4.83	4.88	6.75	6.30	54,831	57,362	85,272	93,314	140,103	150,676
436,510	436,042	38.22	45.65	3.88	4.63	5.41	6.32	163,817	199,050	251,519	251,160	418,336	450,310
18,572	20,481	41.23	41.08	3.43	3.49	4.62	4.87	7,658	8,414	11,896	12,641	19,554	21,095
649,116	774,344	45.38	49.68	4.55	4.66	5.94	6.50	314,027	384,729	394,533	473,078	708,565	857,807
404,821	461,541	50.94	51.04	4.87	4.93	6.96	7.24	206,231	235,559	288,960	324,835	495,191	560,394
274,619	262,595	28.24	31.79	3.40	3.76	4.24	4.67	78,173	83,471	166,651	179,776	264,824	263,247
17,083	16,602	49.87	52.23	3.72	3.91	5.24	5.17	8,520	8,775	12,212	11,761	20,732	20,536
47,090	59,291	38.33	40.97	4.29	4.50	5.55	5.93	18,051	24,290	30,904	38,434	49,955	62,724
1,933	1,875	47.47	43.67	3.40	3.20	4.09	4.53	632	732	1,061	1,346	1,693	2,078
267,004	215,128	46.65	44.72	4.19	4.09	6.91	6.17	124,551	96,208	168,302	133,393	290,853	229,601
6,155	7,800	57.02	43.67	4.17	3.20	6.05	4.82	3,510	3,407	5,025	6,187	8,535	9,544
387,018	357,979	50.07	52.37	4.05	4.84	5.29	5.42	193,770	187,456	229,599	275,910	493,369	463,366
1,500	1,510	43.32	39.79	4.37	4.01	5.58	5.02	650	601	1,714	1,642	2,364	2,243
70,751	80,889	44.64	46.02	4.67	4.93	6.78	6.95	31,580	37,234	42,031	45,645	73,611	82,360
3,566	3,801	34.56	39.21	3.86	4.44	5.51	5.66	1,232	1,490	2,279	2,558	3,512	4,048
12,654	14,283	44.01	46.5	4.65	4.20	5.56	5.35	6,136	6,236	8,744	10,214	14,800	16,500
342,255	332,438	51.28	53.48	4.52	4.69	6.33	6.27	175,492	172,437	260,420	246,255	435,912	418,692
1,756	1,871	27.07	31.00	2.40	2.74	3.57	4.16	476	580	1,182	1,316	1,658	1,896
49,653	53,955	36.93	36.14	3.05	2.98	4.46	4.02	18,335	19,463	36,822	35,598	55,157	55,001
1,873	1,344	42.70	23.63	3.48	1.90	5.09	2.51	800	318	1,222	950	2,022	1,268
3,792	4,207	37.02	51.42	2.84	4.21	4.22	5.59	1,371	2,163	4,760	4,793	6,131	6,956
2,765	2,867	45.08	45.40	2.16	2.27	2.75	2.83	1,246	1,075	2,918	2,391	4,194	3,466
901	792	53.49	51.56	2.63	2.53	3.93	3.81	482	408	1,223	1,140	1,705	1,543
7,245	6,943	27.91	34.46	2.40	2.96	3.30	3.88	2,022	2,393	5,136	4,155	7,158	6,548
2,071	1,461	46.97	55.34	3.20	3.51	5.31	4.92	973	808	1,402	1,033	2,375	1,841
386	275	54.35	55.48	2.65	2.70	3.54	3.50	210	152	468	363	698	515
9,742	7,392	18.70	40.12	1.47	2.24	2.18	4.21	1,622	2,965	8,077	6,761	9,599	9,726
80	74	93.64	75.62	4.33	3.33	7.01	5.00	75	56	104	91	179	147

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	110		111		112	
		GOODS					
		WEIGHT OF TRAIN AND TON-MILEAGE.—concl'd.					
		Average weight of a goods train.					
Freight.		Dead-weight.		Total.			
Tons.		Tons.		Tons.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.							
Bengal-Nagpur	298.33	320.77	336.14	330.35	634.47	651.12	
Bombay, Baroda and Central India	310.18	312.48	391.44	388.09	704.62	700.57	
Eastern Bengal	208.18	208.67	449.36	484.43	657.49	693.10	
East Indian	317.35	311.72	421.78	417.24	739.13	728.96	
Great Indian Peninsula	215.50	241.02	343.91	350.19	559.41	594.21	
Madras and Southern Mahratta	281.01	295.50	350.04	387.46	631.05	652.98	
Nizam's Guaranteed State	206.40	215.96	286.22	287.71	492.62	503.67	
North Western	336.25	302.22	414.82	403.03	751.07	705.95	
Oudh and Rohilkhand	268.06	188.95	360.71	400.02	628.77	568.97	
South Indian	175.06	186.88	248.12	240.56	423.18	427.44	
3' 3 1/2" GAUGE.							
Assam-Bengal	109.84	99.23	170.83	161.40	280.67	260.62	
Bengal and North-Western	113.37	136.98	170.93	172.84	284.30	309.82	
Bhavnagar State	108.09	117.37	167.90	176.88	275.99	294.25	
Bombay, Baroda and Central India	137.34	141.62	172.56	174.13	309.90	315.75	
Burma	138.91	148.88	194.63	205.31	333.54	354.19	
Eastern Bengal	117.48	118.33	280.52	254.86	398.00	373.19	
Gondal-Porbandar State	82.65	90.57	118.46	121.39	201.11	211.96	
Hingoli Branch and Hyderabad-Godavari Valley	107.66	134.40	184.32	212.75	291.93	347.21	
Jamnagar	70.97	64.31	119.15	118.37	190.12	182.71	
Jodhpur-Bikaner	144.82	138.13	193.37	191.53	338.19	329.66	
Junagad State	77.10	66.39	110.40	119.59	187.50	185.93	
Madras and Southern Mahratta	90.90	97.53	140.55	145.55	231.45	241.08	
Nilgiri	24.00	23.48	63.31	64.17	87.31	87.65	
Rohilkhand and Kumaon	116.84	138.26	155.49	169.54	272.33	307.80	
Secunderabad-Gadwal	72.82	92.99	134.68	159.59	207.50	252.53	
Shoranur-Cochin	98.63	80.28	140.56	130.43	239.19	210.71	
South Indian	119.60	125.59	177.47	179.35	397.07	304.94	
Udaipur-Chitorgarh	47.69	47.76	118.54	108.37	166.23	156.13	
2' 6" GAUGE.							
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	78.31	74.76	157.26	136.73	245.57	211.49	
Jacobabad-Kashmir	63.46	37.18	96.96	111.21	160.42	148.39	
Kalka-Simla	23.39	29.74	77.74	64.57	100.13	93.71	
Kohat-Thal and Nowshera-Durgai	23.82	27.67	55.15	61.56	78.47	89.23	
Morappur-Hosur	29.41	25.00	74.65	69.74	104.06	94.74	
Purnia-Ranchi	51.81	67.28	131.56	116.84	183.37	184.12	
Raipur-Dhamtari	57.27	59.85	82.54	76.47	139.81	136.32	
Tirupattur-Krishnagiri	32.85	30.33	75.23	73.15	107.58	102.48	
Trans-Indus (Kulabagh-Bannu)	24.21	43.27	111.74	98.63	136.95	141.90	
2' 0" GAUGE.							
Pipar-Bilara Light	26.25	22.38	36.55	36.83	62.80	59.21	

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

113		114		115		115A		116		117		118	
TRAFFIC—concluded.													
COST OF WORKING AND PROFITS.													
Average cost of hauling a goods train one mile.		Average cost of hauling a goods vehicle with its load one mile.		Average cost of hauling a goods unit (viz., one ton) one mile.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum.		Average profit on working a goods train one mile.		Average profit on working a goods vehicle with its load one mile.		Average profit on working a goods unit (viz., one ton) one mile.	
Rs.		Pies.		Pies.		Pies.		Rs.		Pies.		Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2:35	2:77	14:25	17:26	1:51	1:66	2:79	2:83	2:59	2:76	15:77	17:23	1:67	1:65
3:24	3:06	17:13	19:64	2:01	2:25	3:47	3:71	4:06	3:64	21:40	19:55	2:31	2:24
4:40	4:84	19:89	19:70	4:06	4:45	8:42	8:80	2:48	2:47	11:17	10:09	2:29	2:28
1:77	1:99	8:46	9:70	1:07	1:33	2:10	2:31	2:63	2:52	12:41	12:22	1:57	1:55
2:21	3:23	19:67	22:09	2:50	2:54	4:10	3:97	2:07	2:36	14:54	16:12	1:85	1:86
3:15	3:37	18:21	19:31	2:15	2:19	3:57	3:67	3:40	3:71	19:68	21:67	2:33	2:41
2:53	3:20	20:41	26:04	2:36	2:85	4:71	5:06	4:03	3:65	23:43	29:67	3:74	3:24
2:97	3:48	14:86	18:16	1:69	2:21	3:29	3:98	3:86	2:53	19:33	12:68	2:21	1:54
2:18	2:38	12:89	12:82	1:52	2:42	3:39	4:95	2:51	1:71	15:23	9:19	1:80	1:74
1:94	2:20	18:66	22:02	2:13	2:26	4:41	4:46	3:58	3:70	34:39	37:05	3:34	3:80
2:91	2:90	24:54	24:59	5:08	5:62	10:43	10:77	0:61	0:29	5:15	2:47	1:07	0:56
1:63	1:86	10:75	12:07	3:77	2:61	5:60	5:04	1:77	2:20	11:60	11:28	2:09	3:09
2:35	2:43	14:30	13:92	4:17	3:98	7:95	7:71	3:49	3:57	21:27	20:36	6:21	5:83
2:10	2:04	13:36	12:86	2:94	2:76	4:74	4:37	1:93	2:10	12:23	13:29	2:68	2:85
2:66	2:69	17:90	17:08	3:67	3:46	6:84	6:36	1:58	2:48	10:68	15:80	2:20	3:21
2:90	2:84	16:07	17:30	4:73	4:60	8:98	8:61	1:38	1:48	7:57	9:05	2:23	2:41
1:87	2:14	16:21	17:75	4:35	4:55	7:33	7:42	1:32	1:84	11:37	15:24	3:08	3:90
2:49	3:76	18:70	24:17	4:45	5:37	8:58	8:49	2:03	2:55	15:18	16:33	3:61	3:64
2:32	3:05	21:29	29:17	6:26	9:10	11:22	14:20	3:36	1:29	30:98	12:37	9:12	3:86
1:71	1:93	9:53	10:94	2:27	2:68	3:68	4:04	1:62	2:15	9:00	12:25	2:15	2:99
4:51	1:90	46:76	17:60	11:23	5:49	15:33	10:23	1:47	1:38	15:25	12:61	3:06	4:00
1:68	1:79	14:32	14:93	3:54	3:52	6:16	6:15	1:56	1:58	13:34	13:25	3:70	3:12
4:07	5:63	142:17	184:79	32:53	46:03	60:32	76:60	3:31	1:52	115:70	49:85	26:47	12:42
2:16	2:35	16:60	16:07	3:55	3:26	6:67	6:11	1:53	2:43	11:74	16:02	2:51	3:38
3:12	4:41	31:79	40:43	8:24	9:10	17:38	17:78	1:77	1:73	17:94	15:86	4:05	3:57
1:58	1:67	14:29	16:77	3:07	3:99	6:40	7:35	1:69	1:33	15:32	13:37	3:29	3:18
1:94	2:19	14:07	15:72	3:12	3:35	5:08	5:47	1:77	1:69	12:85	12:10	2:84	2:58
1:63	1:30	15:81	14:45	6:58	5:27	29:59	24:17	2:21	2:63	21:08	25:87	8:29	10:57
1:81	2:22	13:52	17:03	4:44	5:71	9:90	11:13	0:61	0:61	4:56	4:65	1:49	1:56
1:45	1:81	15:31	17:75	4:40	9:36	11:60	22:29	0:93	-0:07	2:79	-0:06	2:51	-0:25
2:91	3:02	79:83	83:74	24:93	19:89	60:55	43:26	1:26	1:31	30:73	26:48	10:81	5:67
1:29	1:83	22:97	28:76	10:64	12:67	21:13	23:70	-0:10	-0:29	-1:74	-4:59	-0:91	-2:02
1:37	1:45	23:55	28:31	8:96	11:17	17:05	19:28	0:11	-0:21	1:87	-4:23	0:71	-1:67
1:24	1:63	11:06	13:82	4:61	4:66	10:56	10:44	1:19	1:20	10:55	10:91	4:40	3:69
1:93	1:82	20:73	20:47	6:47	5:82	11:54	11:31	0:03	0:46	0:38	5:25	0:12	1:50
1:46	1:96	23:02	33:51	8:69	12:39	17:69	21:51	0:42	-0:16	6:60	-2:82	2:49	-0:97
2:24	2:82	25:13	40:34	17:07	12:50	29:71	19:79	-1:32	-1:35	-14:82	-12:42	-10:06	-5:99
1:69	2:11	53:65	60:15	12:39	18:05	24:40	33:68	-0:17	-0:27	-5:40	-7:70	-1:24	-2:31

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	119	120	121		
	DETAILED PERCENTAGES					
	Percentage to total					
	Coaching traffic.	Goods traffic.		Sundries including telegraph.		
Per cent.	Per cent.		Per cent.			
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	26.14	28.49	70.07	69.41	3.47	1.81
Bombay, Baroda and Central India	37.62	37.93	60.41	60.49	1.97	1.58
Eastern Bengal	42.70	43.36	49.58	48.17	7.72	8.47
East Indian	31.78	33.16	66.15	62.08	2.06	4.76
Great Indian Peninsula	36.12	33.46	62.60	64.92	1.28	1.62
Madras and Southern Mahratta	40.09	39.19	58.29	58.23	1.62	2.58
Nizam's Guaranteed State	26.00	24.66	65.53	66.40	8.47	8.94
North Western	37.90	43.80	59.52	52.14	2.58	4.08
Oudh and Rohilkhand	45.08	47.78	46.30	43.34	8.62	8.88
South Indian	39.70	39.51	51.57	51.43	8.73	9.06
3' 8 1/2" GAUGE.						
Assam-Bengal	41.76	49.69	49.36	44.70	8.60	5.24
Bengal and North-Western	49.48	47.02	44.00	46.15	1.96	3.31
Bhavnagar State	55.64	49.52	41.92	46.77	2.44	3.70
Bombay, Baroda and Central India	45.61	38.79	52.03	58.23	2.36	2.98
Burma	41.19	37.31	56.14	60.37	2.29	1.99
Eastern Bengal	52.59	53.91	39.74	38.38	5.44	5.98
Gondal-Porbandar State	59.59	53.99	38.06	42.87	2.35	3.14
Hingoli Branch and Hyderabad-Godavari Valley	52.73	44.30	41.30	50.10	5.97	5.60
Jamnagar	70.56	69.00	26.30	27.18	3.14	3.82
Jodhpur-Bikaner	40.02	38.06	58.20	59.82	1.78	2.12
Junagad State	63.11	55.90	34.60	40.60	2.29	3.50
Madras and Southern Mahratta	41.44	42.24	57.46	56.43	1.10	1.33
Nilgiri	57.45	56.41	41.85	42.92	0.70	0.67
Rohilkhand and Kumaon	46.60	38.94	43.44	49.92	9.96	11.14
Secunderabad-Gudwal	50.63	49.43	46.98	48.11	2.39	2.46
Shoranur-Cochin	50.74	43.74	48.08	50.51	1.18	0.75
South Indian	55.73	53.29	40.92	43.32	2.61	2.62
Udaipur-Chitorgarh	70.02	58.33	25.98	37.10	4.00	4.57
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	49.17	43.67	49.08	54.67	1.75	1.66
Jacobabad-Kashmir	60.63	72.51	37.83	27.18	1.54	0.91
Kalka-Simla	67.64	57.88	31.01	40.77	1.35	1.35
Kohat-Thal and Nowshera-Durgai	70.74	74.66	28.07	24.36	1.19	0.98
Morappur-Hosur	71.49	62.38	27.99	31.57	0.52	16.05
Parulia-Ranchi	63.02	64.30	36.57	35.29	0.41	0.41
Raipur-Dhantari	55.08	55.14	44.60	44.42	0.32	0.44
Tirupattur-Krishnagiri	69.72	54.65	30.14	17.54	0.14	27.81
Trans-Indus (Kalabagh-Banna)	59.36	61.10	24.01	26.04	1.75	1.20
2' 0" GAUGE.						
Pipar-Bikara Light	57.24	53.95	42.75	46.05	0.01	...

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

122	123	124	125	126	127
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OF EARNINGS AND EXPENDITURE

Earnings.				Percentage of working expenses on total earnings.									
Steam-boat earnings.		Total.		Maintenance.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.		General charges.	
Per cent.				Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.32	0.29	100.00	100.00	6.46	7.44	14.49	14.70	6.56	6.64	7.02	6.37	3.78	3.85
...	...	100.00	100.00	5.33	7.62	17.56	18.29	4.36	5.01	6.35	6.65	3.19	3.25
...	...	100.00	100.00	11.79	15.99	14.53	12.03	6.14	4.16	15.76	16.49	6.12	6.33
0.01	...	100.00	100.00	6.51	7.31	11.19	11.76	3.29	3.09	8.20	8.17	3.14	3.00
...	...	100.00	100.00	7.41	10.50	25.65	22.96	3.75	4.29	8.33	7.92	3.55	3.33
...	...	100.00	100.00	6.64	6.50	18.51	18.76	5.64	5.26	5.36	5.24	3.41	3.44
...	...	100.00	100.00	7.19	6.56	13.89	9.97	6.30	2.76	5.64	5.48	5.52	5.15
...	...	100.00	100.00	6.81	9.50	16.19	19.13	3.38	3.24	7.15	8.00	2.68	2.90
...	...	100.00	100.00	5.23	9.58	12.18	12.99	4.41	4.96	7.85	6.27	3.66	3.76
...	...	100.00	100.00	5.13	5.96	19.55	20.54	3.70	3.66	5.20	5.84	3.03	3.80
0.28	0.27	100.00	100.00	19.62	21.73	17.09	16.97	5.75	6.39	14.96	13.52	10.93	9.63
4.56	3.52	100.00	100.00	10.04	12.08	12.82	12.11	6.96	5.64	6.57	6.44	4.00	3.80
...	...	100.00	100.00	7.49	7.46	11.76	13.35	2.26	2.36	9.56	9.39	6.26	6.72
...	...	100.00	100.00	8.33	7.85	19.42	18.51	4.20	4.22	7.63	8.03	3.96	3.94
0.38	0.33	100.00	100.00	16.36	14.34	18.75	15.36	4.51	3.81	8.89	7.65	6.45	5.01
2.23	1.73	100.00	100.00	12.32	14.83	15.37	11.84	5.93	4.31	12.90	12.46	4.94	5.08
...	...	100.00	100.00	11.02	10.51	18.44	21.84	3.87	4.66	8.52	6.80	5.81	4.91
...	...	100.00	100.00	13.50	18.27	16.92	11.23	3.80	3.63	10.34	9.06	9.53	7.91
...	...	100.00	100.00	10.63	23.75	16.33	19.94	1.25	3.01	5.91	7.50	6.55	6.59
...	...	100.00	100.00	6.31	8.01	16.77	15.42	3.12	3.20	6.27	5.84	3.89	3.64
...	...	100.00	100.00	74.92	12.91	16.45	15.55	3.33	2.61	7.60	7.54	6.69	6.22
...	...	100.00	100.00	7.29	8.13	21.50	22.32	4.82	3.96	7.01	7.33	4.84	5.03
...	...	100.00	100.00	7.15	8.57	29.42	48.34	2.53	2.96	6.61	6.06	4.03	4.46
...	...	100.00	100.00	11.07	14.05	15.63	10.68	6.00	3.63	7.07	6.27	5.67	4.85
...	...	100.00	100.00	24.70	25.22	19.29	16.65	3.12	5.51	12.18	12.77	14.72	17.18
...	...	100.00	100.00	5.66	7.50	18.40	20.30	3.50	4.37	5.88	7.18	3.40	4.19
0.74	0.77	100.00	100.00	4.80	6.45	16.85	18.59	3.87	4.71	5.90	7.15	3.72	4.17
...	...	100.00	100.00	15.77	11.26	16.25	19.86	3.22	3.53	9.75	10.03	5.27	6.15
...	...	100.00	100.00	16.37	26.32	22.72	23.45	10.77	9.28	10.86	10.21	9.21	8.90
...	...	100.00	100.00	13.05	20.98	16.20	26.05	4.95	7.96	6.30	10.13	3.60	5.79
...	...	100.00	100.00	10.31	12.30	17.96	20.60	0.17	4.24	19.08	12.63	2.69	3.35
...	...	100.00	100.00	20.28	19.51	32.38	32.24	6.56	14.24	11.12	11.28	6.71	3.94
...	...	100.00	100.00	21.88	21.38	48.96	54.53	3.48	4.12	12.74	13.14	6.21	7.77
...	...	100.00	100.00	19.06	13.06	15.63	16.93	6.35	7.82	6.14	5.63	6.93	6.55
...	...	100.00	100.00	21.47	16.95	17.02	20.49	7.54	—0.73	8.54	9.50	8.50	10.02
...	...	100.00	100.00	17.92	14.69	32.07	40.18	2.51	1.76	11.23	9.70	5.39	5.23
14.88	11.66	100.00	100.00	37.83	22.77	47.27	36.88	12.34	7.83	12.10	23.15	5.84	3.89
...	...	100.00	100.00	24.77	45.55	29.76	17.90	2.28	5.03	11.50	10.64	1.59	1.64

* Includes 3.64 per cent in the 1st half and 2.77 per cent in the 2nd half on account of Jetty expenses.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	128	129	130		
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE—concl'd.					
	Percentage of working expenses on total earnings—concl'd.					
	Miscellaneous expenses.		Steam-boat expenses.		Total working expenses.	
	Per cent.		Per cent.		Per cent.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	5.72	5.12	1.11	0.76	45.14	45.08
Bombay, Baroda and Central India	4.44	4.46	...	...	41.23	45.28
Eastern Bengal	3.76	3.47	...	...	58.10	58.51
East Indian	2.17	2.02	-0.08	0.01	34.47	35.25
Great Indian Peninsula	4.33	4.65	...	...	52.92	53.65
Madras and Southern Mahratta	5.44	5.64	...	...	45.00	44.84
Nizam's Guaranteed State	3.46	21.02	...	...	42.00	50.94
North Western	2.95	5.24	0.02	0.01	38.66	43.00
Oudh and Rohilkhand	1.89	1.94	...	...	35.22	41.50
South Indian	2.50	2.64	...	...	39.71	42.44
3' 3 1/2" GAUGE.						
Assam-Bengal	4.88	4.11	1.90	1.08	75.13	78.43
Bengal and North-Western	1.33	1.63	1.69	2.18	43.41	43.88
Bhavnagar State	3.04	3.82	...	...	40.87	43.30
Bombay, Baroda and Central India	2.22	2.37	...	...	45.76	44.92
Burma	2.81	2.47	0.75	0.63	58.52	49.87
Eastern Bengal	2.06	1.88	2.76	2.45	56.28	52.75
Gondal-Porbandar State	2.03	3.82	...	...	49.69	52.54
Hingoli Branch and Hyderabad-Godavari Valley	2.52	16.10	...	...	56.91	65.30
Jamnagar	2.11	2.64	...	...	42.78	63.43
Jodhpur-Bikaner	6.12	5.96	...	...	42.48	42.07
Junnag State	1.98	2.12	...	...	111.12	47.25
Madras and Southern Mahratta	2.85	3.34	...	...	48.31	50.16
Nilgiri	2.34	2.41	...	...	52.08	74.82
Rohilkhand and Kumaon	0.61	2.01	...	...	46.05	41.49
Secunderabad-Gadwal	10.38	10.39	...	...	84.39	87.72
Shoranur-Cochin	2.67	2.58	1.25	1.52	41.61	47.64
South Indian	4.64	2.52	1.78	2.25	41.06	46.14
Udaipur-Chitorgarh	1.81	2.15	...	...	52.06	52.98
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	1.21	0.84	...	...	71.14	78.70
Jacobabad-Kashmor	0.90	1.45	...	...	45.00	72.36
Kalka-Simla	1.46	1.52	...	...	43.38	54.69
Kohat-Thal and Nowshera-Durgai	1.10	1.68	...	...	78.15	82.29
Morappur-Hosur	2.98	1.28	...	...	96.25	102.22
Purulia-Ranchi	1.03	0.77	...	...	55.19	50.96
Raipur-Dhantari	1.14	1.17	...	...	64.21	57.60
Tirupattur-Krishnagiri	1.33	1.20	...	...	70.36	72.36
Trans-Indus (Kalabagh-Banna)	1.01	0.77	8.36	5.83	124.75	101.82
2' 0" GAUGE.						
Pipar-Bilara Light	0.57	0.59	...	...	73.47	84.70

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

131a		132a		133a		134a		135a		135Aa		136a		137a	
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.															
PER MILE OF LINE MAINTAINED.															
General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (not).		Total Maintenance, etc.	
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
235.70	248.67	373.86	525.63	22.17	57.94	...	...	181.88	221.59	...	...	53.80	42.13	867.41	1,035.93
188.58	200.27	516.62	927.93	69.13	53.27	...	...	129.08	153.28	0.37	0.25	45.05	34.20	948.83	1,363.20
392.01	394.59	744.08	1,023.03	360.81	500.97	11.89	7.37	344.28	706.21	...	...	147.64	158.18	1,900.71	2,820.35
251.71	263.54	599.14	755.07	111.31	132.19	...	...	313.98	406.18	...	...	101.54	95.76	1,377.68	1,652.74
238.70	244.99	327.81	891.32	232.71	315.29	...	...	312.85	384.17	...	...	152.03	203.32	1,264.10	2,039.09
195.96	191.95	555.25	572.61	85.73	84.49	...	...	136.88	142.61	...	...	60.10	83.18	1,033.92	1,024.84
211.18	211.28	379.03	410.21	7.45	-6.62	...	...	132.67	104.04	...	...	35.99	32.38	766.33	751.29
161.06	167.48	379.75	569.69	60.46	94.53	1.95	10.84	112.70	273.73	...	...	112.14	126.32	828.06	1,342.29
159.03	165.69	112.84	423.49	60.70	64.23	13.20	6.16	61.37	135.12	...	...	62.88	67.70	470.02	882.39
154.16	153.03	315.39	425.23	62.04	60.07	...	...	71.21	70.39	...	...	20.84	27.02	623.64	735.74
164.19	183.90	417.55	545.60	106.68	110.61	...	...	62.46	116.10	...	...	41.13	73.04	792.01	1,030.15
92.20	90.39	237.68	420.33	78.42	54.37	...	...	42.90	41.73	...	...	48.24	58.60	499.44	665.41
42.29	41.66	171.00	170.41	19.52	7.96	...	...	38.17	83.90	...	...	25.89	21.23	296.87	275.16
97.96	101.19	396.25	418.16	37.40	42.37	...	...	81.36	81.84	0.14	0.46	33.16	21.70	646.27	665.72
194.01	183.46	620.72	693.89	119.08	114.98	3.02	1.96	128.87	133.44	...	...	82.99	82.39	1,148.69	1,215.12
146.61	146.66	367.61	665.58	117.75	39.90	1.79	2.91	112.70	162.21	...	...	43.95	51.53	790.41	1,038.79
44.37	36.45	229.72	228.71	9.06	9.51	...	...	55.91	51.27	...	...	71.77	23.00	410.83	408.94
145.71	149.06	247.36	670.91	32.87	1.65	...	...	92.82	62.51	...	...	42.00	47.77	560.76	941.10
51.08	54.00	263.60	646.30	3.31	1.40	...	...	24.65	67.96	...	...	14.58	125.98	377.22	735.64
29.43	29.34	151.22	136.18	11.39	40.45	...	...	21.58	51.23	...	...	20.78	28.78	234.35	285.98
64.88	58.96	2,312.99	339.35	7.88	0.78	...	...	52.62	4.32	...	...	40.30	41.18	2,478.27	444.50
98.13	99.25	213.68	347.75	35.77	29.94	...	...	44.28	46.66	...	...	27.08	-73.99	418.94	440.61
257.56	232.60	722.72	700.42	14.02	154.04	...	...	145.41	159.46	...	...	37.81	15.19	1,177.52	1,261.71
95.10	100.83	224.89	466.97	21.01	10.33	31.00	7.59	46.38	29.91	...	...	38.16	28.25	456.53	647.88
117.99	120.95	263.79	292.25	38.97	64.00	...	...	-3.70	2.24	...	...	3.99	10.80	421.04	499.24
140.47	141.44	193.88	347.73	29.36	27.54	...	...	82.24	109.61	...	...	36.76	34.63	491.71	660.95
31.88	33.95	273.68	151.61	1.94	1.83	...	...	26.89	13.62	...	...	11.85	14.33	345.74	215.24
108.52	111.49	129.85	309.79	15.07	37.07	...	...	16.34	80.47	...	...	32.05	27.48	301.83	566.30
300.38	349.24	897.26	589.85	233.28	234.83	...	...	301.29	283.99	...	...	185.65	162.08	1,417.46	1,619.89
92.39	95.58	199.30	146.26	125.43	158.11	...	...	25.53	56.24	...	...	8.52	11.38	451.17	467.57
70.14	66.51	154.85	183.28	2.72	2.64	...	...	26.42	15.41	...	...	4.26	5.29	258.39	273.12
108.38	108.79	284.73	168.45	5.53	1.44	...	...	13.40	24.64	...	...	16.88	30.50	428.97	333.82
23.23	22.11	196.14	131.02	22.50	42.17	...	...	5.39	8.57	...	...	34.77	2.56	282.03	206.43
70.21	85.81	168.84	183.61	11.07	4.57	...	...	26.75	21.36	...	...	9.30	3.98	256.17	299.33
107.08	140.19	236.13	158.92	279.45	223.71	47.27	4.92	38.18	74.27	...	...	65.67	47.06	773.76	649.67
6.30	5.98	88.87	140.64	3.09	2.93	...	...	1.86	3.48	...	...	-0.16	25.34	99.96	178.57

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	131b		132b		133b	
	TABLE A.—					
	PER MILE					
	Railway system.	General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.
Rs.		Rs.		Rs.		
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	177.82	187.37	282.05	396.07	16.72	43.66
Bombay, Baroda and Central India	185.89	143.51	372.28	604.93	49.82	38.17
Eastern Bengal	202.94	210.69	385.20	546.25	135.02	267.40
East Indian	151.46	157.66	360.51	451.71	66.98	79.08
Great Indian Peninsula	154.03	157.23	211.53	572.06	150.18	202.35
Madras and Southern Mahratta	156.90	163.49	444.55	457.88	63.64	67.55
Nizam's Guaranteed State	184.81	184.41	331.71	358.05	6.52	—5.78
North Western	99.40	115.55	234.36	393.07	37.31	65.22
Oudh and Rohilkhand	129.07	134.43	91.59	343.59	49.26	52.11
South Indian	132.28	131.31	270.63	364.83	53.23	51.55
3' 3 1/2" GAUGE.						
Assam-Bengal	198.17	153.99	351.32	456.97	89.75	92.62
Bengal and North-Western	76.28	74.34	196.65	345.67	64.88	44.71
Bhavnagar State	37.04	36.48	149.77	149.25	17.09	6.97
Bombay, Baroda and Central India	82.18	81.88	332.43	350.77	31.37	35.54
Burma	147.96	139.91	473.36	532.97	90.81	87.68
Eastern Bengal	115.23	115.89	288.93	525.93	92.54	31.53
Gondal-Porbundar State	39.58	32.51	204.89	257.51	8.08	8.43
Hingoli Branch and Hyderabad-Godavari Valley	128.31	131.17	217.83	598.31	28.94	1.62
Jamnagar	47.75	50.47	265.11	604.13	3.10	1.31
Jodhpur-Bikaner	27.39	27.29	140.76	126.70	10.60	37.63
Junagad State	58.85	53.40	2,095.00	307.37	6.69	0.71
Madras and Southern Mahratta	87.88	83.98	191.57	311.78	32.07	26.84
Nilgiri	222.52	200.95	624.40	605.13	12.14	133.09
Rohilkhand and Kumaon	82.18	87.58	194.31	405.57	18.15	8.98
Secunderabad-Gadwal	109.35	120.44	244.48	270.85	26.12	59.31
Shoranur-Cochin	...	...	Incl	uded with the	South	23.46
South Indian	127.07	120.48	164.83	296.19	24.96	23.46
Udaipur-Chitorgarh	29.24	31.62	255.01	141.26	1.80	1.70
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	98.02	100.67	117.29	279.71	13.61	33.47
Jacobabad-Kashmor	Incl	uded with	North	Western		
Kalka-Simla	259.92	301.44	343.77	509.12	201.51	202.68
Kohat-Thal and Nowshera-Durgai	81.85	84.69	176.59	129.59	111.13	140.09
Morappur-Hosur	66.87	62.95	146.55	173.45	2.58	2.50
Purnia-Ranchi	99.66	100.08	261.81	151.90	5.14	1.32
Raipur-Dhamtari	21.77	20.72	183.81	122.78	21.08	39.52
Tirupattur-Krishnagiri	63.87	78.07	153.58	167.02	10.07	4.16
Trans-Indus (Kalabagh-Bannu)	98.91	129.39	218.22	146.67	253.28	206.48
2' 0" GAUGE.						
Pipar-Bilara Light	6.11	5.80	86.24	136.47	2.99	2.84

DIX 13—continued.
during each half of the financial year 1917-18.
[prepare these statistics.]

1345		1355		135A5		1365		1375		131c		132c	
MAINTENANCE OF WAY, WORKS AND STATIONS—cont'd.													
OF TRACK, INCLUDING SIDINGS.													
PER TOTAL TRAIN-MILES.													
Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.	
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	137.21	166.97	...	...	40.58	31.75	654.38	825.83	1.40	1.51	2.22	3.19
6.16	3.93	93.61	109.84	0.27	0.18	32.45	24.50	683.73	981.13	1.10	1.18	3.01	3.41
...	...	178.23	377.08	...	...	76.43	100.48	983.98	1,505.92	2.03	2.05	3.85	5.31
...	...	188.93	242.90	...	...	61.09	57.29	828.97	988.73	0.87	0.93	2.06	2.65
...	...	201.88	246.57	...	...	98.10	130.49	815.70	1,308.70	1.03	1.05	1.42	3.32
...	...	109.58	114.04	...	...	48.12	26.53	827.79	819.49	1.22	1.25	3.47	3.75
...	...	116.11	90.80	...	...	31.50	28.27	670.65	655.75	1.84	1.81	3.20	3.50
1.20	7.48	69.55	188.87	...	...	69.21	86.95	511.03	857.14	1.23	1.20	2.89	4.99
10.72	5.10	49.81	109.63	...	...	51.93	54.92	321.48	699.68	1.63	1.63	1.16	4.17
...	...	61.11	60.40	...	...	17.88	23.19	535.13	631.33	1.14	1.15	2.33	3.19
...	...	52.54	97.22	...	...	34.81	61.91	666.89	862.61	2.03	2.74	6.08	8.12
...	...	85.50	34.31	...	...	39.91	48.19	413.23	517.22	1.11	1.10	2.87	5.10
...	...	33.13	29.70	...	...	22.68	18.60	260.01	241.00	0.74	0.73	2.98	2.99
...	...	68.26	68.65	0.12	0.38	27.82	18.20	512.18	558.42	0.80	0.85	3.30	3.50
2.30	1.49	98.28	101.76	...	...	63.29	62.83	876.06	926.64	1.89	1.73	6.06	6.66
1.41	2.50	88.58	128.18	...	...	34.54	40.71	621.23	814.54	1.16	1.53	3.65	6.92
...	...	49.66	45.72	...	...	64.01	20.51	366.42	361.73	0.68	0.56	3.32	4.17
...	...	81.74	55.01	...	...	36.98	42.04	493.80	28.15	2.07	2.07	3.51	9.45
...	...	23.04	63.53	...	...	18.63	24.29	352.63	743.78	1.14	1.21	6.33	14.33
...	...	20.09	47.67	...	...	19.30	26.78	218.14	266.07	0.46	0.54	2.35	2.51
...	...	47.66	3.91	...	...	36.50	37.30	2,244.70	402.69	1.24	1.08	44.23	6.28
...	...	89.70	41.84	...	...	24.23	56.34	375.60	404.10	0.93	1.00	2.03	3.19
...	...	125.63	137.77	...	...	32.67	13.13	1,017.36	1,090.87	2.18	2.06	6.11	8.21
26.78	6.59	40.48	25.97	...	...	32.98	24.53	394.48	559.22	1.62	1.76	3.83	8.13
...	...	3.43	2.08	...	...	3.69	10.02	390.21	462.70	3.36	3.61	7.52	8.57
Indian Railway,	3' 3 1/2" gauge.	89.71	83.36	...	...	31.26	29.50	418.03	502.99	0.97	1.00	1.26	2.16
...	...	25.08	12.69	...	...	11.05	13.86	322.16	200.63	0.79	0.75	6.85	3.15
...	...	14.76	72.66	...	...	28.95	24.81	272.63	511.32	2.11	2.10	2.53	5.34
Railway, 5' 6"	gauge.	260.72	245.03	...	...	130.65	138.90	1,226.57	1,398.17	2.30	2.19	3.03	4.10
...	...	22.62	49.83	...	...	7.55	10.08	399.74	414.28	1.19	1.37	2.57	2.09
...	...	25.00	14.58	...	...	4.03	5.00	244.53	58.48	1.25	1.23	2.97	3.79
...	...	12.32	22.66	...	...	15.52	28.04	594.45	06.95	1.74	2.20	4.38	3.11
...	...	5.05	8.03	...	...	32.59	2.10	244.30	193.45	0.74	0.75	6.21	4.41
...	...	24.34	19.42	...	...	8.40	3.62	260.32	272.29	1.40	1.84	3.50	3.24
43.68	4.54	35.26	63.55	...	...	60.69	43.99	715.06	599.62	1.00	2.53	3.53	2.66
...	...	1.81	2.39	...	...	-0.15	24.79	97.00	173.29	0.32	0.34	4.16	8.11

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	133c	134c	135c		
	TABLE A.—MAINTENANCE OF					
	PER TOTAL					
	Repairs of bridges, etc.	Conservancy of rivers.		Repairs of stations and buildings.		
As.	As.		As.			
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	0.18	0.35	...	...	1.08	1.34
Bombay, Baroda and Central India	0.40	0.31	...	...	0.75	0.89
Eastern Bengal	1.35	2.61	0.06	0.04	1.78	3.67
East Indian	0.38	0.46	...	...	1.08	1.42
Great Indian Peninsula	1.01	1.35	...	...	1.35	1.65
Madras and Southern Mahratta	0.54	0.55	...	...	0.86	0.93
Nizam's Guaranteed State	0.07	-0.06	...	...	1.15	0.89
North Western	0.46	0.68	0.02	0.08	0.85	1.97
Oudh and Rohilkhand	0.62	0.63	0.14	0.06	0.63	1.33
South Indian	0.46	0.45	...	...	0.52	0.53
2' 3 1/2" GAUGE.						
Assam-Bengal	1.70	1.62	...	...	0.99	1.73
Bengal and North-Western	0.95	0.66	...	...	0.52	0.51
Bhavnagar State	0.34	0.14	...	...	0.66	0.60
Bombay, Baroda and Central India	0.34	0.85	...	...	0.74	0.69
Burma	1.16	1.09	0.03	0.02	1.26	1.28
Eastern Bengal	1.17	0.41	0.01	0.03	1.12	1.69
Gondal-Forbandar S	0.14	0.15	...	...	0.86	0.79
Hingoli Branch and Hyderabad-Godavari Valley	0.47	0.03	...	...	1.32	0.87
Jamnagar	0.07	0.03	...	...	0.55	1.53
Jodhpur-Bikanor	0.18	0.75	...	...	0.33	0.94
Junagad State	0.14	0.02	...	...	1.01	0.08
Madras and Southern Mahratta	0.34	9.30	...	...	0.42	0.47
Nilgiri	0.12	1.37	...	...	1.23	1.41
Rohilkhand and Kumaon	0.36	0.18	0.53	0.13	0.79	0.52
Secunderabad-Gadwal	1.11	1.88	...	...	-0.10	0.07
Shoranur-Cochin	...	...	Included	with the South	...	...
South Indian	0.19	0.19	...	...	0.54	0.78
Udaiपुर-Chitorgarh	0.05	0.04	...	...	0.68	0.30
2' 6" GAUGE.						
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.29	0.70	...	...	0.32	1.52
Jacobabad-Kashmor	...	...	Included	with the North	...	...
Kalka-Simla	1.78	1.63	...	...	2.30	1.98
Kohat-Thal and Nowshera-Durgai	1.61	2.26	...	...	0.33	0.80
Morappur-Hosur	0.05	0.05	...	...	0.51	0.29
Purulia-Ranchi	0.09	0.03	...	...	0.22	0.50
Raipur-Dhamtari	0.71	1.42	...	...	0.17	0.29
Tirupattur-Krishnagiri	0.23	0.10	...	...	0.57	0.45
Trans-Indus (Kalabugh-Banau)	4.18	3.72	0.71	0.08	0.57	1.24
2' 0" GAUGE.						
Pipar-Bilara Light	0.16	0.17	...	...	0.09	0.20

DIX 13—continued.
 during each half of the financial year 1917-18.
 [prepare these statistics.]

195 Ac	136c	137c	131d	132d	133d	134d
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WAY, WORKS AND STATIONS—cont'd.

TRAIN-MILE—concl'd.

PER 1,000 GROSS TON-MILES.

Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.	
Annas.		Annas.		Annas.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0.32	0.26	5.15	6.65	0.16	0.17	0.25	0.35	0.03	0.04	...	...
...	...	0.26	0.20	5.52	7.98	0.12	0.13	0.34	0.62	0.05	0.04	...	...
...	...	0.76	0.98	9.83	14.67	0.29	0.28	0.54	0.72	0.19	0.35	0.01	0.01
...	...	0.35	0.34	4.74	5.80	0.08	0.09	0.21	0.27	0.44	0.05	...	...
...	...	0.66	0.87	5.47	8.74	0.14	0.13	0.19	0.48	0.13	0.17	...	...
...	...	0.37	0.22	6.48	6.68	0.15	0.15	0.40	0.44	0.06	0.06	...	...
...	...	0.31	0.23	6.67	6.42	0.28	0.26	0.50	0.52	0.01	...	...	...
...	...	0.84	0.91	6.27	9.93	0.13	0.14	0.32	0.49	0.05	0.08	...	0.01
...	...	0.65	0.67	4.83	8.49	0.20	0.21	0.14	0.53	0.07	0.08	0.02	0.01
...	...	0.15	0.21	4.60	5.53	0.19	0.19	0.38	0.53	0.08	0.17	...	...
...	...	0.65	1.11	12.65	15.32	0.64	0.70	1.61	2.09	0.41	0.43	...	...
...	...	0.58	0.71	6.03	8.08	0.27	0.25	0.64	1.15	0.23	0.14	...	...
...	...	0.45	0.57	5.17	4.83	0.24	0.24	0.96	0.96	0.11	0.05	...	...
...	...	0.39	0.17	5.86	5.56	0.19	0.18	0.79	0.76	0.08	0.08	...	...
...	...	0.82	0.78	11.22	11.58	0.40	0.35	1.27	1.32	0.24	0.22	0.01	...
...	...	0.44	0.54	7.65	11.11	0.32	0.32	0.60	1.46	0.26	0.09	...	0.01
...	...	1.10	0.36	6.40	6.33	0.23	0.19	1.21	1.52	0.05	0.05	...	...
...	...	0.60	0.66	7.97	13.03	0.58	0.52	0.98	2.38	0.13	0.01	...	...
...	...	0.32	0.53	8.40	17.89	0.44	0.46	2.46	3.10	0.03	0.01	...	...
...	...	0.32	0.53	3.64	5.27	0.10	0.12	0.50	0.56	0.04	0.17	...	...
...	...	0.77	0.76	47.39	8.22	0.43	0.38	15.33	2.19	0.05	0.01	...	...
...	...	0.25	0.74	3.97	4.52	0.28	0.27	0.57	0.96	0.09	0.08	...	...
...	...	0.32	0.14	9.96	11.19	1.42	1.37	3.98	4.12	0.08	0.21	...	...
...	...	0.65	0.49	7.78	11.21	0.40	0.42	0.95	1.92	0.03	0.05	0.13	0.0
...	...	0.11	0.32	12.00	14.65	1.27	1.35	2.84	3.02	0.42	0.66	...	...
Indian	Railway,	3' 8 1/2" gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	0.24	0.25	3.20	4.68	0.23	0.24	0.30	0.50	0.05	0.05	...	...
...	...	0.29	0.32	8.66	4.76	0.28	0.30	2.48	1.34	0.02	0.01	...	...
...	...	0.62	0.52	5.87	10.63	0.64	0.70	0.77	1.93	0.09	0.23	...	...
Western	Railway,	5' 6" gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	1.42	1.13	10.83	11.27	1.51	1.60	2.00	2.79	1.17	1.08	...	...
...	...	0.11	0.17	5.81	6.69	0.89	1.0	1.92	1.54	1.21	1.66	...	...
...	...	0.08	0.10	4.96	5.08	0.52	0.79	1.80	2.17	0.03	0.03	...	...
...	...	0.27	0.62	6.90	6.76	0.60	0.75	1.56	1.15	0.04	0.01	...	...
...	...	1.10	0.09	8.93	6.98	0.38	0.42	3.23	2.51	0.37	0.51	...	...
...	...	0.20	0.08	6.08	6.42	0.85	1.11	2.05	2.38	0.13	0.06	...	...
...	...	0.88	0.60	11.57	10.81	0.75	1.03	1.65	1.17	1.55	1.64	0.33	0.04
...	...	0.01	1.47	5.02	10.29	0.57	0.64	8.08	15.06	0.28	0.31	...	...

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	135d		135Ad		136d	
	TABLE A.—MAINTENANCE OF WAY, WORKS					
	PER 1,000 GROSS TON					
	Railway system,	Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (not).
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	0.12	0.15	...	...	0.04	0.03
Bombay, Baroda and Central India.	0.09	0.10	...	...	0.03	0.02
Eastern Bengal	0.25	0.50	...	...	0.11	0.13
East Indian	0.11	0.14	...	...	0.03	0.04
Great Indian Peninsula	0.18	0.21	...	...	0.09	0.11
Madras and Southern Mahratta	0.10	0.11	...	...	0.05	0.03
Nizam's Guaranteed State	0.18	0.13	...	...	0.05	0.04
North Western	0.09	...	...	...	0.10	0.11
Oudh and Rohilkhand	0.07	0.17	...	...	0.08	0.08
South Indian	0.09	0.09	...	...	0.02	0.04
3' 3½" GAUGE.						
Assam-Bongal*	0.24	0.45	...	...	0.15	0.29
Bengal and North-Western	0.12	0.12	...	...	0.14	0.16
Bhavnagar State	0.22	0.19	...	...	0.15	0.12
Bombay, Baroda and Central India	0.16	0.15	...	...	0.07	0.04
Burma	0.26	0.25	...	...	0.17	0.16
Eastern Bengal	0.24	0.36	...	...	0.10	0.11
Gondal-Porbandar State	0.30	0.27	...	...	0.38	0.12
Hingoli Branch and Hyderabad-Godavari Valley	0.37	0.22	...	...	0.16	0.16
Jamnagar	0.21	0.57	...	...	0.13	0.21
Jodhpur-Bikaner	0.07	0.21	...	...	0.07	0.11
Junnag State	0.35	0.03	...	...	0.26	0.26
Madras and Southern Mahratta	0.12	0.13	...	...	0.07	0.20
Nilgiri	0.10	0.33	...	...	0.20	0.09
Rohilkund and Kumaon	0.20	0.10	...	...	0.16	0.11
Secunderabad-Gadwal	0.04	0.02	...	...	0.05	0.11
Shoranur-Cochin . . . . .	...	...	...	...	Included with	...
South Indian	0.13	0.19	...	...	0.06	0.05
Udaipur-Chitorgarh	0.24	0.12	...	...	0.11	0.13
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	0.10	0.50	...	...	0.19	0.17
Jacobabad-Kashmor . . . . .	...	...	...	...	Included with	...
Kalka-Simla	1.51	1.30	...	...	0.33	0.75
Kohat Thal and Nowshera-Durgai	0.24	0.59	...	...	0.08	0.12
Morappur-Hosur	0.31	0.18	...	...	0.05	0.06
Purulia-Ranchi	0.07	0.17	...	...	0.09	0.21
Raipur-Dhantari	0.09	0.16	...	...	0.57	0.05
Tirupattur-Krishnagiri	0.33	0.28	...	...	0.11	0.06
Trans-Indus (Kalabagh-Bannu)	0.07	0.55	...	...	0.45	0.34
2' 0" GAUGE.						
Pipar-Bilara Light	0.18	0.37	...	...	0.01	2.74

*The Tables B.—Locomotive Expenses, C.—Carriage and Wagon Expenses, and D.—Traffic Expenses include Tangri-Narayanganj section of the Eastern Bengal Railway.

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

137 d.		138 a.		139 a.		139 A a.		14 a.		141 a.		142 a.	
AND STATIONS —concl'd.		TABLE B.—LOCOMOTIVE EXPENSES.											
MILES—concl'd.		PER TOTAL TRAIN-MILE.											
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with the working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.	
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.59	0.74	0.74	0.80	2.63	2.89	...	...	2.24	3.36	0.21	0.35	0.33	0.31
0.63	0.91	0.66	0.71	3.22	3.35	...	...	6.50	6.91	0.49	0.53	0.72	0.72
1.39	1.99	0.81	0.88	2.36	2.25	...	...	3.96	4.09	0.31	0.39	0.38	0.38
0.47	0.59	0.78	0.84	2.09	2.25	...	32.62	1.26	1.59	0.11	0.15	0.38	0.63
0.73	1.10	0.77	0.81	3.17	3.33	5.32	63.32	7.16	6.73	0.26	0.26	0.48	0.49
0.76	0.79	0.90	0.94	2.52	2.67	4.88	6.08	6.76	7.25	0.31	0.34	0.20	0.21
1.02	0.95	0.85	0.95	1.90	1.87	...	...	3.66	3.35	0.32	0.33	0.37	0.47
0.69	1.07	0.75	0.77	2.05	2.28	...	...	6.53	7.78	0.32	0.38	0.43	0.59
0.58	1.03	0.88	0.85	1.62	1.77	...	...	3.99	4.11	0.18	0.15	0.24	0.31
0.76	0.92	0.99	0.73	2.84	2.93	...	...	9.25	10.76	0.30	0.31	0.47	0.47
3.05	3.96	1.14	0.99	1.65	1.66	...	...	4.08	4.11	0.42	0.35	0.31	0.33
1.44	1.82	0.42	0.41	0.80	0.90	...	...	2.59	2.64	0.20	0.21	0.21	0.21
1.68	1.56	0.71	0.70	1.14	1.15	...	...	4.59	4.79	0.22	0.22	0.24	0.26
1.29	1.21	0.94	0.87	2.32	2.39	...	...	4.72	5.20	0.37	0.35	0.34	0.35
2.35	2.30	1.10	1.11	2.76	2.76	7.84	7.81	5.75	6.14	0.40	0.37	0.18	0.17
1.72	2.35	0.88	0.96	1.96	2.12	...	...	2.26	2.35	0.17	0.17	0.29	0.40
2.17	2.15	0.50	0.46	1.06	1.03	...	...	6.28	8.32	0.28	0.27	0.37	0.37
2.22	3.29	1.22	1.10	1.70	1.63	...	...	2.69	2.80	0.27	0.31	0.25	0.21
3.27	6.65	1.18	1.23	0.81	0.90	...	...	7.08	6.77	0.21	0.15	0.24	0.25
0.78	1.17	0.40	0.50	0.76	0.87	...	...	4.67	5.19	0.71	0.71	0.33	0.31
16.42	2.87	0.65	0.61	1.29	1.31	...	...	5.98	6.05	0.42	0.35	0.31	0.41
1.11	1.24	0.64	0.67	2.26	2.35	...	...	4.04	4.05	0.35	0.39	0.22	0.23
6.43	7.42	1.57	1.32	8.81	9.85	...	...	17.13	18.72	0.58	0.65	1.78	1.58
1.93	2.63	0.79	0.85	0.72	0.77	...	...	3.20	3.67	0.21	0.19	0.24	0.24
4.54	5.16	1.50	1.22	2.23	2.71	...	...	2.88	2.82	0.68	0.83	0.27	0.28
the South Indian Railway	3' 3 3/4" gauge.	...	...	...	...	...	...	...	...	...	...	...	...
0.77	1.12	0.52	0.67	2.46	2.82	4.70	4.05	5.68	6.07	0.26	0.29	0.30	0.32
3.13	1.90	1.11	0.98	0.72	0.66	...	...	4.33	4.50	0.36	0.31	0.38	0.37
1.79	3.53	0.69	0.76	1.27	1.32	...	...	2.20	2.46	0.32	0.33	0.18	0.23
the North Western Railway.	5' 6" gauge.	...	...	...	...	...	...	...	...	...	...	...	...
7.12	7.43	1.42	1.43	3.87	3.76	...	...	5.75	6.16	0.09	0.10	0.43	0.45
4.34	4.81	0.41	0.48	1.66	1.89	...	...	2.63	3.49	0.50	0.61	0.29	0.26
3.01	3.23	0.56	0.57	1.90	1.89	...	...	5.36	6.57	0.44	0.46	0.28	0.28
2.36	2.29	0.61	0.69	1.73	2.12	...	...	1.51	1.77	0.51	0.70	0.32	0.31
4.64	3.95	0.87	0.71	1.38	1.85	...	...	1.60	1.53	0.43	0.57	0.27	0.31
3.47	3.89	0.59	0.56	1.83	2.23	...	...	4.33	6.78	1.32	1.19	0.22	0.19
5.40	4.77	0.32	0.39	2.42	2.25	...	...	5.11	6.54	0.19	0.40	1.12	0.75
9.10	19.12	...	...	0.56	0.44	...	...	8.10	3.24	0.34	0.35	0.24	0.06

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	TABLE B.—					
	PER TOTAL					
	143 a.		143Aa.		143Ba.	
	Railway system.					
	Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.	
	Annas.		Annas.		Annas.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	3.49	3.63	...	...	0.47	0.53
Bombay, Baroda and Central India	3.24	3.39	...	...	0.27	0.26
Eastern Bengal	3.43	2.08	...	...	0.66	0.42
East Indian	1.79	1.85	...	29.32	0.26	0.27
Great Indian Peninsula	2.96	3.43	0.76	49.69	0.25	0.32
Madras and Southern Mahratta	4.20	4.31	...	3.79	0.58	0.86
Nizam's Guaranteed State	4.80	2.06	...	...	0.95	0.05
North Western	2.90	3.31	...	...	0.30	0.31
Oudh and Rohilkhand	2.12	2.07	...	...	0.31	0.31
South Indian	2.33	2.57	...	...	0.19	0.22
3' 3½" GAUGE.						
Assam-Bengal*	1.87	2.02	...	...	0.20	0.22
Bengal and North-Western	2.40	2.41	...	...	0.06	0.07
Bhavnagar State	0.93	1.20	...	...	0.11	0.18
Bombay, Baroda and Central India	3.45	2.98	...	...	0.56	0.41
Barma	1.43	1.36	0.51	1.31	0.16	0.14
Eastern Bengal	2.43	1.27	...	...	0.43	0.05
Gondal-Forbandar State	1.43	1.89	...	...	0.22	0.13
Hingoli Branch and Hyderabad-Godavari Valley	1.65	0.59	...	...	0.05	0.05
Jamnagar	2.90	5.03	...	...	0.03	0.01
Jodhpur-Bikaner	1.86	1.85	...	...	0.12	0.17
Junnagad State.	1.65	1.01	...	...	0.08	0.09
Madras and Southern Mahratta	2.21	2.60	...	...	0.26	0.41
Nilgiri	7.19	24.20	...	...	0.18	0.23
Rohilkund and Kumaon	4.88	1.91	...	0.01	0.22	0.19
Secunderabad-Gadwal.	0.70	1.07	...	...	0.18	0.19
Shoranur-Cochin	...	...	...	...	...	...
South Indian	2.08	2.02	1.07	Included with the South	0.22	0.33
Udaipur-Chitorgarh	1.73	1.30	...	...	0.31	0.27
2' 6" GAUGE.						
Gondia-Chandn. Jubbulpore-Gondia and Nagpur-Chhindwara Extensions	2.35	3.15	...	...	0.03	0.08
Jacobabad-Kashmir	...	...	...	...	Included with	...
Kalka-Simla	5.04	5.09	...	...	0.27	0.29
Kohat-Thal and Nowshera-Durgai	1.43	1.94	...	...	0.21	0.10
Morappur-Hosur.	2.17	2.85	...	...	0.12	0.09
Purulia-Ranchi	0.77	2.28	...	...	0.02	0.04
Raipur-Dhamtari	1.85	2.41	...	...	0.01	0.08
Tirupattur-Krishnagiri	2.37	6.07	...	...	0.01	0.02
Trans Indus (Kwabagh-Bannu)	2.59	3.28	...	...	0.50	0.08
2' 0" GAUGE.						
Pi ar-Bilera Light	1.79	-0.05	...	...	...	...

* See asterisk foot-note on page 164.

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

143 Ca.	144 a.	145 a.	138 b.	139 b.	139A b.	140 b.
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LOCOMOTIVE EXPENSES—contd.

TRAIN-MILE—concl'd.

PER ENGINE MILE.

Electricity and repairs and renewals of electric plant.		Other charges (net).		Total locomotive expenses.		General Superintendence (including office expenses).		Running expenses.		All charges connected with the working of Rail Motors.		Fuel (average cost).	
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	1.44	2.36	11.54	13.13	0.58	0.62	2.07	2.27	...	...	1.76	1.84
...	...	3.02	3.21	18.12	19.08	0.55	0.59	2.64	2.75	...	...	5.31	5.63
...	...	0.19	0.30	12.10	10.99	0.51	0.57	1.50	1.61	...	...	2.52	2.60
...	...	1.28	1.60	8.15	9.17	0.57	0.61	1.53	1.34	...	21.63	0.92	1.15
...	...	3.96	3.82	19.01	19.23	0.65	0.69	2.69	2.86	5.32	63.32	6.08	5.68
...	...	2.58	2.71	18.05	19.29	0.74	0.77	2.08	2.18	4.87	6.02	5.56	5.92
...	...	0.93	0.68	12.88	9.76	0.73	0.80	1.61	1.57	...	...	3.10	2.80
...	...	2.79	2.53	16.07	17.95	0.60	0.61	1.64	1.81	...	...	3.24	6.17
...	...	1.87	1.92	11.25	11.49	0.73	0.71	1.35	1.47	...	...	3.33	3.43
...	...	1.12	1.02	17.54	19.01	0.37	0.64	3.49	2.54	...	...	8.10	9.34
...	...	1.21	1.16	10.88	10.63	0.90	0.79	1.30	1.33	...	...	3.23	3.26
...	...	1.06	1.31	7.74	8.19	0.34	0.33	0.66	0.72	...	...	2.09	2.13
...	...	0.18	0.19	8.12	8.64	0.59	0.58	0.94	0.94	...	...	3.80	3.96
...	...	0.98	0.57	13.68	13.12	0.80	0.76	1.98	2.03	...	...	4.03	4.45
...	...	1.14	0.40	12.91	12.45	0.88	0.89	2.21	2.20	7.84	7.81	1.63	4.00
...	...	1.45	1.61	9.87	8.87	0.66	0.72	1.49	1.57	...	...	1.68	1.74
...	...	0.41	0.66	10.55	13.16	0.43	0.40	0.92	0.88	...	...	5.45	7.15
...	...	2.17	1.38	10.00	8.07	1.06	0.96	1.48	1.41	...	...	2.33	2.42
...	...	0.18	0.01	12.61	14.35	0.96	0.99	0.68	0.72	...	...	5.73	5.45
...	...	0.63	0.55	9.68	10.15	0.37	0.44	0.68	0.79	...	...	4.11	4.66
...	10.38	9.83	0.52	0.49	1.05	1.06	...	...	4.87	4.00
...	...	1.74	1.63	11.72	13.33	0.56	0.50	2.00	2.06	...	...	3.57	3.56
...	...	3.73	6.57	40.97	68.12	1.28	1.06	7.18	7.93	...	...	13.94	15.08
...	...	0.73	0.69	10.99	8.52	0.63	0.66	0.57	0.60	...	...	2.54	2.86
...	...	0.97	0.55	9.37	9.67	1.37	1.11	2.03	2.47	...	...	2.62	2.57
...	...	0.97	1.00	12.49	13.52	0.45	0.58	2.13	2.43	4.68	4.04	4.03	5.23
...	8.94	8.39	1.03	0.90	6.66	6.64	...	...	4.02	4.18
...	...	1.11	1.18	8.15	9.51	0.54	0.60	1.00	1.04	...	...	1.74	1.95
...	...	0.92	0.62	17.79	17.90	1.11	1.11	3.04	2.93	3.43	3.35	4.51	4.79
...	...	2.15	2.18	9.28	11.05	0.35	0.40	1.41	1.58	...	...	2.23	2.60
...	...	0.26	0.19	11.09	12.90	0.56	0.56	1.89	1.87	...	...	5.35	6.53
...	...	0.20	0.45	5.67	8.76	0.48	0.51	1.35	1.57	...	...	1.18	1.31
...	...	1.37	1.53	7.08	8.44	0.50	0.53	1.03	1.09	...	...	1.19	1.13
...	...	0.14	0.22	10.86	17.56	0.59	0.56	1.83	2.22	...	...	4.38	6.73
...	...	2.06	3.87	14.31	17.64	0.24	0.33	1.78	1.90	...	...	3.76	5.54
...	6.03	4.04	...	...	0.56	0.44	...	...	3.10	3.24

‡Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial num-ber.	141 b.		142 b.		143 c.		
	TABLE B.—							
	PER ENGINE							
	Water.	Oil, tallow and other stores.				Maintenance and renewal of locomotives.		
Annas.	Annas.				Annas.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
Bengal-Nagpur	0·16	0·20	0·25	0·24	2·74	2·81		
Bombay, Baroda and Central India	0·40	0·44	0·59	0·60	2·65	2·79		
Eastern Bengal	0·20	0·25	0·24	0·25	2·19	1·37		
East Indian	0·08	0·11	0·43	0·45	1·31	1·34		
Great Indian Peninsula	0·22	0·22	0·40	0·41	2·52	2·90		
Madras and Southern Mahratta	0·25	0·29	0·17	0·17	3·46	3·52		
Nizam's Guaranteed State	0·27	0·28	0·32	0·39	4·08	1·73		
North Western	0·25	0·30	0·35	0·47	2·33	2·62		
Oudh and Rohilkhand	0·15	0·13	0·24	0·26	1·77	1·72		
South Indian	0·26	0·27	0·41	0·41	2·08	2·23		
3' 3½" GAUGE.								
Assam-Bengal*	0·33	0·28	0·24	0·26	1·48	1·61		
Bengal and North-Western	0·16	0·17	0·17	0·19	1·94	1·94		
Bhavnagar State	0·18	0·18	0·20	0·23	0·75	0·99		
Bombay, Baroda and Central India	0·31	0·30	0·29	0·30	2·94	2·55		
Burma	0·32	0·29	0·14	0·13	1·14	1·09		
Eastern Bengal	0·13	0·13	0·21	0·26	1·80	0·94		
Gondal-Porbandar State	0·24	0·23	0·32	0·34	1·24	1·62		
Hingoli Branch and Hyderabad-Godavari Valley	0·23	0·27	0·22	0·18	1·43	0·51		
Jamnagar	0·17	0·12	0·20	0·20	2·35	4·05		
Jodhpur-Bikaner	0·64	0·64	0·30	0·28	1·68	1·66		
Junagad State	0·34	0·28	0·25	0·33	1·34	0·83		
Madras and Southern Mahratta	0·32	0·34	0·19	0·20	1·95	2·29		
Nilgiri	0·47	0·52	1·45	1·27	5·86	19·49		
Rohilkhand and Kumaon	0·16	0·15	0·19	0·19	3·86	1·47		
Secunderabad-Gadwal	0·61	0·76	0·25	0·25	0·64	0·97		
Shoranur-Cochin	...	Included	with	the	South.			
South Indian	0·22	0·25	0·26	0·28	1·81	1·74		
Udaipur-Chitorgarh	0·33	0·29	0·35	0·35	1·60	1·21		
2' 6" GAUGE.								
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara	0·25	0·26	0·15	0·18	1·85	2·45		
Extensions	...	Included	with	the	North			
Jacobabad-Kashmor	0·07	0·08	0·34	0·85	3·96	3·96		
Kalka-Simla	0·42	0·50	0·24	0·30	1·21	1·62		
Kohat-Thal and Nowshera-Dargai								
Morappur-Hosur	0·44	0·47	0·28	0·28	2·16	2·83		
Purulia-Ranchi	0·40	0·52	0·25	0·23	0·60	1·69		
Raipur-Dhamtari	0·32	0·42	0·20	0·23	1·00	1·78		
Tirupattur-Krishnagiri	1·32	1·43	0·22	0·19	2·37	6·08		
Trans Indus (Kalabagh-Bannu)	0·14	0·40	0·83	0·64	1·90	2·78		
2' 0" GAUGE.								
Pipar-Bilera Light	0·34	0·35	0·24	0·06	1·79	—0·05		

*See asterisk foot-note on page 164.

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

143-A b.		143-B b.		143-C b.		144 b.		145 b.		155 c.		159 c.	
LOCOMOTIVE EXPENSES—contd.													
MILE—concl'd.										PER 1,000 GROSS TON-MILES.			
Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		General Superintendence (including office expenses).		Running expenses.	
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0.36	0.42	...	...	1.13	1.85	9.05	10.36	0.09	0.09	0.30	0.33
...	...	0.22	0.22	...	...	2.47	2.64	14.83	15.72	0.03	0.03	0.36	0.38
...	...	0.42	0.27	...	...	0.12	0.20	7.70	7.22	0.12	0.12	0.33	0.33
...	22.14	0.19	0.20	...	...	0.93	1.16	5.96	6.66	0.08	0.08	0.31	0.23
0.76	49.09	0.21	0.27	...	...	3.37	3.23	16.14	16.26	0.10	0.10	0.43	0.43
...	3.75	0.48	0.70	...	...	2.12	2.22	14.86	15.77	0.11	0.11	0.30	0.32
...	...	0.04	0.04	...	...	0.79	0.57	10.94	8.18	0.13	0.14	0.29	0.28
7.88	...	0.24	0.24	...	...	2.24	2.03	10.89	14.22	0.08	0.09	0.21	0.27
...	...	0.26	0.26	...	...	1.56	1.59	9.39	9.56	0.10	0.11	0.30	0.21
...	...	0.17	0.19	...	...	0.98	0.89	15.36	16.51	0.16	0.12	0.47	0.49
...	...	0.16	0.18	...	...	0.95	0.93	8.59	8.66	0.23	0.26	0.40	0.44
...	...	0.05	0.06	...	...	0.85	1.05	6.26	6.59	0.10	0.09	0.19	0.21
...	...	0.09	0.10	...	...	0.15	0.17	6.73	7.14	0.23	0.23	0.37	0.37
...	...	0.43	0.36	...	...	0.83	0.49	11.66	11.24	0.20	0.19	0.51	0.52
0.51	1.31	0.13	0.12	...	...	0.91	0.32	10.33	9.94	0.23	0.22	0.57	0.55
...	...	0.32	0.03	...	...	1.07	1.19	7.83	6.58	0.19	0.20	0.43	0.45
...	...	0.20	0.12	...	...	0.36	0.56	9.16	11.30	0.17	0.16	0.37	0.35
...	...	0.04	0.04	...	...	1.87	1.19	8.66	6.98	0.34	0.28	0.48	0.41
...	...	0.03	0.01	...	...	0.10	0.01	10.22	11.55	0.46	0.40	0.33	0.33
...	...	0.12	0.15	...	...	0.57	0.50	8.77	9.12	0.08	0.11	0.17	0.20
...	...	0.07	0.07	...	...	...	...	8.44	7.96	0.22	0.21	0.45	0.46
...	...	0.23	0.36	...	...	1.54	1.43	10.36	10.83	0.18	0.19	0.63	0.64
...	...	0.15	0.18	...	...	3.03	5.30	33.36	50.88	1.03	0.38	5.73	6.53
...	0.01	0.17	0.15	...	...	0.59	0.55	8.71	6.63	0.19	0.20	0.18	0.18
...	...	0.16	0.17	...	...	0.85	0.50	8.53	8.80	0.56	0.43	0.85	0.96
Indian railway	3'-3 3/4" gauge	...	...	...	...	...	...	...	...	...	...	...	...
1.07	0.50	0.19	0.28	...	...	0.85	0.86	10.84	11.65	0.12	0.16	0.30	0.67
...	...	0.28	0.25	...	...	...	...	8.27	7.79	0.40	0.40	0.26	0.27
...	...	0.03	0.06	...	...	0.87	0.93	6.43	7.50	0.21	0.25	0.30	2.04
Western railway	5' 6" gauge	...	...	...	...	...	...	...	...	...	...	...	...
1.18	4.15	0.21	0.23	...	...	0.72	0.48	13.96	13.93	0.93	...	2.55	2.48
...	...	0.18	0.08	...	...	1.82	1.81	7.86	9.18	0.31	0.24	1.24	11.39
...	...	0.12	0.09	...	...	0.26	0.19	11.06	12.82	0.34	0.36	1.15	1.21
...	...	0.02	0.03	...	...	0.16	0.63	4.44	6.49	0.21	0.24	0.59	0.72
...	...	0.01	0.02	...	...	1.02	1.13	5.27	6.24	0.85	0.40	0.72	0.77
...	...	0.01	0.02	...	...	0.14	0.21	10.86	17.44	0.34	0.34	1.05	1.35
...	...	0.37	0.06	...	...	1.51	3.23	10.53	14.98	0.15	0.17	1.13	0.99
...	...	...	...	...	...	...	...	6.53	4.04	...	...	1.02	0.83

† Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	139 Ac.		140c.		141c.	
		TABLE B.—					
		PER 1,000 GROSS					
		All charges connected with the working of Rail Motors.		Fuel (average cost).		Water.	
Rs.		Rs.		Rs.			
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur	0.26	0.26	0.02	0.03	
Bombay, Baroda and Central India	0.74	0.79	0.05	0.08	
Eastern Bengal	0.56	0.55	0.04	0.05	
East Indian	...	47.27	0.12	0.16	0.01	0.02	
Great Indian Peninsula	...	4.53	0.94	0.84	0.03	0.03	
Madras and Southern Mahratta	...	3.24	0.80	0.86	0.04	0.04	
Nizam's Guaranteed State	0.56	0.49	0.05	0.05	
North Western	0.72	0.93	0.04	0.05	
Oudh and Rohilkhand	0.48	0.52	0.02	0.02	
South Indian	1.53	1.79	0.05	0.05	
3' 3½" GAUGE.							
Assam-Bengal*	0.89	1.07	0.10	0.09	
Bengal and North-Western	0.63	0.61	0.05	0.05	
Bhavnagar State	1.49	1.55	0.07	0.07	
Bombay, Baroda and Central India	1.04	1.18	0.08	0.08	
Burma	11.76	11.60	1.19	1.21	0.08	0.07	
Eastern Bengal	0.50	0.49	0.04	0.04	
Gondal-Forbandar State	2.16	2.83	0.09	0.09	
Hingoli Branch and Hyderabad-Godavari Valley	0.75	0.71	0.08	0.08	
Jamnagar	2.75	2.52	0.08	0.06	
Jodhpur-Bikaner	1.05	1.15	0.15	0.16	
Junagad State	2.07	2.11	0.15	0.12	
Madras and Southern Mahratta	1.13	1.11	0.10	0.11	
Nilgiri	11.15	12.42	0.37	0.43	
Rohilkand and Kumaon	0.79	0.86	0.05	0.05	
Secunderabad-Gadwal	1.09	0.99	0.26	0.29	
Shoranur-Cochin	Included with the South	...	...
South Indian	17.80	16.85	1.36	1.44	0.08	0.07	
Udampur-Chitorgarh	1.56	1.79	0.13	0.12	
2' 6" GAUGE.							
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.67	0.81	0.10	0.11	
Jacobabad-Kashmir	Included with North	...	...	...
Kalka-Simla	3.78	4.06	0.05	0.07	
Kohat-Thal and Nowshera-Durgai	1.96	2.56	0.37	0.45	
Morappur-Hosur	3.26	4.20	0.27	0.30	
Parulia-Ranchi	0.52	0.60	0.17	0.24	
Raipur-Dhamtari	0.83	0.87	0.22	0.32	
Tirupattur-Krishnagiri	2.50	4.10	0.76	0.90	
Trans Indus (Kalabagh-Banna)	2.39	2.89	0.09	0.21	
2' 0" GAUGE.							
Pipar-Bilara Light	5.61	6.01	0.62	0.65	

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

142 c.	143 c.	143 A c.	143 B c.	143 C c.	144 c.	145 c.
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LOCOMOTIVE EXPENSES—concl.

TON-MILES—concl.

Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.	
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0'04	0'04	0'40	0'41	...	...	0'05	0'06	...	...	0'16	0'26	1'32	1'47
0'08	0'08	0'37	0'39	...	...	0'03	0'03	...	...	0'34	0'37	2'05	2'18
0'05	0'05	0'49	0'28	...	...	0'09	0'06	...	...	0'03	0'05	1'71	1'49
0'06	0'06	0'18	0'19	...	42'48	0'02	0'03	...	...	0'13	0'16	0'81	0'93
0'07	0'06	0'39	0'43	0'64	39'68	0'03	0'04	...	...	0'52	0'48	3'50	3'41
0'02	0'02	0'49	0'51	...	2'51	0'07	0'10	...	...	0'30	0'33	3'13	3'23
0'05	0'07	0'78	0'30	...	...	0'01	0'01	...	...	0'14	0'10	1'96	1'44
0'05	0'07	0'32	0'40	...	...	0'03	0'04	...	...	0'31	0'30	1'77	2'15
0'03	0'04	0'25	0'26	...	...	0'04	0'04	...	...	0'23	0'24	1'35	1'48
0'08	0'08	0'39	0'42	...	...	0'08	0'04	...	...	0'18	0'17	2'99	3'16
0'07	0'08	0'46	0'53	...	...	0'05	0'05	...	...	0'29	0'31	2'61	2'83
0'05	0'06	0'58	0'55	...	...	0'02	0'03	...	...	0'25	0'30	1'87	1'99
0'08	0'09	0'30	0'39	...	...	0'04	0'04	...	...	0'06	0'06	2'64	2'78
0'07	0'07	0'76	0'64	...	...	0'18	0'09	...	...	0'23	0'13	3'01	2'35
0'04	0'03	0'29	0'26	0'77	1'95	0'04	0'03	...	...	0'24	0'08	2'63	2'45
0'08	0'07	0'53	0'27	...	...	0'09	0'01	...	...	0'82	0'34	3'16	1'87
0'13	0'13	0'49	0'64	...	...	0'08	0'04	...	...	0'14	0'23	3'63	4'47
0'07	0'05	0'46	0'15	...	...	0'01	0'01	...	...	0'60	0'04	2'79	2'03
0'10	0'09	1'12	1'87	...	...	0'01	0'01	...	...	0'05	...	4'90	5'34
0'07	0'07	0'40	0'41	...	...	0'08	0'03	...	...	0'14	0'12	2'09	2'25
0'11	0'14	0'57	0'36	...	...	0'03	0'03	...	...	...	...	3'60	3'43
0'08	0'06	0'62	0'71	...	...	0'07	0'11	...	...	0'49	0'45	3'23	3'38
1'16	1'05	4'09	16'05	...	...	0'11	0'15	...	...	2'43	4'36	26'06	41'87
0'06	0'05	1'22	0'45	...	...	0'05	0'05	...	...	0'18	0'16	2'72	2'00
0'10	0'10	0'26	0'38	...	...	0'07	0'07	...	...	0'35	0'19	3'54	3'41
Indian Railway	3' 33" gauge	0'50	0'48	4'08	2'10	0'05	0'08	...	...	0'23	0'21	2'08	3'22
0'07	0'08	0'62	0'52	...	...	0'11	0'11	...	...	...	...	3'22	3'36
0'06	0'08	0'71	1'04	...	...	0'01	0'03	...	...	0'33	0'39	2'48	3'14
Western railway	5' 6" gauge	3'32	3'35	...	...	0'18	0'19	...	...	0'61	0'41	11'70	11'80
0'23	0'30	1'06	1'43	...	...	0'16	0'08	...	...	1'61	1'60	6'92	8'12
0'17	0'18	1'32	1'82	...	...	0'07	0'06	...	...	0'16	0'12	6'74	8'25
0'11	0'19	0'26	0'77	...	...	0'01	0'01	...	...	0'07	0'29	1'94	2'97
0'14	0'17	0'70	1'36	...	...	0'01	0'02	...	...	0'71	0'66	3'63	4'77
0'12	0'12	1'35	3'68	...	...	0'01	0'01	...	...	0'09	0'13	6'21	10'63
0'53	0'33	1'21	1'45	...	...	0'23	0'03	...	...	0'96	1'71	6'69	7'78
0'43	0'11	3'25	—0'09	...	...	...	...	...	...	...	...	10'93	7'51

† Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	146 a.		147 a.		148 a.	
		TABLE C.—CARRIAGE AND					
		PER TOTAL					
		General Superintendence (including office expenses).		Repairs and renewals of coaching vehicles.		Repairs and renewals of goods vehicles.	
Annas.		Annas.		Annas.			
1st half.		2nd half.		1st half.		2nd half.	
5' 6" GAUGE.							
Bengal-Nagpur		0.22	0.24	1.53	1.66	2.69	3.66
Bombay, Baroda and Central India		0.27	0.29	1.76	2.00	1.85	2.27
Eastern Bengal		0.42	0.42	2.19	1.30	1.63	2.27
East Indian		0.16	0.18	0.88	0.65	1.21	1.27
Great Indian Peninsula		0.29	0.31	1.05	1.48	0.81	1.02
Madras and Southern Mahratta		0.34	0.35	2.70	2.42	1.88	2.08
Nizam's Guaranteed State		0.35	0.36	3.00	—0.05	2.15	1.94
North Western		0.33	0.34	1.37	1.04	0.95	1.04
Oudh and Rohilkhand		0.40	0.40	1.92	1.72	1.04	1.47
South India		0.33	0.25	1.10	1.37	1.20	1.06
3' 3½" GAUGE.							
Assam-Bengal*		0.50	0.49	1.02	0.94	1.64	2.14
Bengal and North-Western		0.16	0.15	1.04	0.97	2.51	2.17
Bhavnagar State		0.24	0.24	0.67	0.65	0.29	0.26
Bombay, Baroda and Central India		0.40	0.41	1.23	1.14	1.04	1.01
Burma		0.42	0.42	0.92	0.87	1.35	1.40
Eastern Bengal		0.45	0.52	1.57	0.92	1.19	0.99
Gondal-Porbandar State		0.17	0.15	1.30	1.59	0.24	0.59
Hingoli Branch and Hyderabad-Godavari Valley		0.35	0.45	0.95	0.70	0.70	0.44
Jamnagar		0.39	0.41	0.12	1.04	0.12	0.39
Jodhpur-Bikaner		0.15	0.17	0.70	0.62	0.69	0.79
Junagad State		0.21	0.20	0.75	0.53	0.80	0.53
Madras and Southern Mahratta		0.23	0.23	1.14	0.97	1.02	0.67
Nilgiri		0.52	0.43	0.73	1.04	0.48	0.51
Rohilkhand and Kumaon		0.33	0.37	0.83	1.00	2.47	1.00
Secunderabad-Gadwal		0.49	0.57	0.62	1.40	0.23	0.77
Shoranur-Cochin	Included with the South	...	...
South Indian		0.17	0.22	0.97	1.50	1.19	1.10
Udaipur-Chitorgarh		0.25	0.22	0.89	0.57	0.08	0.10
2' 6" GAUGE.							
Gondia-Chanda, Jabalpor-Gondia and Nagpur Chhindwara Extensions		0.17	0.17	1.46	1.55	1.64	1.54
Jacobabad-Kashmir	Included with the	...	...
Kalka-Simla		0.31	0.31	—7.67	3.00	7.12	—0.36
Kohat-Thal and Nowshera-Durgai		0.05	0.34	0.66	11.35	0.45	8.02
Morappur-Hosur		0.18	0.19	0.14	0.20	0.02	0.10
Parulia-Ranchi		0.30	0.37	1.17	2.54	0.33	0.38
Raipur-Dhantari		0.37	0.43	0.37	0.19	1.60	—7.23
Tirupattur-Krishnagiri		0.20	0.19	0.13	...	0.03	0.08
Trans Indus (Kalabagh-Bannu)		0.07	0.57	1.29	5.59	2.10	15.47
2' 0" GAUGE.							
Pipar-Bilara Light	0.32	0.55	0.03	0.53

* See asterisk foot-note on page 164.

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

148Aa.		149a.		149Aa.		150a.		151a.		146b.		147c.	
WAGON EXPENSES.													
TRAIN MILE.										PER 1,000 VEHICLE-MILES RUN BY ROAD VEHICLES.			
Repairs and renewals of machinery, tools and plant.		Cleaning and oiling.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General Superintendence (including office expenses).		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage.	
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.11	0.12	0.50	0.58	...	...	0.18	-0.33	5.23	5.98	0.50	0.55	21.09	21.99
0.15	0.16	0.42	0.48	...	...	0.06	0.04	4.51	5.24	0.52	0.55	12.75	14.97
0.36	0.22	0.53	0.61	...	...	0.01	0.03	5.12	3.81	0.83	0.74	14.12	8.34
0.05	0.07	0.32	0.32	...	...	-0.02	-0.04	2.40	2.45	0.26	0.30	7.16	6.76
0.10	0.13	0.51	0.63	...	...	0.02	0.03	2.78	3.60	0.93	0.96	10.73	15.19
0.10	0.15	0.42	0.45	...	...	0.07	-0.03	5.51	5.42	0.94	0.89	23.19	19.11
0.01	0.01	0.32	0.33	...	...	0.01	0.11	5.84	2.70	0.87	0.93	34.80	-0.51
0.07	0.10	0.52	0.57	...	...	0.13	-0.04	3.37	3.05	0.80	0.87	10.29	8.39
0.12	0.18	0.53	0.59	...	...	0.07	0.03	4.08	4.39	0.80	0.84	14.96	14.43
0.02	0.07	0.62	0.62	...	...	0.01	0.02	3.32	3.39	1.09	0.67	9.34	11.00
0.02	0.04	0.48	0.46	...	...	0.02	...	3.63	4.07	1.40	1.36	6.12	6.00
0.04	0.04	0.30	0.34	...	...	0.01	0.01	4.06	3.68	0.31	0.30	5.11	4.68
0.06	0.06	0.30	0.32	...	...	...	...	1.56	1.53	0.81	0.84	3.82	3.76
0.08	0.08	0.31	0.35	...	...	-0.10	...	2.96	2.99	0.76	0.79	7.15	7.76
0.07	0.07	0.33	0.32	...	...	0.04	0.03	3.13	3.11	0.93	0.89	2.03	1.84
0.04	0.05	0.54	0.65	...	...	0.02	0.02	3.81	3.15	1.16	1.32	8.32	4.64
0.15	0.05	0.28	0.29	...	...	0.07	0.14	3.21	2.81	0.60	0.55	8.37	9.88
0.02	0.01	0.22	0.25	...	...	0.01	0.07	2.25	1.92	1.20	1.41	6.67	5.02
...	...	0.36	0.43	...	...	...	...	0.99	2.27	1.84	1.81	0.80	6.39
0.07	0.08	0.18	0.28	...	...	0.01	0.02	1.80	2.11	0.60	0.69	6.46	6.88
...	0.01	0.34	0.38	...	...	...	...	2.10	1.65	0.69	0.67	4.60	8.41
0.05	0.09	0.18	0.22	...	...	0.01	0.01	2.63	2.19	0.82	0.85	9.23	7.38
0.06	0.06	1.73	1.79	...	...	...	0.03	3.52	3.86	4.51	3.90	10.45	16.02
0.06	0.08	0.42	0.39	...	...	0.01	0.05	4.22	2.89	0.74	0.85	5.35	5.97
0.01	0.05	0.16	0.33	...	...	0.01	0.08	1.52	3.20	1.89	2.04	3.66	7.90
Indian Railway	3' 3 1/2" gauge.	...	...	...	...	...	...	...	...	...	...	...	...
0.06	0.08	0.45	0.49	...	...	0.01	0.01	2.85	3.40	0.45	0.59	6.09	9.57
0.02	0.05	0.52	0.55	...	...	...	...	1.76	1.49	0.92	0.09	3.34	0.22
0.02	0.01	0.56	0.46	...	...	0.01	0.04	3.66	3.77	0.44	0.44	7.42	8.08
North Western Railway	5' 6" gauge.	...	...	...	...	...	...	...	...	...	...	...	...
0.06	-0.01	0.87	0.89	...	...	-0.48	0.08	0.18	3.68	1.97	2.04	-7.43	32.71
...	-0.01	0.69	0.91	...	...	0.03	0.90	1.88	30.51	6.24	0.27	4.89	13.43
0.04	0.04	0.41	0.44	...	...	...	0.01	0.79	0.98	0.72	0.81	0.89	1.10
0.02	0.01	0.45	0.55	...	...	0.03	0.20	2.30	4.05	0.87	0.95	5.07	10.48
...	0.01	0.78	0.31	...	...	0.01	0.04	3.13	-0.80	1.28	1.58	3.42	1.63
...	0.01	0.46	0.47	...	...	0.03	0.02	0.85	0.77	0.76	0.77	0.76	...
...	0.01	0.35	2.78	...	...	-0.04	-1.18	3.77	23.24	0.28	0.36	9.45	6.39
...	...	0.12	0.09	...	...	...	...	0.46	1.22	...	...	3.15	5.85

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial Number.	148b.	148-A.b.	149b.			
	TABLE C—CARRIAGE AND						
	PER 1,000						
	Repairs and renewals of goods vehicles calculated on goods vehicle mileage.		Repairs and renewals of machinery, tools and plant.		Cleaning and oiling.		
Rs.		Rs.		Rs.			
1st half.		2nd half.		1st half.		2nd half.	
5' 6" GAUGE.							
Bengal-Nagpur		7.52	9.95	0.25	0.27	1.15	1.31
Bombay, Baroda and Central India.		5.04	6.12	0.30	0.32	0.82	0.93
Eastern Bengal		4.67	3.00	0.71	0.40	1.04	1.08
East Indian		2.29	2.52	0.09	0.12	0.51	0.53
Great Indian Peninsula		3.66	4.69	0.32	0.41	1.64	2.00
Madras and Southern Mahratta		7.79	7.94	0.28	0.41	1.18	1.14
Nizam's Guaranteed State.		6.90	6.66	0.02	0.04	0.81	0.85
North Western		3.41	4.00	0.18	0.25	1.25	1.49
Oudh and Rohilkhand		2.81	4.11	0.25	0.39	1.07	1.28
South Indian		6.41	5.93	0.21	0.23	2.02	2.04
8' 3 1/2" GAUGE.							
Asram-Bengal*		8.62	10.96	0.06	0.11	1.34	1.33
Bengal and North-Western		8.28	6.99	0.08	0.09	0.58	0.64
Bhavnagar State.		2.68	2.48	0.19	0.22	1.03	1.14
Bombay, Baroda and Central India.		2.97	2.75	0.16	0.16	0.59	0.68
Burma		2.97	2.96	0.15	0.15	0.73	0.69
Eastern Bengal		6.04	5.04	0.10	0.12	1.39	1.64
Gondal-Porbandar State		1.97	5.09	0.56	0.17	1.02	1.05
Hingoli Branch and Hyderabad-Godavari Valley		4.76	2.39	0.05	0.04	0.75	0.76
Jamnagar.		1.66	4.76	0.02	0.02	1.63	1.89
Jodhpur-Bikaner		4.72	6.32	0.27	0.35	0.74	0.91
Junagad State.		5.98	3.63	...	0.03	1.09	1.27
Madras and Southern Mahratta		4.84	2.92	0.14	0.26	0.50	0.60
Nilgiri		10.40	10.90	0.53	0.53	14.87	16.02
Rohilkhand and Kumaon		8.70	4.13	0.14	0.19	0.94	0.92
Secunderabad Gadwal		2.48	7.58	0.01	0.17	0.65	1.17
Shoranur-Cochin		Included	0.22	with the	South
South Indian		5.41	4.87	0.17	0.22	1.19	1.28
Udaipur-Chitorgarh.		0.31	0.04	0.07	0.02	1.90	0.22
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		8.47	7.63	0.06	0.02	1.43	1.16
Jacobabad-Kashmir		Included	0.07	with	North
Kalka-Simla		115.57	5.06	0.20	0.07	5.45	5.85
Kohat-Thal and Nowshera-Durgai		6.22	19.35	0.01	...	3.33	7.86
Morappur-Hosur		0.30	1.80	0.17	0.18	1.68	1.94
Purulia-Ranchi		2.82	2.63	0.04	0.02	1.29	1.42
Raipur-Dhantari		8.68	8.38	0.02	0.03	2.69	1.14
Tirupattur-Krishnagiri		0.30	1.33	0.01	0.02	1.78	1.95
Trans-Indus (Kalabagh-Banna)		15.32	22.03	...	0.01	1.29	1.75
2' 0" GAUGE.							
Pipar-Bilara Light		0.32	10.64	...	...	0.31	0.59

* See asterisk foot-note on page 164.

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

149-A-b		150b.		151b.		152a.		153a.		154a.		155a.	
WAGON EXPENSES—concl'd.						TABLE D.—TRAFFIC EXPENSES.							
VEHICLE-MILES RUN BY HOME VEHICLES—concl'd.						PRE TOTAL TRAIN-MILE.							
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General Superintendence (including office expenses).		Station staff.		Train staff.		Fuel, lighting, water and general stores.	
Rs.		Rs.		Rs.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0.42	-0.74	12.15	13.39	0.87	0.95	2.52	2.74	0.92	0.99	0.38	0.65
...	...	0.12	0.07	8.92	10.35	0.72	0.75	3.58	3.29	0.75	0.86	1.06	1.04
...	...	0.02	0.05	10.15	6.73	1.90	1.93	7.68	9.04	1.45	1.39	1.57	2.12
...	...	-0.08	-0.06	3.87	4.09	0.85	0.92	2.58	2.89	1.18	1.24	0.84	0.90
...	...	0.07	0.09	8.99	11.40	0.64	0.67	2.70	3.04	1.17	1.54	0.93	0.84
...	...	0.19	-0.07	15.37	13.96	0.72	0.78	2.55	2.68	0.90	0.93	0.64	0.57
...	...	0.03	0.29	14.69	7.05	0.89	0.92	2.13	2.22	0.97	0.95	0.44	0.44
...	...	0.29	0.11	8.16	7.93	0.83	0.85	3.81	3.88	0.92	1.02	1.08	1.22
...	...	0.13	0.06	8.20	9.22	1.14	1.15	8.37	3.54	1.07	1.08	0.77	1.00
...	...	0.04	0.06	10.90	11.14	0.74	0.78	2.03	2.38	0.85	0.92	0.66	0.75
...	...	0.03	0.02	10.29	11.64	1.28	1.19	3.78	3.51	0.65	0.64	1.08	0.91
...	...	0.02	0.03	8.00	7.12	0.59	0.54	1.86	2.08	0.43	0.45	0.43	0.48
...	5.30	5.48	0.94	0.64	2.65	2.70	0.44	0.49	1.06	0.99
...	...	-0.19	0.01	5.68	5.81	0.67	0.64	2.69	2.85	0.62	0.65	0.67	0.77
...	...	0.08	0.06	6.89	6.59	1.02	1.00	2.86	2.97	0.95	1.00	0.60	0.56
...	...	0.04	0.06	9.85	7.99	1.48	1.53	4.42	4.93	0.18	1.22	0.93	1.19
...	...	0.27	0.51	8.02	10.14	0.57	0.63	1.77	1.53	0.38	0.37	1.31	0.19
...	...	0.25	0.23	7.76	5.97	1.14	0.99	2.49	2.96	1.07	1.05	0.60	0.71
...	4.63	10.00	1.25	1.29	1.54	1.66	0.53	0.54	0.70	2.42
...	...	0.01	0.07	7.09	8.61	0.55	0.64	1.24	1.48	0.27	0.32	0.79	0.75
...	6.76	5.49	0.67	0.68	2.22	2.17	0.47	0.47	0.44	0.45
...	...	0.03	0.02	7.30	6.09	0.55	0.56	1.76	1.90	0.65	0.68	0.36	0.37
...	...	0.03	0.27	30.37	34.61	1.65	1.34	4.66	5.43	1.99	2.31	0.10	0.47
...	...	0.01	0.10	9.28	6.94	0.78	0.77	2.31	2.38	0.41	0.43	0.72	0.71
...	...	0.05	0.28	5.85	11.44	1.50	1.63	2.65	3.56	0.85	0.92	0.22	0.49
Indian	Railway	3' 3 1/2" gauge	...	7.53	8.92	0.67	0.74	2.12	2.38	0.72	0.82	0.19	0.78
...	...	0.03	0.03	6.56	0.59	1.00	0.88	1.80	1.57	0.37	0.34	1.23	0.58
...	...	0.02	0.08	9.88	9.56	0.72	0.69	2.00	2.22	0.61	0.64	0.14	0.46
Western	Railway	5' 6" gauge	...	1.10	2.563	...	...	...	...	...	...	...	...
...	...	-3.00	0.21	9.07	24.22	2.04	2.12	1.60	5.05	1.43	1.39	1.06	1.41
...	...	0.15	0.71	...	...	0.16	0.21	2.35	2.59	0.48	0.60	0.16	0.21
...	...	0.01	0.02	3.25	4.22	0.91	0.88	1.04	1.15	0.48	0.51	0.14	0.13
...	...	0.08	0.53	6.60	10.52	0.29	0.26	1.61	2.21	0.29	0.31	0.06	0.18
...	...	0.02	0.15	10.75	-1.11	0.23	0.21	2.14	2.46	1.07	1.24	0.02	...
...	...	0.12	0.08	3.27	3.17	1.06	1.12	1.55	1.63	0.52	0.57	0.15	0.17
...	...	-0.18	-0.75	13.77	14.73	0.30	0.47	2.37	2.31	0.42	0.60	0.52	0.64
...	...	0.01	0.01	3.04	8.19	...	...	1.90	1.92	0.25	0.30	0.66	0.94

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	TABLE D—					
		PER TOTAL TRAIN-MILE					
		156a.		157a.		158a.	
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.			
Annas.	Annas.	Annas.					
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.							
Bengal-Nagpur		0·08	0·14	0·19	0·11	0·01	0·01
Bombay, Baroda and Central India.		0·12	0·12	0·32	0·27	...	...
Eastern Bengal		0·14	0·15	0·36	0·43	0·03	0·03
East Indian		0·13	0·12	0·23	0·26	0·05	0·06
Great Indian Peninsula		0·05	0·22	0·22	0·25	...	...
Madras and Southern Mahratta		0·08	0·10	0·27	0·23	0·03	0·03
Nizam's Guaranteed State		0·20	0·25	0·27	0·20	0·03	0·01
North Western		0·10	0·23	0·18	0·19	...	...
Oudh and Rohilkhand		0·16	0·16	0·32	0·19	0·01	0·01
South Indian		...	0·10	0·31	0·45	...	...
3' 3½" GAUGE.							
Assam-Bengal*		0·01	0·13	0·33	0·28	...	...
Bengal and North-Western		0·05	0·05	0·24	0·30	...	...
Bhavnagar State.		0·03	0·14	1·11	0·78	...	...
Bombay, Baroda and Central India		0·07	0·12	0·40	0·42	...	...
Burma		0·14	0·05	0·37	0·39	...	...
Eastern Bengal		0·07	0·06	0·26	0·32	...	...
Gondal-Portbandar State		0·01	0·21	0·56	0·57	...	...
Hingoli Branch and Hyderabad-Godavari Valley		0·17	0·11	0·31	0·36	...	...
Jamnagar		0·05	0·14	0·60	0·76	...	...
Jodhpur-Bikaner		0·03	0·06	0·34	0·40	...	...
Junagad State		0·01	...	0·98	1·18	...	...
Madras and Southern Mahratta		0·09	0·09	0·28	0·31	...	...
Nügiri		0·02	0·39	0·47	0·60	...	...
Rohilkund and Kumaon		0·02	0·07	0·3	0·41	...	...
Secunderabad Gadwal		0·30	0·38	0·49	0·40	...	...
Shoranur-Cochin		Included	with	the	...
South Indian		...	0·12	0·27	0·42	...	...
Udaipur-Chitorgarh		0·07	0·02	0·55	0·58	...	...
2' 6" GAUGE.							
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		0·05	0·06	0·03	0·02	...	...
Jacobabad-Kashmor		Included	with	the	...
Kalka-Simla		0·58	0·12	0·14	0·22	0·47	0·49
Kohat-Thal and Nowshera-Durgai		0·03	0·03	...	...
Morappur-Hosur		...	0·15	0·31	0·28	...	...
Purulia-Ranchi		0·03	...	0·01	0·04	...	...
Raipur-Dhamtari		0·06	0·05	...	...
Tirupattur-Krishnagiri		...	0·15	0·51	0·36	...	...
Trans Indus (Kalabagh-Bannu)		0·01	0·23	0·05	0·05	...	...
2' 0" GAUGE.							
Pipar-Bilara Light		0·37	0·41	...	...

*See asterisk foot note on page 164.

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

159 a.		160 a.		161 a.		162 a.		159 b.		153 f.		154 f.	
TRAFFIC EXPENSES—contd.													
—concl.													
PER CENT OF TRAFFIC EARNINGS. (Abstracts H. and I. of Revenue Accounts).													
Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total traffic expenses.		General superintendence (including office expenses).		Station staff.		Train staff.	
Annas.		Annas.		Annas.		Annas.		Per cent.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.01	0.01	0.40	0.28	0.01	...	5.59	5.88	1.14	1.08	3.29	3.14	1.22	1.13
0.01	0.01	0.01	0.02	...	...	6.57	6.96	0.70	0.73	3.54	3.78	0.74	0.84
...	0.01	...	...	0.02	0.02	13.15	15.12	3.46	3.29	9.99	10.76	1.89	1.66
0.02	0.02	0.11	0.10	-0.01	-0.02	5.93	6.40	1.20	1.22	3.61	3.83	1.65	1.64
0.01	0.01	0.03	0.01	0.01	0.01	6.06	6.59	0.82	0.82	3.71	3.71	2.01	1.84
0.02	0.03	...	...	0.01	-0.02	5.22	5.38	0.75	0.77	2.66	2.68	0.94	0.93
0.01	0.01	0.28	0.36	0.01	0.01	5.23	5.87	1.05	1.03	2.51	2.48	1.15	1.07
...	...	0.03	0.06	0.09	0.06	7.09	7.51	0.66	0.94	3.93	4.31	0.98	1.14
...	-0.01	0.41	0.18	0.01	0.03	7.26	7.33	1.35	1.43	3.99	4.38	1.37	1.34
0.02	...	0.12	0.13	-0.06	-0.10	5.67	5.41	0.90	0.93	2.48	2.83	1.03	1.09
...	0.02	0.08	0.09	0.02	0.01	7.21	6.83	2.22	1.97	6.52	5.85	1.13	1.06
0.03	0.04	0.18	0.20	0.06	0.08	3.87	4.22	1.03	0.85	3.23	3.35	0.75	0.70
0.01	0.01	0.34	0.50	0.02	0.01	6.66	6.21	1.40	1.02	3.92	4.33	0.66	0.78
0.02	0.02	0.22	0.22	0.01	...	5.37	5.69	0.98	0.94	3.91	4.14	0.90	0.93
0.11	0.15	...	...	0.05	0.05	6.10	6.17	1.52	1.28	4.29	3.77	1.42	1.27
0.01	0.04	-0.09	...	0.03	0.04	8.29	9.33	2.49	2.20	7.46	7.13	1.99	1.77
0.04	0.05	0.33	0.34	0.01	0.01	4.98	4.20	1.03	1.08	3.18	2.62	0.69	0.64
0.02	0.01	0.30	0.28	0.01	0.01	6.11	6.48	2.06	1.47	4.48	4.39	1.93	1.55
...	...	...	0.83	...	...	4.67	5.64	1.64	1.78	2.01	2.29	0.69	0.75
...	0.02	0.38	0.15	0.02	0.02	3.62	3.84	0.96	1.00	2.19	2.29	0.49	0.50
0.01	0.01	...	...	0.01	0.01	4.81	4.97	1.09	1.11	3.58	3.55	0.76	0.77
0.02	0.02	0.09	0.10	0.02	0.02	3.82	4.05	1.02	1.03	3.26	3.49	1.20	1.25
0.02	0.02	...	...	...	...	9.21	10.56	1.20	1.03	3.37	4.19	1.44	1.78
0.02	0.02	0.36	0.23	...	...	4.98	5.06	1.23	1.08	3.64	3.33	0.64	0.61
0.01	0.02	...	...	...	0.02	5.92	7.42	3.16	2.88	5.59	6.17	1.78	1.63
South Indian Railway	Indian Railway	Railway	3' 3 1/2" gauge.	...	...	...	...	...	...	...	...	...	...
0.02	0.02	0.04	0.06	0.02	0.03	4.35	5.37	0.95	1.06	2.98	3.42	1.01	1.17
0.03	0.02	0.28	0.24	...	...	5.83	4.23	1.91	2.10	3.42	3.89	0.79	0.86
0.02	0.02	0.03	0.03	...	...	3.90	4.14	2.05	1.72	5.67	5.56	1.74	1.62
North Western Railway	Western Railway	5' 6" gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	0.89	0.79	0.01	0.03	11.22	11.62	1.97	2.35	4.44	5.59	1.38	1.54
...	...	...	...	0.01	0.02	3.19	3.87	0.57	0.60	8.31	8.26	1.67	1.78
...	...	...	...	0.01	0.01	2.89	3.11	4.04	4.41	4.62	5.79	2.14	2.57
0.02	0.02	...	...	...	...	2.23	3.02	0.55	0.49	4.47	4.29	0.79	0.61
0.03	0.03	...	...	...	...	3.55	3.99	0.55	0.51	5.16	5.09	2.50	3.03
0.01	0.01	...	...	0.01	0.01	3.81	4.02	3.12	3.54	4.59	5.19	1.53	1.81
...	...	...	...	0.03	0.02	3.70	11.32	1.19	1.14	9.29	22.52	1.65	1.45
...	...	0.36	0.41	...	...	2.94	3.08	...	...	9.37	8.50	1.24	1.34

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	155 b.	156 b.	157 b.		
	TABLE D—					
	PER CENT OF TRAFFIC					
	Fuel, lighting, water and general stores.	Clothing.		Printing, stationery and tickets.		
Per cent.	Per cent.		Per cent.			
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	0.75	0.74	0.11	0.15	0.26	0.13
Bombay, Baroda and Central India	1.04	1.00	0.12	0.12	0.31	0.26
Eastern Bengal	2.04	2.13	0.18	0.18	0.46	0.51
East Indian	1.17	1.19	0.18	0.16	0.33	0.34
Great Indian Peninsula	1.28	1.03	0.07	0.27	0.31	0.30
Madras and Southern Mahratta	0.67	0.57	0.08	0.10	0.28	0.28
Nizam's Guaranteed State	0.51	0.49	0.23	0.28	0.32	0.22
North Western	1.12	1.35	0.10	0.25	0.19	0.21
Ondh and Bolikhhand	0.91	1.24	0.19	0.20	0.37	0.23
South Indian	0.81	0.88	...	0.12	0.38	0.53
3' 3 3/4" GAUGE.						
Assam-Bengal*	1.82	1.60	0.01	0.22	0.57	0.48
Bengal and North-Western	0.75	0.74	0.08	0.09	0.41	0.46
Bhavnagar State	1.58	1.59	0.04	0.22	1.65	1.17
Bombay, Baroda and Central India.	0.98	1.12	0.19	0.17	0.59	0.61
Burma	0.90	0.70	0.20	0.06	0.56	0.49
Eastern Bengal	1.57	1.72	0.11	0.12	0.43	0.46
Gondal-Porbandar State	2.34	0.83	0.01	0.35	0.99	0.98
Hingoli Branch and Hyderabad-Godavari Valley	1.09	1.05	0.31	0.16	0.55	0.53
Jamnagar	0.91	0.57	0.07	0.19	0.78	1.06
Jodhpur-Bikaner	1.39	1.16	0.06	0.10	0.59	0.63
Junagad State	0.71	0.74	0.01	...	1.59	1.92
Madras and Southern Mahratta.	0.68	0.68	0.17	0.17	0.52	0.56
Nilgiri	0.28	0.37	0.02	0.30	0.34	0.46
Rohilkund and Kumaon	1.14	1.01	0.04	0.10	0.57	0.58
Secunderabad-Gudwal	0.47	0.87	0.43	0.68	1.02	0.70
Shoranur-Cochin	...	...	...	Included with the	...	...
South Indian	0.63	1.12	...	0.18	0.38	0.60
Udaipur-Chitorgarh	2.34	1.43	0.13	0.04	1.05	1.44
2' 6" GAUGE.						
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	1.24	1.17	0.13	0.15	0.08	0.04
Jacobabad-Kashmir	1.03	1.55	...	Included with the	...	...
Kalka-Simla	0.56	0.60	0.56	0.13	0.13	0.24
Kohat Thal and Nowshera-Durgai	...	...	...	...	0.09	0.09
Morappur-Hosur	0.59	0.65	0.01	0.77	1.36	1.41
Purulia-Rauchi	0.17	0.34	0.09	...	0.04	0.09
Raipur-Dhamtari	0.04	0.01	...	...	0.15	0.13
Tirupattur-Krishnagiri	0.44	0.55	0.01	0.48	1.52	1.13
Trans Indus (Kalabagh-Bannu)	2.04	1.53	0.04	0.56	0.18	0.12
2' 0" GAUGE.						
Pidar-Bilara Light	0.28	0.18	...	...	1.85	1.80

* See asterisk foot note on page 164.

DIX 13—continued.
 during each half of the financial year 1917-18.
 [prepare these statistics.]

TRAFFIC EXPENSES—concl'd.												TABLE E.— GENERAL CHARGES.	
EARNINGS (Abstracts H and I of Revenue Accounts.)—concl'd.												PER TOTAL TRAIN-MILE.	
158 b.		159 b.		160 b.		161 b.		162 b.				163 a.	
Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General super-intendence per cent on traffic earnings (including steam-loath).		Home expenditure.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.01	0.01	0.01	0.01	0.52	0.32	0.01	0.01	7.30	6.72	1.14	1.68	0.43	0.49
...	...	0.01	0.01	0.01	0.02	...	...	6.47	6.76	0.70	0.73	0.35	0.39
0.04	0.03	...	0.02	...	...	0.03	0.03	17.08	18.01	2.16	2.29	0.01	0.02
0.07	0.07	0.03	0.03	0.15	0.14	-0.02	-0.03	8.38	8.59	1.19	1.22	0.30	0.28
...	...	0.01	0.01	0.04	0.01	0.02	0.01	8.38	8.04	0.83	0.82	0.26	0.37
0.04	0.03	0.02	0.03	...	...	0.01	-0.02	5.45	5.37	0.75	0.77	0.47	0.51
0.03	0.02	0.01	0.01	0.34	0.41	0.01	0.01	6.16	6.02	1.05	1.03	0.61	0.73
...	0.09	0.07	0.09	0.06	7.34	8.31	0.86	0.91	0.02	...
0.02	0.01	...	...	0.49	0.22	0.01	0.03	8.60	9.08	1.35	1.43	-0.01	0.03
...	...	0.03	...	0.15	0.15	-0.08	-0.11	5.70	6.42	0.90	0.93	0.59	0.68
...	0.03	0.13	0.15	0.02	0.02	12.42	11.38	2.22	1.97	0.13	0.09
...	...	0.06	0.07	0.31	0.30	0.10	0.12	6.72	6.38	0.99	0.82	0.48	0.49
...	...	0.02	0.03	0.51	0.60	0.02	0.02	9.80	9.95	1.40	1.02	0.09	0.10
...	...	0.02	0.02	0.32	0.32	0.01	...	7.81	8.27	0.98	0.94	0.47	0.45
...	...	0.16	0.19	...	...	0.08	0.07	9.13	7.83	1.52	1.27	0.70	0.69
...	...	0.03	0.06	-0.15	-0.01	0.04	0.05	13.97	13.50	2.13	2.17	Included	with 5' 6" gauge.
...	...	0.06	0.09	0.59	0.58	0.02	0.02	8.70	7.19	1.03	1.08	...	...
0.01	...	0.01	0.01	0.54	0.42	0.02	0.02	11.00	9.59	2.06	1.47	0.62	0.68
...	0.01	...	1.14	...	...	6.10	7.79	1.04	1.78	...	...
...	...	0.01	0.02	0.67	0.24	0.06	0.02	6.39	5.96	0.26	1.00	...	...
...	...	0.02	0.02	...	...	0.02	0.01	7.78	8.00	1.09	1.11	0.04	...
...	...	0.03	0.04	0.17	0.18	0.04	0.03	7.09	7.13	1.02	1.03	0.46	0.40
...	...	0.01	0.01	...	...	...	...	6.66	8.14	1.20	1.03	0.93	0.96
...	...	0.03	0.03	0.56	0.32	...	0.03	7.85	7.06	1.22	1.06	0.91	0.81
...	...	0.03	0.03	...	...	...	0.03	12.48	13.09	3.16	2.28	0.92	2.03
South Indian Railway	...	0.02	0.02	0.05	0.03	0.01	0.05	6.10	7.70	0.95	1.06	0.49	0.53
...	...	0.06	0.06	0.53	0.53	...	...	10.15	10.50	1.22	2.19	...	...
...	...	0.05	0.05	0.08	0.07	0.01	...	11.05	10.38	2.05	1.72	1.40	1.52
North Western Railway	0.66	0.67	0.01	0.03	10.53	12.85	1.97	2.35	...	...
0.45	0.55	...	...	...	...	0.05	0.06	11.25	11.29	0.57	0.60	...	...
...	...	0.02	0.01	...	...	0.03	0.03	12.81	15.64	4.04	4.11	0.15	0.17
...	...	0.05	0.04	...	...	0.01	...	6.17	5.86	0.55	0.49	2.27	2.73
...	...	0.08	0.08	...	...	...	...	8.57	9.75	0.55	0.51	0.23	0.31
...	...	0.02	0.04	...	...	0.02	0.02	11.25	12.75	3.12	3.54	0.61	...
...	0.12	0.04	14.51	27.36	1.01	1.00	...	...
...	1.77	1.82	...	...	14.51	13.64	...	...	...	...

* The serial numbers 163a to 173a in table E—General charges—include Tangi-Narayanganj section of the Eastern Bengal railway.

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	TABLE E.—						
	164 a.		165 a.		166 a.		
	PER TOTAL						
	Agent's Office-salaries and expenses.		Audit, accounts and pay office.		Stores Department.		
Annas.		Annas.		Annas.			
1st half.		2nd half.		1st half.		2nd half.	
5' 0" GAUGE.							
Bengal-Nagpur	0.19	0.20	0.59	0.67	0.21	0.22	
Bombay, Baroda and Central India	0.21	0.22	0.84	0.86	0.36	0.38	
Eastern Bengal	0.33	0.31	0.98	1.05	0.50	0.56	
East Indian	0.12	0.13	0.38	0.42	0.15	0.17	
Great Indian Peninsula	0.14	0.14	0.60	0.63	0.21	0.22	
Madras and Southern Mahratta	0.24	0.25	0.73	0.79	0.26	0.27	
Nizam's Guaranteed State	0.37	0.36	1.40	1.42	0.28	0.29	
North Western	0.13	0.16	0.57	0.55	0.29	0.30	
Oudh and Rohilkhand	0.27	0.28	0.98	1.00	0.36	0.36	
South Indian	0.18	0.20	0.72	0.79	0.22	0.23	
3' 3½" GAUGE.							
Assam-Bengal*	0.62	0.59	1.19	1.07	0.41	0.37	
Bengal and North-Western	0.17	0.19	0.60	0.65	0.09	0.10	
Bhavnagar State	0.42	0.38	1.11	1.12	0.22	0.23	
Bombay, Baroda and Central India	0.14	0.15	0.57	0.59	0.20	0.20	
Burma	0.37	0.38	0.89	0.80	0.25	0.26	
Eastern Bengal	Included	with	5' 6" gauge.				
Gondal-Porbandar State	0.26	0.26	0.74	0.78	0.21	0.22	
Hingoli Branch and Hyderabad-Godavari Valley	0.38	0.38	1.44	1.51	0.81	0.83	
Jamnagar	0.99	0.97	1.95	1.92	0.31	0.32	
Jodhpur-Bikaner	0.16	0.19	0.52	0.61	0.14	0.16	
Junagad State	0.83	0.87	1.08	1.10	0.40	0.42	
Madras and Southern Mahratta	0.15	0.15	0.44	0.45	0.16	0.17	
Nilgiri	0.28	0.28	1.12	1.18	0.33	0.33	
Rohilkhand and Kumaon	0.33	0.32	1.10	1.06	0.16	0.16	
Secunderabad-Gadwal	0.55	0.48	2.10	2.27	0.44	0.50	
Shoranur-Cochin	...	...	Included	with	the	South-
South Indian	0.15	0.16	0.60	0.65	0.19	0.20	
Udaipur-Chitorgarh	0.99	0.87	0.92	0.76	0.09	0.03	
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur, Chhindwara Extensions	0.09	0.09	0.34	0.35	0.10	0.09	
Jacobabad-Kashmir	...	Included	with	the North-			
Kalka-Simla	0.89	0.63	0.03	0.04	0.36	0.29	
Kohat Thal and Nowshera-Dargai	0.02	0.03	0.05	0.09	0.04	0.05	
Morrapur-Hosur	0.05	0.05	0.28	0.34	0.05	0.06	
Purdia-Kanchi	0.09	0.12	0.33	0.44	0.10	0.12	
Raipur-Dhantari	0.10	0.10	0.49	0.50	0.11	0.10	
Tirupattur-Krishnagiri	0.07	0.09	0.37	0.52	0.08	0.08	
Trans Indus (Kalabagh-Bannu)	0.03	0.04	0.13	0.15	0.07	0.03	
2' 0" GAUGE.							
Pipar-Bilari Light	...	...	0.26	0.30	...	...

* See asterisk foot note on page 179.

DIX 13—continued.

during each half of the financial year 1917-18.

[prepare these statistics.]

167 a.	168 a.	168-A a.	169 a.	170 a.	171 a.	172 a.
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GENERAL CHARGES—contd.

TRAIN-MILE—contd.

Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).	
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0.22	0.22	0.23	0.37	...	...	0.20	0.32	0.03	0.03	0.90	1.00	0.02	0.02
0.13	0.15	0.20	0.17	...	...	0.49	0.55	...	0.01	0.68	0.67	0.02	0.01
0.28	0.36	0.52	0.82	...	...	0.20	0.23	0.04	0.03	0.93	1.16	0.41	0.35
0.14	0.18	0.22	0.26	...	...	0.27	0.29	0.01	0.03	0.68	0.68	0.02	0.01
0.11	0.12	0.15	0.14	...	...	0.20	0.24	0.01	...	0.79	0.81	0.15	0.20
0.16	0.18	0.25	0.23	...	...	0.47	0.49	0.01	0.02	0.70	0.78	0.03	0.01
0.29	0.30	0.45	0.44	...	...	0.62	0.74	0.01	0.01	1.00	0.77	...	0.01
0.14	0.16	0.31	0.31	...	...	0.15	0.20	0.02	0.01	0.76	0.83	0.25	0.21
0.15	0.15	0.28	0.23	...	...	0.18	0.19	0.01	0.01	0.69	0.95	0.27	0.13
0.16	0.15	0.16	0.18	...	...	0.52	0.51	0.01	0.01	0.68	0.73	0.02	0.01
0.41	0.44	0.28	0.25	...	...	0.64	0.59	0.02	...	1.00	0.91	1.26	0.80
0.11	0.11	0.11	0.12	...	...	0.17	0.19	...	...	0.61	0.63	0.02	0.02
0.21	0.24	0.60	0.47	...	...	0.73	0.80	0.01	0.02	0.91	0.96	0.03	0.03
0.20	0.19	0.15	0.14	...	...	0.36	0.38	...	...	0.70	0.79	...	...
0.44	0.44	0.28	0.36	...	...	0.56	0.57	0.01	0.01	0.92	0.91	0.01	0.01
Included in 5' 6" gauge.	0.13	0.61	0.34	...	...	0.53	0.51	...	0.01	0.62	0.69	0.02	0.02
0.35	0.36	0.46	0.46	...	...	0.79	0.90	0.01	0.01	1.44	1.04	0.01	0.01
0.04	0.05	0.78	0.46	...	...	0.58	0.63	...	...	0.45	0.54	0.07	0.07
0.06	0.08	0.21	0.16	...	...	0.16	0.16	...	...	0.66	0.78	0.34	0.26
0.09	0.10	0.41	0.57	...	...	0.71	0.14	...	0.01	0.74	0.71	0.03	0.03
0.13	0.14	0.16	0.18	...	...	0.36	0.42	0.01	0.01	0.76	0.81	0.01	0.01
0.52	0.50	0.34	0.48	...	...	0.96	0.91	0.02	0.02	1.10	1.18	0.02	0.02
0.16	0.17	0.29	0.27	...	...	0.35	0.35	0.01	0.01	0.68	0.67	0.02	0.01
0.35	0.37	0.61	0.69	...	...	0.86	1.91	0.01	0.02	1.22	1.73	0.09	0.02
Indian Railway, 3' 3 3/4" gauge.	0.13	0.12	0.14	...	...	0.41	0.43	0.01	0.01	0.62	0.74	0.02	0.02
0.16	0.14	0.08	0.17	...	...	...	...	...	...	0.58	0.52	0.06	0.06
0.12	0.10	0.01	0.07	...	...	0.24	0.32	...	...	1.01	0.95	...	...
Western Railway 5' 6" gauge.	0.25	0.33	0.27	...	...	0.30	0.68	0.01	0.09	0.90	0.61	0.13	0.06
0.20	0.26	0.17	0.10	...	...	0.62	0.55	...	...	0.75	0.24	0.04	0.03
0.18	0.13	0.03	0.04	...	...	0.26	0.23	...	0.01	0.40	0.79	0.01	0.01
0.20	0.11	...	0.03	...	...	0.04	0.06	...	...	0.59	0.87	...	...
0.11	0.11	0.02	0.03	...	...	0.06	0.06	...	...	0.28	0.50	...	...
0.19	0.13	0.05	0.08	...	...	0.38	0.43	...	0.01	0.42	0.65	0.01	0.02
0.17	0.21	0.11	0.21	...	...	0.50	0.65	...	...	0.71	0.42	0.06	0.06
0.06	0.07	...	...	...	...	...	...	...	...	...	...	...	...

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Serial num- ber.	TABLE E.—					
		173a.		163b.		164b.	
		PRE TOTAL TRAIN-MILE— concl'd.		PER CENT ON			
		Total General charges.		Home expenditure.		Agent's office— salaries and expenses.	
		Annas.		Per cent.		Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur		3.62	3.44	0.55	0.55	0.23	0.22
Bombay, Baroda and Central India		3.31	3.41	0.37	0.37	0.20	0.21
Eastern Bengal		4.17	4.89	-0.02	0.03	0.45	0.37
East Indian		2.29	2.45	0.10	0.35	0.16	0.16
Great Indian Peninsula		2.62	2.77	0.36	0.32	0.18	0.17
Madras and Southern Mahratta		3.32	3.53	0.49	0.50	0.25	0.24
Nizam's Guaranteed State		5.12	5.04	0.66	0.73	0.40	0.37
North Western		2.64	2.73	0.02	...	0.13	0.17
Oudh and Rohilkhand		3.33	3.33	-0.01	0.03	0.30	0.32
South Indian		3.26	3.52	0.67	0.74	0.21	0.21
3' 3½" GAUGE.							
Assam-Bengal*		†6.96	†6.11	1.78	1.72	0.98	0.92
Bengal and North-Western		2.36	2.50	0.84	0.78	0.30	0.29
Bhavnagar State		4.33	4.35	0.13	0.15	0.62	0.59
Bombay, Baroda and Central India		2.79	2.80	0.67	0.63	0.20	0.21
Burma		4.43	4.53	1.02	0.65	0.54	0.47
Eastern Bengal		Included with	5' 6" gauge.	...	...	...	...
Gondal-Forbandar State		3.32	2.96	...	...	0.45	0.43
Hingoli Branch and Hyderabad-Godavari Valley		5.81	5.68	1.06	0.95	0.64	0.54
Jamnagar		5.17	4.96	...	...	1.26	1.28
Jodhpur-Bikaner		2.25	2.40	...	...	0.28	0.28
Junnagad State		4.36	3.95	0.06	...	1.31	1.38
Madras and Southern Mahratta		2.64	2.78	0.84	0.88	0.28	0.28
Nilgiri		5.62	5.81	0.67	0.74	0.20	0.22
Rohilkhand and Kumaon		3.99	3.86	1.28	1.06	0.47	0.40
Secunderabad-Gadwal		7.15	9.98	1.88	3.49	1.13	0.82
Shoranur-Cochin		Included with the	...
South Indian		2.74	3.01	0.67	0.74	0.20	0.22
Udaipur-Chitorgarh		2.88	2.60	...	...	1.81	2.07
2' 6" GAUGE.							
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions		3.31	3.49	3.90	3.76	0.24	0.21
Jacobabad-Kashmir		Included with the	North	...
Kalka-Simla		2.94	3.07	...	...	0.85	0.69
Kohat Thal and Nowshera-Durgai		1.92	1.35	0.01	...	0.06	0.08
Morappur-Hosur		1.41	1.83	0.67	0.74	0.21	0.22
Purnia-Ranchi		2.51	3.39	3.19	3.16	0.24	0.22
Raipur-Dhamtari		3.54	4.18	5.46	6.64	0.24	0.23
Tirupattur-Krishnagiri		1.80	2.32	0.85	0.72	0.20	0.21
Trans Indus (Kalabagh-Bannu)		1.70	1.85	0.02	...	0.10	0.09
2' 0" GAUGE.							
Pipar-Bilara Light		0.32	0.27	...	...	...	...

* The serial numbers 163b to 173b in Table E—General Charges—are worked out, excluding receipts for Tangi-Narayanganj section of the Eastern Bengal Railway.

† See asterisk foot note on page 179.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	171 l.		172 l.		173 l.		
	TABLE E.—GENERAL CHARGES—concl'd.							
	PER CENT ON TOTAL EARNINGS—concl'd.							
	Electric telegraph.		Other charges (net).				Total General charges.	
Per cent.		Per cent.				Per cent.		
		1st half.	2nd half.	1s half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
Bengal-Nagpur		1.13	1.12	0.02	0.02	3.78	3.85	
Bombay, Baroda and Central India		0.65	0.64	0.01	0.01	3.19	3.26	
Eastern Bengal		1.24	1.38	0.55	0.42	5.63	5.84	
East Indian		0.93	0.86	0.02	0.02	3.14	3.09	
Great Indian Peninsula		1.07	0.98	0.20	0.24	3.55	3.33	
Madras and Southern Mahratta		0.72	0.76	0.03	0.01	3.41	3.44	
Nizam's Guaranteed State		1.17	0.79	-0.01	-0.02	5.52	5.15	
North Western		0.77	0.89	0.25	0.22	2.66	2.91	
Oudh and Rohilkhand		0.96	1.07	0.29	0.15	3.66	3.76	
South Indian		0.76	0.84	0.02	0.01	3.63	3.80	
3' 3 3/4" GAUGE.								
Assam-Bengal*		1.53	1.43	1.97	1.26	10.93	9.63	
Bengal and North-Western		1.07	1.02	0.02	0.02	4.15	3.98	
Bhavnagar State		1.32	1.48	0.04	0.05	6.26	6.72	
Bombay, Baroda and Central India		0.98	0.98	...	...	3.96	3.94
Burma		1.34	1.14	0.01	0.01	6.45	5.61	
Eastern Bengal		Incl'd with	1.14	5' 6" gauge	0.01	...	...
Gondal-Porbandar State		1.44	1.14	0.04	0.04	5.81	4.91	
Hingoli Branch and Hyderabad-Godavari Valley		2.44	1.45	...	0.02	9.86	7.91	
Jamnagar		0.57	0.72	0.09	0.09	6.55	6.59	
Jodhpur-Bikaner		1.13	1.18	0.59	0.39	3.89	3.64	
Junagad State		1.16	1.12	0.04	0.04	6.89	6.23	
Madras and Southern Mahratta		1.40	1.47	0.02	0.02	4.84	5.08	
Nilgiri		0.79	0.91	0.02	0.02	4.04	4.45	
Rohilkhand and Kumaon		0.95	0.83	0.02	0.02	5.67	4.85	
Secunderabad-Gadwal		2.52	2.99	0.18	-0.04	14.73	17.18	
Shoranur-Cochin		Incl'd with the South Indian	...	...	...
South Indian		0.84	1.02	0.03	0.03	3.72	4.17	
Udampur-Chitorgarh		1.07	1.23	0.11	0.13	5.26	6.14	
2' 6" GAUGE.								
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions		2.82	2.34	...	...	9.22	8.60
Jacobabad-Kashmir		Incl'd with the North	...	...
Kalka-Simla		0.85	0.66	-0.12	0.06	2.80	3.35	
Kohat Thal and Nowshera-Durgai		2.63	0.71	0.13	0.10	6.71	3.94	
Morappur-Hosur		1.74	3.38	0.02	0.03	6.21	7.76	
Purnia-Rauchi		1.63	1.68	...	...	6.93	6.55
Raipur-Dhamtari		0.90	1.22	...	...	8.50	10.02
Tirupattur-Krishnagiri		1.24	1.52	0.01	0.02	5.30	5.33	
Trans Indus (Kalabagh-Bannu)		2.33	0.89	0.19	0.12	5.84	3.89	
2' 0" GAUGE.								
Pipar-Bilar Light		1.59	1.64	

* See asterisk foot note on page 179.

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

174		175		176		177		178		179		180			
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.													FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		
PER CENT ON GROSS EARNINGS															
Law charges.		Compensation.		Rates and axes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.			
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
0.01	0.02	0.19	0.13	0.13	0.13	1.61	2.04	8.78	3.80	5.72	5.72	521	510		
0.02	0.02	0.63	0.74	0.35	0.33	2.09	1.82	1.35	1.59	4.44	4.46	381	361		
0.02	0.01	0.44	0.39	0.34	0.53	0.01	0.02	2.23	1.85	3.04	3.80	287	273		
0.03	0.02	0.04	0.34	0.19	10.19	0.19	0.16	0.41	0.36	1.22	1.07	1,257	1,257		
0.01	0.01	0.33	0.35	0.24	0.18	1.38	2.52	1.77	1.59	4.33	4.65	1,331	1,233		
0.02	0.34	0.23	0.24	0.21	0.24	2.42	2.58	2.52	2.21	5.40	5.61	258	258		
0.01	0.01	0.06	0.16	...	0.01	0.41	0.46	2.98	20.38	3.48	31.02	79	79		
...	...	0.29	0.47	0.07	0.04	1.47	3.56	1.13	1.16	2.95	5.23	1,396	1,403		
0.01	...	0.34	0.37	0.03	0.03	0.06	0.32	1.45	1.22	1.89	1.94	280	280		
...	...	0.13	0.12	0.08	0.08	0.46	0.69	1.83	1.75	2.50	2.64	134	134		
0.09	0.06	0.25	0.07	0.17	0.12	1.92	1.58	2.45	2.23	4.88	4.11	111	121		
0.02	0.02	0.20	0.20	0.04	0.05	0.34	0.37	0.56	0.90	1.16	1.54	310	302		
...	0.02	0.16	0.05	...	...	2.24	2.43	1.14	1.66	3.48	4.16	30	31
0.01	0.01	0.55	0.45	0.04	0.05	0.14	0.51	1.48	1.35	2.22	2.37	493	496		
0.02	0.01	0.07	0.07	0.67	0.56	0.24	0.21	1.91	1.62	3.81	2.47	317	307		
Included	with	5' 6"	gauge	...	...	...	...	...	...	...	...	233	209
...	...	0.10	0.05	...	...	2.95	3.87	0.77	1.70	3.82	5.62	16	18
0.01	0.02	0.05	0.08	...	0.01	0.65	0.53	1.68	15.46	2.52	16.10	64	61		
0.45	0.02	0.57	0.02	...	...	0.08	1.11	1.01	1.53	2.11	2.64	3	3
0.01	...	0.18	0.22	...	...	5.44	5.19	0.49	0.55	6.12	5.96	105	105
0.04	...	0.13	0.17	...	...	0.65	0.75	1.11	1.20	1.93	2.12	13	13
001	0.01	0.24	0.28	0.07	0.07	0.22	0.04	2.55	2.82	2.65	3.14	806	306		
...	...	0.01	0.02	...	...	...	...	1.77	1.77	2.34	2.41	15	15
...	0.01	0.07	0.13	0.01	0.01	...	...	0.77	1.86	0.85	2.01	58	58
0.05	0.04	...	...	0.01	0.03	8.43	8.84	1.68	1.48	10.87	10.39	5	5
Railway	3' 3 1/2"	gauge	...	...	...	...	...	...	...	...	...	12	12
0.03	0.01	0.09	0.08	0.29	0.37	0.38	0.23	3.79	1.83	4.58	2.52	279	263		
...	...	0.01	...	...	...	1.10	1.29	0.69	0.66	1.80	2.15	4	4
...	0.01	0.29	0.19	0.05	0.03	0.41	0.67	1.28	1.22	1.21	0.84	78	78		
Western	Railway	5' 6"	Gauge	...	...	...	...	...	...	...	...	5	4
...	...	0.51	0.58	0.72	0.17	...	0.44	0.28	0.33	1.46	1.52	22	22		
...	...	0.23	0.24	...	...	...	...	0.88	0.83	1.11	1.07	14	15
...	...	0.01	0.04	0.10	0.06	...	...	2.98	1.18	2.98	1.28	5	6
0.09	...	0.20	0.13	0.13	...	...	...	0.70	0.65	1.03	0.78	15	15
...	...	0.32	0.21	...	...	...	...	0.82	0.96	1.14	1.17	5	5
...	...	...	0.13	0.07	...	...	...	1.20	1.13	1.33	1.20	2	3
...	...	0.17	0.16	...	...	...	...	0.84	0.61	1.01	0.77	18	16
...	...	0.03	...	...	...	0.20	0.20	0.40	0.39	0.57	0.59	2	1

The Table G—Special and Miscellaneous Expenses of the Assam-Bengal Railway—is worked out excluding receipts for Tangi-Narayanganj section of the Eastern Bengal railway.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	181	182	183		
	FROM APPENDIX I					
	ACTUAL WEIGHT OF FUEL (IN PER					
	Average miles run per locomotive per diem.	Coaching.		Goods.		
Miles.	lbs.		lbs.			
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.						
Bengal-Nagpur	67.94	68.46	64.85	71.00	75.84	82.73
Bombay, Baroda and Central India	67.62	67.80	69.62	69.14	84.25	82.55
Eastern Bengal	58.56	58.25	64.71	64.88	89.03	80.64
East Indian	77.42	76.24	...	...	59.76	64.88
Great Indian Peninsula	59.14	60.11	73.31	74.57	110.37	111.18
Madras and Southern Mahratta	69.01	65.17	...	...	73.95	85.00
Nizam's Guaranteed State	52.49	54.46	61.92	53.66	85.94	77.30
North Western	53.04	54.99	...	...	68.78	74.28
Oudh and Rohilkhand	59.02	61.69	...	...	73.40	77.21
South Indian	45.39	48.13	49.62	51.10	64.27	78.43
3' 8½" GAUGE.						
Assam-Bengal	57.93	62.78	...	...	43.60	46.31
Bengal and North-Western	63.05	64.67	...	...	43.27	43.78
Bhavnagar State	75.75	73.85	...	...	33.04	34.54
Bombay, Baroda and Central India	52.21	56.49	...	...	44.62	51.27
Burma	55.72	59.47	47.92	48.94	54.43	53.73
Eastern Bengal	56.02	60.08	41.73	49.17	62.27	60.08
Gondal-Porbandar State	94.97	84.94	...	...	46.30	55.07
Hingoli Branch and Hyderabad-Godavari Valley	48.77	52.04	49.60	49.15	71.01	82.78
Jamnagar	87.53	87.73	...	...	45.09	41.21
Jodhpur-Bikaner	77.99	67.06	...	...	51.48	53.39
Junagadh State	52.26	54.60	...	...	37.73	38.02
Madras and Southern Mahratta	73.84	70.41	...	...	55.70	54.90
Nilgiri	24.52	23.75	117.01	132.86	133.07	145.87
Rohilkhand and Kumaon	62.31	62.33	...	...	42.85	45.97
Socunernbad-Gadwal	101.71	105.30	67.25	64.34	64.55	47.97
Shoranur-Cochin	62.63	72.38	...	...	60.59	50.10
South Indian	64.35	64.85	37.43	42.19	43.47	45.87
Udaipur-Chitorgarh	63.33	71.63	...	...	...	...
2' 6" GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions	45.74	47.45	...	...	64.74	68.96
Jacobabad-Kashmor	36.29	41.83	...	...	24.89	28.54
Kalka-Simla	39.73	44.23	...	...	52.58	58.18
Kohat Thal and Nowshera-Durgai	58.45	50.40	...	...	30.12	37.67
Morappur-Hosur	67.07	58.43	...	...	...	...
Purulia-Ranchi	53.46	45.03	...	...	49.61	57.53
Raipur-Dhamtari	42.26	40.07	...	...	49.62	49.33
Tirupattur-Krishnagiri	52.24	34.89	...	...	21.64	...
Trans Indus (Kalabagh-Bannu)	67.28	52.81	...	...	50.44	71.85
2' 0" GAUGE.						
Pipar-Bilara Light	22.00	38.50	...	...	33.51	33.19

DIX 13—continued.

during each half of the financial year 1917-18.

prepare these statistics.]

184		185		186		187		188		189		190	
OF THE ANALYSIS OF WORKING OF EACH RAILWAY—concl.													
TERMS OF COAL) ENGINE MILE.		AVERAGE GROSS WEIGHT OF TRAINS—						AVERAGE THROUGH SPEED OF TRAINS—					
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.	
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	265.20	288.50	588.30	605.72	817.74	836.83	30.00	30.00	10.00	10.00	30.00	20.00
78.92	75.71	257.60	254.17	656.10	654.02	293.04	276.59	32.15	21.87	8.06	8.06	14.69	14.79
72.90	69.39	231.51	240.53	656.70	744.38	210.29	172.73	19.66	19.26	11.92	11.92	11.90	12.81
...	...	309.39	309.43	659.35	650.83	339.03	328.41	26.10	26.20	16.20	16.30	19.10	19.20
86.99	86.13	253.23	257.75	463.23	497.54	...	...	23.30	22.14	10.13	10.04	13.91	14.85
...	...	307.01	307.04	626.24	631.69	360.92	817.82	18.66	15.66	8.64	8.64	13.00	13.00
...	...	189.38	190.99	467.04	488.35	...	...	21.20	21.20	10.11	10.11	...	...
...	...	397.62	348.36	78.52	525.32	389.63	364.58	21.62	21.42	9.37	9.53	13.94	13.97
...	...	514.84	449.39	439.99	494.24	436.8	338.45	32.39	32.35	9.46	9.52	16.45	18.05
61.18	71.10	147.49	149.43	483.15	437.63	246.21	229.32	21.03	21.03	10.80	10.80	11.50	11.50
...	...	244.37	131.87	260.55	222.94	209.29	196.39	...	...	...	...	12.83	12.83
...	...	184.03	199.33	306.19	327.08	179.81	189.75	17.80	17.59	9.50	9.50	12.20	12.20
...	...	88.16	81.52	276.08	285.78	123.39	126.21	18.01	18.48	10.68	10.68	13.13	13.11
...	...	168.16	159.23	282.91	286.86	185.79	178.30	17.87	17.87	8.54	8.54	13.83	13.81
42.93	42.92	187.06	189.97	295.15	322.15	225.68	234.10	16.92	16.92	11.81	11.81	13.63	13.63
51.55	41.81	179.36	208.46	379.52	385.49	156.68	158.57	15.68	16.70	9.98	9.95	11.93	12.01
...	...	80.96	84.04	130.99	197.55	179.73	129.14	17.65	18.40	9.62	9.77	13.44	13.33
46.75	44.85	131.24	134.84	246.28	295.41	141.81	161.12	18.42	18.42	10.09	10.09	14.18	14.14
...	...	31.99	53.03	148.65	157.91	133.78	141.99	19.37	19.23	15.86	15.86	16.02	16.02
...	...	224.09	172.71	169.39	169.51	131.19	132.45	20.32	20.31	9.30	9.33	16.11	16.11
...	...	91.99	86.83	138.76	151.58	161.02	159.07	19.23	18.28	11.65	11.65	12.55	12.29
...	...	163.80	166.59	215.44	230.23	205.23	207.34	16.32	16.32	8.52	8.52	11.64	11.64
127.98	125.56	57.09	55.35	55.04	53.86	55.04	52.81	6.11	6.11	5.90	5.90	6.11	6.11
...	...	...	...	...	...	...	...	14.44	14.41	8.29	8.29	11.84	11.84
59.34	61.54	69.76	50.97	149.25	169.26	154.30	170.75	16.01	01	9.28	9.28	10.64	10.68
48.18	43.22	...	...	215.92	182.65	126.56	121.23	...	...	10.00	10.00	16.08	16.08
41.06	43.87	162.87	158.22	250.34	250.48	156.55	154.64	18.00	18.00	9.50	9.50	10.00	10.00
40.14	39.22	...	...	...	...	133.15	116.84	...	...	...	...	17.09	17.09
...	...	82.00	103.90	162.63	165.51	232.27	167.69	15.00	15.00	10.00	10.00	12.09	12.09
...	...	...	105.85	56.77	143.54	104.84	85.54	...	...	8.28	8.28	11.03	11.03
...	...	63.57	79.26	50.67	41.37	71.05	96.09	9.83	10.85	6.01	7.16	...	...
...	...	74.05	49.79	33.98	41.06	69.96	60.21	...	...	8.51	8.51	12.18	12.28
40.70	48.47	...	...	...	...	58.24	59.20	...	...	...	...	12.88	12.88
...	...	115.92	125.24	129.63	129.69	144.19	165.14	18.00	18.00	11.00	11.00	12.09	12.09
...	...	...	...	98.10	141.07	109.74	87.44	...	...	...	...	11.00	11.00
30.45	49.43	...	...	78.72	...	74.56	68.67	...	...	8.20	8.20	11.86	11.86
...	...	89.66	107.26	...	65.03	85.58	110.88	...	...	...	...	12.26	12.26
...	...	...	...	11.63	15.55	7.32	7.73	...	...	...	...	19.00	19.00

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	191		192	
		FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
		AVERAGE MILEAGE per diem of—			
		Coaching vehicles, including brakes.		Goods vehicles, including brakes.	
Miles.		Miles.			
		1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.					
Bengal-Nagpur		131,810	134,652	640,133	607,910
Bombay, Baroda and Central India		182,328	175,018	405,721	404,778
Eastern Bengal		100,313	102,089	169,405	191,550
East Indian		406,799	408,164	2,027,278	1,927,056
Great Indian Peninsula		403,677	398,619	1,076,944	1,147,313
Madras and Southern Mahratta		114,961	111,260	286,211	261,162
Nizam's Guaranteed State		17,752	18,103	50,510	52,727
North Western		491,166	482,539	1,236,856	1,165,998
Ondh and Rohilkhand		114,247	107,925	260,806	313,363
South Indian		35,281	35,262	59,539	54,887
3' 3½" GAUGE.					
Assam-Bengal		50,604	54,447	63,004	72,880
Bengal and North-Western		200,197	203,277	271,457	273,347
Bhavnagar State		14,420	13,546	12,581	13,670
Bombay, Baroda and Central India		236,555	218,946	391,602	471,741
Burma		148,988	148,491	252,182	282,267
Eastern Bengal		114,670	115,729	130,370	127,979
Gondal-Porbandar State		12,832	13,201	12,774	12,617
Hingoli Branch and Hyderabad-Godavari Valley,		24,266	24,261	24,846	31,877
Jamnagar		2,798	2,766	1,016	1,254
Jodhpur-Bikaner		52,162	48,749	170,939	136,278
Junnag State		5,718	5,634	4,700	5,970
Madras and Southern Mahratta		148,445	150,512	277,097	257,138
Nilgiri		1,312	1,163	856	838
Rohilkund and Kumaon		32,608	31,497	39,535	43,943
Secunderabad-Gadwal		3,350	3,433	1,785	1,978
Shoranur-Cochin		5,583	5,656	7,729	8,629
South Indian		155,051	145,454	222,999	212,067
Udaipur-Chitorgarh.		3,280	3,901	1,081	1,163
2' 6" GAUGE.					
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		34,745	35,071	33,981	36,879
Jacobabad-Kashmor		1,996	2,068	1,256	920
Kalka-Simla		4,194	4,348	2,638	2,823
Kohat-Thal and Nowshera-Durgai		5,680	5,307	3,155	2,602
Morappur-Hosur		3,721	3,825	1,360	1,205
Purnia-Ranchi		9,048	7,596	4,606	4,438
Raipur-Dhamtari		1,050	1,106	1,816	1,413
Tirupattur-Krishnagiri		1,123	1,162	578	420
Trans Indus (Kalabagh-Bannu)		6,778	6,258	6,783	5,025
2' 0" GAUGE.					
Pipar-Bilara Light		279	228	138	130

DIX 13—concluded.

during each half of the financial year 1917-18.

prepare these statistics.] -

193		194		195		196	
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.							
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.			
Wood.		Iron.		Wood.		Iron.	
Years.		Years.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
11·34 10·20 9·00	11·58 10·20 9·00	16·26 11·80 17·50	16·69 11·90 17·50	0·91 1·50 1·73	2·41 4·70 2·31	0·40 0·40 2·79	0·29 1·10 1·22
8·72 ... 10·8	8·80 ... 11·06	... ... ...	... ... ...	2·33 0·93 2·31	4·99 1·41 6·82	... 0·63 ...	... 0·55 ...
... 5·41 5·25 8·75	... 5·78 5·51 9·02	... 15·10 14·96 30·28	... 15·51 14·78 30·72	... 0·81 0·69 1·30	... 2·51 4·51 2·57	... 0·44 0·50 0·16	... 1·08 5·31 0·08
... 12·38 12·23 12·50	... 12·71 12·50 12·50	... ... ... 22·50	... ... ... 22·50	2·28 2·17 0·65 0·24	3·33 1·31 1·85 2·43	... ... ... 0·26	... ... ... 3·03
11·33 11·50 8·48	11·81 11·50 8·58	... 11·50 26·28	... 12·00 26·67	4·74 6·19 3·47	4·50 3·88 4·54	... 0·10 0·19	... 1·86 0·48
9·35 ...	... ...	... 25·75	... 26·25	... 3·69 ...	... 11·23 ...	... 0·20 ...	... 0·18 ...
12·66 12·00 9·07	12·78 12·02 9·82	... ... ...	... ... ...	2·61 1·98 2·85	2·91 1·90 2·73	.........	.........
16·49 ... 9·94 9·68 ...	16·64 ... 10·31 9·60 ...	... ... ... 21·59 ...	... ... ... 22·01 ...	2·08 ... 0·88 2·84 ...	2·03 ... 1·30 6·21 ...	... ... ... 0·06 ...	... ... ... 0·15 ...
8·35 2·49 8·08 10·81	8·68 2·99 7·93 11·23	2·05 ... 11·30	2·55 ... 11·80	0·32 ... 2·85 0·39	1·96 ... 7·46 0·70	... ... ... 0·23	0·09 0·04
5·28 7·03 12·83 11·27 8·91	5·74 7·27 13·23 11·77 4·39	... ... ... ... ...	... ... ... ... ...	0·48 2·02 2·32 0·42 0·94	0·30 3·60 0·75 0·02 0·24	...............	...............
6·25	6·75	...	...	0·29	0·17	...	...

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail, and sea from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	347,419 372,135 387,136 408,553 439,582	6'26 6'49 6'48 6'18 6'33	3'47 3'52 3'41 3'26 3'30	...
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	21,198 39,874 963 ...	24'29 18'70 18'54 ...	a a ...	236,768 217,142 252,548 271,762 304,531	15'31 15'23 14'49 14'28 14'00	a 3'94 4'06 3'77 3'78	4,381 4,700 4,665 4,879 3,806
Eastern Bengal ...	Bengal and Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	186,818 193,066 197,061 192,408 170,578	6'39 6'61 6'45 6'19 5'99	3'34 3'45 3'87 3'18 2'92	...
East Indian ...	Bihar and Orissa ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	819,565 871,949 879,492 955,719 980,326	4'37 4'83 4'62 4'21 4'74	2'27 2'58 2'43 2'07 2'33	...
Great Indian Peninsula.	Bihar and Orissa, Central India, Central Provinces and Hyderabad.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	93,517 12,886 34,797 4,952 ...	20'69 22'53 20'37 22'10 ...	a a a a ...	812,843 854,269 934,520 1,092,041 1,140,720	11'84 12'87 11'51 12'17 12'44	a a a 4'71 4'21	2,259 1,841 1,608 1,458 664
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	191,358 211,909 216,801 240,463 238,443	13'07 12'79 13'14 13'53 13'41	4'80 4'90 4'83 4'08 4'28	4,895 5,076 2,705 2,632 2,427
Nizam's Guaranteed State.	Hyderabad ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	47,829 41,826 42,354 49,469 48,401	6'83 6'61 6'50 6'85 6'85	5'75 5'50 5'42 5'75 5'75	...
North Western ...	England, Baluchistan, Bihar and Orissa and the Punjab.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	157,874 30,116 122 7,795 3,595	21'54 21'62 23'48 23'29 23'31	3'71 3'71 b 13'88 b 13'88 b 13'68	624,134 727,252 759,036 771,249 851,857	15'02 15'63 14'29 14'01 14'33	4'09 4'54 4'23 3'83 3'67	7,843 7,535 7,696 7,632 8,806
Oudh and Rohilkhand	Bihar and Orissa ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	204,091 202,715 195,029 199,997 207,501	8'95 9'55 9'40 9'13 9'23	3'21 3'39 3'29 3'09 2'97	...
South Indian ...	Bihar and Orissa and Hyderabad	{ 1913-14 1914-15 1915-16 1916-17 1917-18	39 2 ...	31'04 30'36 ...	a a ...	64,608 65,213 63,264 69,327 57,460	17'73 17'41 17'29 18'99 19'16	3'93 4'00 4'10 3'63 3'36	5,549 2,548 2,596 2,122 30,037
3' 3 1/2" GAUGE.									
Assam Bengal	Assam and Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	52,646 55,878 52,662 48,173 47,460	10'94 12'07 11'88 11'18 11'55	a a a a a	2,978 2,868 470 31 1,107

DIX 14.

per ton during the financial years 1913-14 to 1917-18.

where they differ from the corresponding figures in the earlier Report.

Locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea.	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0.55 ton of oil fuel equals 1 ton of coal.)				REMARKS.
Wood.		Oil Fuel.				Per train-mile.	Per engine-mile.	Per 1,000 freight-ton-miles.	Per 1,000 gross-ton-miles.	
Average cost per ton.		Actual quantity in tons.	Average cost per ton.		(Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton equals 1 ton of coal.)					17	18	19	20	21
Including all freight, both rail and sea, from the station to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.		Rs.				
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3.47	85.20	68.66	373.19	185.35	
...	...	...	...	...	3.52	89.12	71.85	367.22	188.22	
...	...	...	...	...	3.41	91.18	73.37	338.82	337.53	
...	...	...	...	...	3.26	91.20	72.46	424.39	164.88	
...	...	...	...	...	3.30	97.75	76.59	437.68	176.94	
6.17	4.37	...	...	...	a	87.09	72.12	688.38	193.29	a Information not available.
6.55	4.54	...	...	...	a	84.46	70.00	738.60	193.19	
5.95	3.75	...	...	...	a	82.15	68.41	619.01	172.54	
5.13	3.63	...	...	...	a	84.18	70.23	584.26	169.04	
6.54	4.53	...	...	...	a	93.33	78.63	521.81	169.63	
...	...	...	...	...	3.34	92.71	81.42	1,069.18	223.52	
...	...	...	...	...	3.45	91.51	81.98	1,144.87	225.31	
...	...	...	...	...	3.37	94.59	83.92	1,664.49	208.83	
...	...	...	...	...	3.13	99.81	66.57	1,075.31	209.98	
...	...	...	...	...	2.92	100.37	64.92	1,146.08	222.42	
...	...	...	...	...	2.27	76.53	57.02	413.15	141.00	
...	...	...	...	...	2.58	77.03	57.80	396.28	137.63	
...	...	...	...	...	2.43	76.93	57.70	382.49	133.98	
...	...	...	...	...	2.07	78.84	58.01	358.09	127.59	
...	...	...	...	...	2.33	85.45	62.29	384.54	136.96	
6.81	5.06	404	a	a	a	94.20	79.67	760.57	222.62	
7.68	5.15	56	a	a	a	92.34	78.26	858.73	225.22	
8.28	5.32	64	a	a	a	96.39	82.66	716.84	209.34	
7.92	4.73	1,239	a	a	a	102.00	87.18	722.93	212.82	
8.11	4.31	4,779	a	a	a	112.10	94.96	774.80	230.41	
6.72	5.37	...	...	...	4.89	92.05	75.81	866.97	217.80	
6.47	5.11	...	...	...	4.98	94.88	79.04	874.67	221.38	
7.48	5.19	...	...	...	4.88	91.11	76.73	755.51	202.59	
7.39	5.38	...	...	...	4.12	93.19	77.41	663.83	192.23	
7.70	5.90	...	...	...	4.32	99.78	81.91	604.95	189.04	
...	...	...	...	...	5.75	68.83	58.60	620.20	166.93	
...	...	...	...	...	5.50	66.66	56.71	670.85	185.36	
...	...	...	...	...	5.42	70.73	60.86	562.46	178.74	
...	...	...	...	...	5.75	78.89	65.74	661.06	195.15	
...	...	...	...	...	5.75	83.36	70.32	639.37	200.28	
5.03	3.81	111	...	...	a	82.07	66.81	622.62	183.22	
4.80	3.09	1,879	...	...	a	79.87	65.85	691.04	187.35	
5.08	3.27	2,574	...	...	a	80.60	67.06	651.90	177.09	
5.47	3.28	5,295	...	...	a	82.17	67.82	691.96	168.73	
5.14	3.31	23,759	33.69	22.75	4.15	91.83	73.15	509.55	168.31	b High rate is due to the consumption of only English Patent Fuel.
...	...	...	...	...	3.21	74.19	63.42	1,011.83	200.45	
...	...	...	...	...	3.39	78.90	66.12	1,121.36	203.45	
...	...	...	...	...	3.29	80.89	67.10	999.34	197.48	
...	...	...	...	...	3.09	80.74	67.28	654.32	179.27	
...	...	...	...	...	2.97	90.40	75.26	635.94	178.16	
5.14	5.14	...	...	...	a	70.46	62.74	1,111.65	236.86	
7.67	7.67	...	...	...	a	69.95	62.21	1,087.23	226.38	
8.07	8.05	...	...	...	4.35	68.74	61.28	915.00	204.24	
8.19	8.18	...	...	...	3.83	73.30	64.87	826.38	205.14	
7.15	7.14	...	...	...	5.86	80.51	70.50	774.10	213.32	
2.55	2.55	...	...	...	a	61.27	47.61	873.36	243.41	
2.81	2.81	...	...	...	a	61.72	49.19	925.37	242.21	
3.02	3.02	...	...	...	a	60.97	47.20	911.39	227.17	
3.64	3.07	262	33.80	29.94	a	58.81	45.49	930.37	217.95	
2.88	2.88	762	27.37	25.00	a	57.13	45.37	861.05	230.45	

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by locomotives							Actual quantity in tons.
			Foreign coal.			Indian coal.				
			Actual quantity in tons.	Average cost per ton		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	
				Including all freight, both rail and sea, from the pit's month to the engine-shed where issued to locomotives.	At pit's month.		Including all freight, both rail and sea, from the pit's month to the engine-shed where issued to locomotives.	At pit's month.		
1	2	3	4	5	6	7	8	9	10	
				Rs.	Rs.		Rs.	Rs.		
3' 3½" GAUGE—contd.										
Bengal and North-Western.	Bihar and Orissa ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	146,640 143,370 148,010 151,679 138,186	8'65 8'82 8'91 8'83 8'79	3'86 3'82 3'91 3'62 3'61	... ... ... ... ...
Bengal Doonars ...	Assam, Bengal and Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	7,266 7,291 6,557 6,397 5,702	11'05 10'80 10'30 10'90 10'96	3'73 3'40 3'67 4'00 4'00	... ... ... ... ...
Bhavnagar State ...	Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	3,718 81	b 19'89 b 19'17	a a	4,910 3,384 7,981 7,894 8,275	b 18'06 b 15'65 b 16'13 b 16'26 b 16'03	a a a a a	c 70 c 71 c 76 c 73 c 72	
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	16,505	25'31	a	183,032 193,469 208,933 311,871 209,880	12'91 13'83 13'55 13'82 13'87	3'78 4'28 4'47 4'17 4'22	... c 1,121 c 1,315 c 1,516 c 1,220 c 1,186	
Burma ...	Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	128,889 120,676 109,434 103,849 93,945	14'44 15'47 15'11 16'36 19'24	a a a a a	15,699 16,044 28,144 47,077 73,125
Dibru-Sadiya ...	Assam ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	10,854 10,744 12,164 11,589 11,515	8'50 8'50 8'50 8'50 8'50	a a a a a	... ... ... ... ...
Eastern Bengal ...	Bengal and Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	148,318 141,569 126,353 126,948 104,382	9'32 9'17 9'10 8'68 8'16	3'64 3'37 3'28 2'84 2'73	... ... ... ... ...
Gondal-Porbandar State.	Bengal and Bihar and Orissa.	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	8,413 10,222 8,721 9,888 12,557	18'27 17'08 17'13 17'94 17'38	4'00 4'00 4'00 3'67 3'52	76 89 78 85 81
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	Hyderabad ...	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	31,908 30,563 30,525 29,315 32,198	8'93 9'15 8'61 8'89 9'04	5'75 5'50 5'42 5'75 5'75	... ... ... ... ...
Jamnagar ...	Bihar and Orissa	{ 1913-14 1914-15 1915-16 1916-17 1917-18	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	1,581 1,697 1,510 1,995 1,842	17'98 18'11 15'84 16'13 18'11	3'00 4'59 2'62 2'46 4'16	16 15 15 16 16

DIX 14—contd.

per ton during the financial years 1913-14 to 1917-13.

where they differ from the corresponding figures in the earlier Reports.

Wood.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and s.a. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0.55 ton of oil fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.		Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3.86	51.63	42.58	836.98	207.03	
...	...	...	...	...	3.82	50.97	41.97	820.68	203.54	
...	...	...	...	...	3.91	53.24	43.83	854.97	218.44	
...	...	...	...	...	3.62	54.77	44.43	815.27	215.74	
...	...	...	...	...	3.61	52.95	43.52	725.66	203.57	
...	...	...	...	...	3.73	51.87	48.16	729.00	a	a Information not available.
...	...	...	...	...	3.40	52.28	48.22	938.00	a	
...	...	...	...	...	3.47	46.18	40.90	1,063.00	a	
...	...	...	...	...	4.00	40.78	36.71	794.00	a	
...	...	...	...	...	4.00	36.00	32.75	742.00	a	
12.00	12.00	...	...	...	a	41.10	36.23	1,078.83	244.76	b Excludes freight over home line.
7.49	7.49	...	...	...	a	40.22	35.85	1,271.0	237.27	
13.44	13.44	...	...	...	a	35.10	31.05	874.56	200.71	
12.45	12.45	...	...	...	a	37.43	32.82	963.32	244.31	
12.15	12.15	...	...	...	a	40.81	33.79	936.41	211.37	
5.00	5.00	...	...	...	a	51.13	44.31	750.00	209.82	c Old sleepers used for lighting purposes.
4.99	4.99	...	...	...	4.29	50.93	43.94	702.09	202.04	
5.00	5.00	...	...	...	4.48	51.12	44.55	668.07	195.32	
5.00	5.00	...	...	...	4.18	52.43	45.46	604.74	191.87	
5.00	5.00	...	...	...	4.24	56.25	48.08	608.09	190.67	
5.26	5.02	...	...	...	a	51.44	41.44	711.08	180.50	
4.94	3.81	...	...	...	a	50.01	40.24	665.03	182.06	
6.07	5.07	...	...	...	a	51.11	40.88	694.58	183.28	
6.04	5.04	...	...	...	a	51.71	41.36	698.21	173.14	
6.21	5.21	...	...	...	a	52.66	42.09	577.67	170.03	
...	...	...	...	...	a	76.52	51.73	a	a	
...	...	...	...	...	a	70.43	42.97	a	a	
...	...	...	...	...	a	86.23	56.94	a	a	
...	...	...	...	...	a	82.34	55.61	a	a	
...	...	...	...	...	a	81.13	57.04	a	a	
...	...	...	...	...	3.64	65.80	51.65	1,195.90	267.26	
...	...	...	...	...	3.37	65.73	51.29	1,349.32	268.27	
...	...	...	...	...	3.28	66.83	50.91	1,327.11	255.19	
...	...	...	...	...	2.84	69.95	52.32	1,212.58	252.51	
...	...	...	...	...	2.73	67.33	49.99	1,212.99	231.85	
12.00	a	...	...	...	a	44.72	40.78	1,278.52	269.76	
12.00	12.00	...	...	...	4.09	49.73	44.54	1,559.19	316.53	
11.67	11.67	...	...	...	4.06	42.17	36.67	1,109.42	250.83	
12.08	12.08	...	...	...	3.78	47.66	41.59	1,187.04	265.86	
12.00	12.00	...	...	...	3.54	58.09	50.09	1,347.65	321.06	
...	...	...	...	...	5.75	46.87	41.31	1,054.25	247.28	
...	...	...	...	...	5.50	50.22	44.37	1,116.15	257.91	
...	...	...	...	...	5.42	54.35	47.63	937.49	239.08	
...	...	...	...	...	5.75	58.64	51.27	1,171.12	255.89	
...	...	...	...	...	5.75	61.42	56.05	1,313.67	260.37	
10.00	10.00	...	...	...	3.09	45.91	39.36	1,654.70	296.97	
9.87	9.87	...	...	...	a	50.03	42.18	1,774.03	315.69	
10.35	10.35	...	...	...	2.66	44.73	37.19	1,603.05	269.62	
10.9	10.99	...	...	...	2.50	56.43	47.28	2,046.09	351.52	
11.04	11.04	...	...	...	4.24	53.41	43.15	1,900.13	324.75	

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid.

NOTE.—The figures in this Appendix are amended ones in case

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
8' 3 1/2" GAUG.—concd.				Rs.	Ra.		Rs.	Rs.	
Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	50,700 48,548 63,814 63,747 65,091	11'99 12'75 11'16 10'38 12'07	8'67 2'58 2'41 3'29 3'52	304 275 316 290 337
Junagad State ...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	3,028 3,246 3,547 4,086 4,268	19'07 17'85 18'59 17'97 18'03	a a 4'00 4'00 4'0	34 35 40 43 47
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	142,180 151,259 160,741 178,263 175,415	15'07 13'99 12'99 13'06 13'34	4'73 5'32 5'88 5'70 5'81	44,410 44,467 53,125 40,703 41,365
Morvi ...	Bengal ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	3,162 2,839 2,939 2,731 3,198	15'65 16'60 16'00 16'00 15'41	3'50 4'38 3'50 3'50 3'70	34 31 45 31 45
Mysore-Arsikere ...	Bengal ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	516	22'00	4'50	19
Rohilkhand and Kumaon.	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	28,813 26,268 25,898 26,605 26,280	9'06 10'04 10'19 9'96 10'33	2'63 3'08 2'86 2'60 2'42	367
South Indian ...	Africa, Australia, and Bihar and Orissa.	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	5,448 6,189 5,077 394 19	31'04 30'36 45'89 49'33 47'49	a a a a a	121,002 132,609 140,324 141,703 108,683	15'03 15'20 15'29 17'15 18'41	4'01 3'82 3'87 3'73 3'50	15,928 8,101 8,578 9,809 75,384
Udaipur-Chitorgarh...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	1,626 1,450 1,998 2,194 1,798	14'17 14'00 14'00 14'03 14'52	4'00 4'00 4'00 5'00 6'50	17 15 26 21 15
Ahmadpur-Katwa ...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	750	8'31	4'25	...
Arrah-Sasaram Light	a	...	...	...	...	a	a	a	...
Bangalore-Chik Ballapur Light.	Bihar and Orissa ...	1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ...	... ... ... ...	... ... ... ...	a 369 c c 356	a 20'00 c c 4'50	a 4'81 c c 2'50	...............
Bankura-Damoodar River.	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	2,071	6'00	4'25	...
Baraset-Basirhat Light.	a	...	...	...	...	a	a	a	...
Baral Light ...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	5,366 4,978 4,397 3,957 3,226	15'52 15'47 15'09 14'62 15'21	4'06 3'93 3'20 3'19 3'58	13 12 14 17 16
Bengal Provincial ...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	1,884 1,990 1,920 1,894 1,800	6'47 5'19 4'86 5'23 7'63	3'96 2'50 1'87 3'28 3'50	...............
Bilimora-Kalamba, Broach-Jambusar, Gaokwar's Dabhol, Kosamba-Zunkhvar, Petlad-Vaso and Rajpipla State, Buxiarpur-Bihar Light.	Bihar and Orissa and Hyderabad.	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... 65 ... ... ...	... 21'42 ... ... ...	... a	4,418 4,869 5,802 5,785 5,425	15'93 15'69 15'28 14'45 15'53	a a 3'96 3'77 3'78	144 174 219 215 208
Burdwan-Katwa ...	Bihar and Orissa ...	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	547 1,231 1,360 649 608 634 638 644	5'62 5'44 8'31 14'84 15'24 14'21 15'15 17'56	3'44 2'75 4'25 4'50 4'18 4'58 3'84 4'00	...........................
Champanor-Shivrajpur Pani Light.	Bihar and Orissa, Central India and Central Provinces.	1913-14 ... 1914-15 ... 1915-16 ... 1916-17 ... 1917-18 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	608 634 638 644	15'24 14'21 15'15 17'56	4'18 4'58 3'84 4'00	11 4 7 6 14

DIX 14—contd.

per ton during the financial years 1913-14 to 1917-18.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal, and oil fuel being converted in terms of coal, at the rate of 0.55 ton of oil fuel equals 1 ton of coal.)				REMARKS.			
Wood.		Oil Fuel.				Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.	Per train-mile.		Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.
Average cost per ton.	At station of supply.	Average cost per ton.											
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.													
11	12	13	14	15	16	17	18	19	20	21			
Rs.	Rs.		Rs.	Rs.	Rs.								
10.00	10.00	...	...	...	3.72	48.89	44.86	769.04	210.73	a Information not available.
10.00	10.00	...	...	...	2.65	51.47	49.01	973.68	241.38	
10.00	10.00	...	...	...	2.45	58.94	53.79	802.50	224.31	
10.05	10.05	...	...	...	3.49	54.89	49.34	799.38	220.10	
10.72	10.72	...	...	...	3.53	56.01	52.36	608.89	201.75	
10.00	10.00	...	...	...	a	43.70	37.53	1,001.47	235.58	
10.00	10.00	...	...	...	a	44.55	36.92	921.78	230.59	
10.00	10.00	...	...	...	4.10	41.44	35.32	1,044.93	241.02	
10.50	10.50	...	...	...	4.09	44.95	38.66	1,229.75	254.47	
9.07	8.07	...	...	...	4.11	46.67	37.88	1,100.10	249.69	
5.61	4.77	...	...	...	5.52	53.42	46.55	930.14	254.58	
5.54	4.76	...	...	...	6.00	55.36	48.91	1,024.70	262.04	
5.68	4.76	...	...	...	6.56	57.69	51.63	983.34	260.72	
5.57	4.79	...	...	...	6.22	61.64	54.81	1,023.62	278.15	
5.88	4.96	...	...	...	6.37	62.74	55.31	1,015.62	273.37	
11.00	a	...	...	...	a	39.44	38.57	a	a	
11.25	a	...	...	...	a	36.03	35.04	a	a	
8.50	a	...	...	...	a	36.37	35.31	a	a	
9.00	a	...	...	...	a	34.67	33.43	a	a	
8.50	a	...	...	...	a	40.26	38.67	a	a	
12.50	12.50	...	...	...	4.88	61.68	48.14	1,014.28	317.32	
8.36	2.99	...	...	...	2.63	54.49	41.78	930.57	233.39	
...	...	...	...	...	3.04	51.61	39.71	1,052.10	283.25	
...	...	...	...	...	2.86	46.91	39.20	1,032.74	232.69	
...	...	...	...	...	2.60	54.07	43.57	860.32	223.21	
...	...	...	...	...	2.42	56.54	44.42	760.53	218.08	
5.13	5.06	...	...	...	b	44.36	39.25	939.14	208.85	
7.63	6.29	...	...	...	a	44.98	39.63	1,013.85	212.23	
7.68	6.50	...	...	...	b	47.80	42.32	903.79	208.72	
6.54	6.46	...	...	...	a	47.55	41.78	822.42	203.07	
7.13	7.11	...	...	...	b	52.63	45.62	732.35	203.97	
7.93	7.93	...	...	...	4.06	34.91	32.87	1,678.37	220.10	
7.93	7.93	...	...	...	4.06	34.96	32.70	1,740.64	222.73	
7.05	7.05	...	...	...	4.00	42.51	39.97	1,704.99	250.71	
7.58	7.58	...	...	...	5.05	45.54	42.60	1,609.15	261.10	
7.20	7.20	...	...	...	6.54	42.59	39.51	1,077.77	259.59	
...	...	...	...	...	4.25	38.74	31.46	a	a	
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	4.81	36.59	30.87	a	a	
...	...	...	...	...	c	c	c	c	c	
...	...	...	...	...	c	2.50	43.86	27.78	a	
...	...	...	...	...	4.25	44.00	36.25	a	a	
...	...	...	...	...	a	a	a	a	a	
11.00	8.00	...	...	...	4.03	52.24	43.74	683.46	307.46	
11.15	8.00	...	...	...	3.96	52.24	44.44	892.80	315.65	
12.50	12.00	...	...	...	3.23	49.08	40.67	803.42	307.72	
12.93	12.50	...	...	...	3.21	42.62	37.30	740.05	275.21	
12.87	12.50	...	...	...	3.68	45.81	40.37	879.71	290.57	
...	...	...	...	...	3.96	37.41	35.13	a	a	
...	...	...	...	...	2.50	37.76	35.45	a	a	
...	...	...	...	...	1.87	36.43	34.39	a	a	
...	...	...	...	...	3.26	37.92	35.72	a	a	
...	...	...	...	...	3.50	38.42	35.93	a	a	
4.41	4.19	...	...	...	a	35.71	33.43	a	a	
3.93	3.86	...	...	...	a	35.87	33.18	a	a	
3.60	3.55	...	...	...	4.03	34.70	32.52	a	a	
3.42	3.31	...	...	...	3.95	34.60	31.14	a	a	
4.66	4.47	...	...	...	3.79	34.18	28.85	a	a	
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	3.14	42.20	38.49	a	a	
...	...	...	...	...	2.75	32.81	28.02	a	a	
...	...	...	...	...	4.25	41.78	33.93	a	a	
9.04	a	...	...	...	a	52.17	51.20	a	a	
4.43	a	...	...	...	a	56.93	54.45	a	a	
6.28	6.28	...	...	...	4.63	60.22	58.29	a	a	
10.97	10.97	...	...	...	3.86	49.55	45.92	a	a	
10.91	10.91	...	...	...	4.04	44.50	40.69	a	a	

c Included with the Kolar District Railways.

Coal, wood and oil fuel consumed by locomotives on each railway system, and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by							Actual quantity in tons.
			Foreign coal.			Indian coal.				
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		
1	2	3	4	5	6	7	8	9	10	
2' 6" GAUGE—contd.										
Catch State ...	Bihar and Orissa ...	1913-14	...	...	...	281	19.25	3.50	3
		1914-15	...	...	...	569	15.26	a	2
		1915-16	...	...	...	407	22.88	a	1
		1916-17	...	...	...	245	21.12	a	...
		1917-18	...	...	...	398	27.00	a	...
Dehri-Rohas Light	Bihar and Orissa ...	1913-14	...	...	...	696	7.75	4.50	...
		1914-15	...	...	...	831	7.62	4.25	...
		1915-16	...	...	...	1,112	7.04	3.75	...
		1916-17	...	...	...	1,123	7.08	3.75	...
		1917-18	...	...	...	1,309	7.62	4.25	...
Dholpur-Bari ...	Bihar and Orissa ...	1913-14	...	...	...	267	13.40	5.00	3
		1914-15	...	...	...	483	12.84	5.00	2
		1915-16	...	...	...	643	12.36	4.25	2
		1916-17	...	...	...	699	10.42	4.37	2
		1917-18	...	...	...	939	12.15	5.66	3
Dhond-Daramati, Klichpur-Yootmal and Fulgaon-Arvi.	Bengal, Bihar and Orissa and Central Provinces.	1913-14	...	...	...	668	11.64	3.69	...
		1914-15	2	20.65	a	3,225	10.28	a	30	
		1915-16	...	...	...	5,651	10.12	3.81	47
		1916-17	...	...	...	5,869	12.64	4.63	7
		1917-18	...	...	...	8,705	11.29	4.04	...
Godhra Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	64	15.30	4.50	6
		1914-15	...	...	...	255	14.14	4.58	8
		1915-16	...	...	...	357	13.54	4.52	11
		1916-17	...	...	...	337	15.00	4.04	12
		1917-18	...	...	...	832	16.79	4.00	10
Gondia-Chanda, Jabalpur-Gondia Extension, Mourbhaj State, Nurgpur-Chhindwara, Parlakimedi Light, Purulia-Ranohi, and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	1913-14	...	...	...	45,096	6.86	4.06	...
		1914-15	...	...	...	47,878	6.69	4.32	...
		1915-16	...	...	...	45,429	6.54	3.84	...
		1916-17	...	...	...	47,029	5.80	3.73	...
		1917-18	...	...	...	48,658	6.15	3.54	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Bihar and Orissa, Baluchistan and the Punjab.	1913-14	288	21.57	3.71	2,976	14.51	4.09	...	
		1914-15	11	23.94	3.71	3,940	14.75	4.54	6	
		1915-16	...	...	...	5,118	14.31	4.23	20
		1916-17	21	28.29	3.83	4,875	13.83	3.83	22	
		1917-18	6	28.60	3.88	5,070	14.33	3.67	21	
Jessore-Jhonidah	Bihar and Orissa ...	1913-14	...	...	...	355	9.50	a	...
		1914-15	...	...	...	a	a	a	...
		1915-16	...	...	...	714	7.62	3.56	...
		1916-17	...	...	...	1,394	7.69	2.68	...
		1917-18	...	...	...	1,455	9.12	4.25	...
Kalighat Falta ...	Bihar and Orissa ...	1917-18	...	...	...	806	9.12	4.25	...
Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Punjab.	1913-14	...	...	...	8,448	15.16	4.09	94
		1914-15	...	...	...	7,771	15.29	4.54	65
		1915-16	...	...	...	7,018	15.75	4.23	76
		1916-17	...	...	...	7,998	15.87	3.83	117
		1917-18	...	...	...	8,303	15.54	3.67	124
Kolar District ...	Bihar and Orissa ...	1913-14	...	...	...	64	20.00	4.00	3
		1914-15	...	...	...	89	20.00	7.00	64
		1915-16	...	...	...	582	20.00	4.51	99
		1916-17	...	...	...	c 1,232	19.25	3.75	...
		1917-18	...	...	...	c 1,648	20.00	4.50	49
Madaya Light ...	a	...	...	...	...	a	a	a	...
		
		
		
		
Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1913-14	...	...	...	2,041	18.21	3.50	129
		1914-15	...	...	...	2,201	16.64	4.00	82
		1915-16	...	...	...	2,707	16.59	3.87	116
		1916-17	...	...	...	2,735	17.52	3.72	92
		1917-18	...	...	...	1,591	17.80	3.90	3,817
Morvi ...	Bihar and Orissa ...	1913-14	...	...	...	487	15.65	3.50	9
		1914-15	...	...	...	336	16.80	4.38	5
		1915-16	...	...	...	388	16.00	3.50	8
		1916-17	...	...	...	345	16.00	3.50	8
		1917-18	...	...	...	398	15.41	3.70	7

DIX 14—contd.
per ton during the financial years 1913-14 to 1917-18.
 where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

Wood.		Actual quantity in tons.	Oil-Fuel.		Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0.55 ton of oil-fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.			Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
20.33	a	...	...	a	a	22.21	17.49	a	a	
17.08	a	...	...	a	a	43.77	35.09	a	a	
13.20	a	...	...	a	a	33.33	25.37	a	a	
...	...	...	...	...	...	19.38	15.34	a	a	
...	...	...	...	...	...	27.00	18.00	a	a	
...	...	...	...	...	...	4.50	42.68	a	a	
...	...	...	...	...	...	4.35	41.04	a	a	
...	...	...	...	...	...	3.75	69.19	a	a	
...	...	...	...	...	...	3.75	74.00	a	a	
...	...	...	...	...	...	4.25	a	a	a	
9.97	9.97	...	...	...	...	5.03	30.14	20.39	a	
8.51	8.51	...	...	...	...	5.03	40.37	30.07	a	
9.77	9.77	...	...	...	...	4.25	46.87	35.24	a	
10.00	10.00	...	...	...	...	4.40	45.91	37.06	a	
10.00	10.00	...	...	...	...	5.68	37.33	31.96	a	
...	...	...	...	...	...	3.89	40.07	38.33	a	
9.34	6.82	...	...	...	...	a	49.41	47.18	a	
8.67	5.70	...	...	...	...	3.87	70.81	64.63	a	
9.97	6.78	...	...	...	...	4.69	63.78	57.80	a	
...	...	...	...	...	...	4.04	75.65	69.54	a	
14.20	6.50	...	...	...	...	4.37	34.39	34.19	a	
2.98	2.98	...	...	...	...	4.58	29.57	29.09	a	
4.74	4.74	...	...	...	...	4.61	36.87	34.00	a	
4.95	4.95	...	...	...	...	4.05	38.86	34.53	a	
8.20	8.20	...	...	...	...	3.76	40.28	34.09	a	
...	...	...	...	...	...	4.06	33.31	66.37	1,810.35	413.98
...	...	...	...	...	...	4.32	39.7	71.33	2,074.80	432.46
...	...	...	...	...	...	3.84	63.34	65.85	3,900.61	793.36
...	...	...	...	...	...	3.78	80.87	69.58	2,002.22	398.06
...	...	...	...	...	...	3.84	80.63	62.93	2,181.66	436.78
4.68	3.02	...	...	...	...	4.05	29.69	25.08	2,007.78	384.40
5.16	3.35	...	...	...	...	4.54	32.45	26.94	2,159.86	433.39
5.19	3.00	...	...	...	...	4.24	33.48	28.58	1,805.34	362.60
5.12	3.29	...	...	...	...	3.68	33.24	28.74	1,840.91	373.12
...	...	...	...	...	...	3.69	37.95	32.45	2,256.90	415.80
...	...	...	...	...	...	a	72.42	a	a	
...	...	...	...	...	...	a	a	a	a	
...	...	...	...	...	...	3.56	36.35	31.38	a	
...	...	...	...	...	...	3.68	39.19	25.19	a	
...	...	...	...	...	...	4.25	46.19	39.67	a	
...	...	...	...	...	...	4.25	26.84	25.68	a	
4.93	3.31	...	...	...	...	4.10	61.22	48.69	4,384.03	711.08
4.80	3.09	...	...	...	...	4.55	60.91	44.40	4,260.16	715.45
5.10	3.29	...	...	...	...	4.25	63.85	44.08	4,185.64	760.51
5.47	3.28	...	...	...	...	3.86	68.60	47.47	4,252.41	743.66
5.14	3.31	...	...	...	...	3.70	71.06	48.77	4,278.59	748.65
8.00	8.00	...	...	...	...	4.34	26.50	12.40	a	
7.00	7.00	...	...	...	...	9.85	28.01	21.08	a	
7.00	7.00	...	...	...	...	5.62	64.28	30.19	a	
...	...	...	...	...	...	3.75	34.49	32.91	a	
12.50	12.50	...	...	...	...	4.81	35.91	31.29	a	
...	...	...	...	...	...	a	a	a	a	
6.32	5.32	...	...	...	...	3.74	36.37	36.25	2,774.72	348.19
7.51	7.51	...	...	...	...	4.21	34.03	33.93	2,716.88	312.05
8.65	8.05	...	...	...	...	4.74	34.66	34.79	2,923.00	323.54
8.30	8.20	...	...	...	...	3.94	35.19	35.16	2,605.07	327.27
7.13	7.13	...	...	...	...	5.86	47.07	46.86	3,715.15	463.01
11.00	a	...	...	...	...	a	28.42	27.39	a	
11.25	a	...	...	...	...	a	20.67	19.67	a	
6.50	a	...	...	...	...	a	24.50	21.93	a	
9.00	a	...	...	...	...	a	31.94	19.21	a	
8.50	a	...	...	...	...	a	25.22	21.67	a	

a Information not available.

b High rate is due to the consumption of only English Patent Fuel.

c. Includes figures for the Bangalore-Chik Ballapur Light rail way.

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—concl'd.				Rs.	Rs.		Rs.	Rs.	
Nadiad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	616 675 658 622 902	16'37 14'78 14'03 15'24 16'12	4'50 4'58 4'52 4'04 4'88	7 10 11 11 12
Powayan Light ...	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	737 695 810 807 781	10'31 10'87 10'94 10'59 9'91	2'00 2'66 2'58 2'37 2'27	9
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	a	a	a	...
Tozporo-Dalipara ... Light.	Assam	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	517 603 499 600 569	13'50 15'19 15'19 15'19 16'45	a a a a a	...............
Trans-Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	2,676 3,899 3,269 4,797 9,366	14'70 11'93 13'90 14'05 14'39	4'09 4'54 4'23 3'83 3'67	22 11 1 16 4
2' 0" GAUGE.									
Darjeeling-Himalayan	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	5,813 5,059 6,820 8,103 8,205	10'00 10'00 10'00 10'50 10'50	3'50 3'50 3'50 3'00 3'00	...............
Gwalior Light ...	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	5,849 4,934 4,767 4,052 5,246	12'06 11'94 11'94 11'34 11'48	4'50 4'25 4'25 3'53 3'53	41 47 78 63 63
Howrah-Amta Light	a	...	...	...	...	a	a	a	...
Howrah-Sheakhala Light.	a	...	...	...	...	a	a	a	...
Jagadhri Light ...	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	173 181 170 148 97	14'44 12'98 12'75 13'00 14'00	6'19 4'73 4'50 4'50 5'50	7 7 39 38 100
Jorhat (Provincial)	Assam	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	968 1,043 1,486 1,558 1,672	18'77 13'77 13'77 14'61 15'45	8'97 8'97 8'97 9'81 10'65	...............
Kulasekarapatnam-Tis-iangillai.	Bihar and Orissa ...	1915-16 1916-17 1917-18 1918-14	...	...	...	107 180 173 473	22'18 24'47 32'90 17'50	a a a 5'87	264 473 435 ...
Matheran Light ...	Bengal and Bihar and Orissa.	1914-15 1915-16 1916-17 1917-18	...	...	...	469 542 390 397	17'50 18'00 21'00 19'00	5'50 5'50 15'50 7'00	............
Pipar-Bilara Light .	Bihar and Orissa ...	1913-14 1914-15 1915-16 1916-17 1917-18	...	...	...	284 236 411 404 223	15'84 12'75 12'21 12'55 13'24	3'67 2'56 3'46 3'34 3'59	2 2 1
Tarikere-Narasimbarajapura.	Bihar and Orissa ...	1916-17 1917-18	...	...	...	71 198	21'69 20'00	3'75 4'50	... 8
Tumsar Tirodi Light...	Bihar and Orissa ...	1917-18	...	...	...	3,048	8'87	3'15	...
TOTAL	...	1913-14 1914-15 1915-16 1916-17 1917-18	298,582 89,211 40,959 13,162 3,620	...	...	4,702,675 4,946,375 5,143,108 5,489,443 5,616,725	...	...	106,412 95,698 112,732 119,218 243,450

DIX 14—concl'd.

per ton during the financial years 1913-14 to 1917-18.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0.55 ton of oil-fuel equals 1 ton of coal.)				REMARKS.
Wood.		Oil Fuel.				Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Average cost per ton.		Actual quantity in tons.	Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		13	Including all freight both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.	16	17	18	19	20	21
11	12	14		15						
Rs.	Rs.		Rs.	Rs.	Rs.					
7.92	6.50	4.57	31.56	31.10	a	a	a Information not available.
6.29	6.29	...	...	...	4.53	36.19	36.02	a	a
6.31	6.31	...	...	...	4.59	35.05	31.13	a	a
7.14	7.14	...	...	...	4.06	33.91	39.16	a	a
9.62	6.90	...	...	...	4.84	49.53	41.99	a	a
3.00	2.39	...	...	...	2.63	38.40	35.09	a	a
...	...	...	...	...	2.63	27.21	25.02	a	a
...	...	...	...	...	2.59	31.34	28.44	a	a
...	...	...	...	...	2.37	31.09	28.06	a	a
...	...	...	...	...	2.27	30.29	27.70	a	a
...	...	...	...	...	a	a	a	a	a
...	...	...	...	...	a	33.59	a	a	a
...	...	...	...	...	a	36.93	a	a	a
...	...	...	...	...	a	34.47	a	a	a
...	...	...	...	...	a	35.98	a	a	a
...	...	...	...	...	a	37.44	a	a	a
4.77	3.05	...	...	...	4.10	59.31	48.94	2,630.73	492.53
4.80	3.09	...	...	...	4.54	78.27	63.48	2,348.25	451.35
4.81	3.00	...	...	...	4.23	64.01	51.57	1,970.85	423.65
7.50	5.31	...	...	...	3.81	63.53	52.73	2,679.02	451.88
7.53	5.75	...	...	...	3.67	76.27	59.83	3,218.70	554.63
...	...	...	...	...	3.50	42.07	42.07	a	a
...	...	...	...	...	3.50	40.28	40.28	a	a
...	...	...	...	...	3.50	41.74	41.74	a	a
...	...	...	...	...	3.00	39.33	37.34	a	a
...	...	...	...	...	3.00	39.94	37.33	a	a
6.00	6.00	...	...	...	5.25	53.39	47.74	a	a
6.00	6.00	...	...	...	5.12	47.12	41.19	a	a
6.00	6.00	...	...	...	5.12	44.93	38.67	a	a
6.00	6.00	...	...	...	4.77	42.07	36.13	a	a
6.00	6.00	...	...	...	4.77	46.64	40.58	a	a
...	...	...	...	...	a	a	a	a	a
...	...	...	...	...	a	a	a	a	a
11.00	11.00	...	...	...	8.59	30.04	15.01	a	a
11.00	11.00	...	...	...	7.88	29.47	14.73	a	a
11.00	11.00	...	...	...	7.75	29.00	14.50	a	a
11.00	11.00	...	...	...	12.00	26.23	13.12	a	a
11.00	11.00	...	...	...	13.12	18.92	9.46	a	a
...	...	...	...	...	8.97	40.92	a	a	a
...	...	...	...	...	8.97	44.93	a	a	a
...	...	...	...	...	8.97	52.35	a	a	a
...	...	...	...	...	9.81	60.56	a	a	a
...	...	...	...	...	10.65	72.77	a	a	a
8.02	7.50	...	...	...	a	27.08	a	a	a
8.18	7.50	...	...	...	a	35.44	a	a	a
8.91	7.75	...	...	...	a	29.14	a	a	a
...	...	...	...	...	5.87	35.04	32.16	a	a
...	...	...	...	...	5.50	67.02	65.53	a	a
...	...	...	...	...	5.50	70.00	67.20	a	a
...	...	...	...	...	5.50	67.25	65.50	a	a
...	...	...	...	...	7.00	67.00	65.50	a	a
10.00	10.00	...	...	...	a	34.19	34.19	a	a
10.00	10.00	...	...	...	3.65	27.35	27.34	3,228.37	936.72
10.00	10.00	...	...	...	3.46	39.24	39.24	1,950.02	884.95
...	...	...	...	...	3.84	35.02	35.02	2,728.91	1,188.07
...	...	...	...	...	3.59	33.29	33.29	2,817.50	976.74
6.50	6.50	...	...	...	3.75	31.33	30.50	a	a
...	...	...	...	...	4.68	25.65	21.45	a	a
...	...	...	...	...	3.15	a	a	a	a
...	...	515	...	...	...	...	...	...	...
...	...	1,836	...	...	...	...	...	...	...
...	...	2,638	...	...	...	...	...	...	...
...	...	6,796	...	...	...	...	...	...	...
...	...	29,842	...	...	...	...	...	...	...

b Excluding the Baraset-Basirhat, Buxtiarpur-Bihar, Howrah-Amra, Howrah-Sheekhala, Arrah-Sasaram, Shabdara (Delhi)-Saharanpur Light and Madaya Light railways.

c Excluding the railways mentioned in note b and the Bangalore-Chik Ballapur, Jessore-Jhenidah and Tarikere-Narasimharajapura railways.

d Excluding the railways mentioned in note b and Tarikere-Narasimharajapura railway.

Quantity of Indian coal mined during the calendar years 1895 to 1917, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1895	1896	1897	1898	1899	1900	1901	1902
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	172,717	177,259	185,533	200,329	225,623	216,738	251,100	221,666
Baluchistan	25,458	26,257	12,043	13,372	15,822	23,281	24,656	33,889
Bengal	2,716,155	3,037,920	3,142,497	3,622,093	4,035,265	4,078,492	5,487,585	6,259,238
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma	17,389	22,993	11,472	6,975	8,105	10,225	12,466	13,302
Central India	118,470	115,386	124,778	134,726	164,569	164,489	161,362	171,538
Central Provinces	122,776	141,165	131,029	149,709	159,576	172,842	191,516	196,681
Kashmir ... ..	...	...	...	...	...	...	...	1,060
Madras	1,787	...	...	...	...	...	...	...
Nizam's Territory	292,915	262,081	365,550	394,622	401,216	469,291	421,218	455,421
North-West Frontier Province ... ..	...	...	...	...	...	...	...	...
Punjab	72,403	79,017	92,792	85,802	81,835	74,683	67,730	55,373
Rajputana (Bikaner) ... ..	...	...	...	511	4,240	9,250	12,094	16,503
United Provinces ... ..	...	1,800	...	...	...	...	...	...
Total	3,510,019	3,863,698	4,066,294	4,608,196	5,093,260	6,118,692	6,635,727	7,424,402
Quantity of Indian coal consumed by the locomotives on the railways in India.								
	1,119,621	1,182,051	1,328,120	1,416,241	1,500,771	1,858,061	1,956,631	2,091,982
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	162,278	389,842	731,742	737,689	672,311	1,030,709	1,167,892	974,602
To ports outside of India, including Burma	211,467	101,030	396,979	490,266	467,366	711,874	845,953	728,316
Quantity of foreign coal imported into India—								
From the United Kingdom	1773,675	1524,420	1210,237	1297,070	1496,451	191,710	1112,519	1198,574
From other countries	115,458	193,212	147,016	134,209	113,064	143,939	179,108	120,73

* The quantity of coal mined during these years has been included with the output of Bengal.
† Excludes the quantity of coal imported on Government Account.

DIX 15.

consumed by locomotives on the railways in India and quantity of Indian coal exported quantity of foreign coal imported into India, during the calendar years 1895 to 1912 and years 1913-14 to 1917-18.

1903	1904	1905	1906	1907	1908	1909	1910	1911	1913	1913	1914	1915	1916	1917
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
230,328	266,765	277,065	285,490	295,795	275,224	305,563	287,236	294,893	297,160	270,563	305,100	311,308	287,315	301,480
40,009	49,807	41,725	42,164	42,458	45,212	52,440	52,614	45,707	54,386	51,002	49,234	43,007	42,163	40,785
0,361,212	7,063,680	7,334,103	8,617,820	9,993,349	11,560,911	10,660,511	10,773,530	11,468,904	4,306,129	4,640,995	4,424,357	4,075,600	4,993,376	4,031,621
.	.	.	.	.	.	.	.	.	0,126,383	10,227,537	10,661,062	10,719,155	10,707,683	11,632,417
9,300	1,105	...	1,223	...	...	...	...	...	...	...	...	25	...	...
163,277	182,774	157,701	170,292	178,588	155,107	131,546	130,400	142,537	149,921	148,978	152,900	139,600	200,283	108,467
159,154	130,027	147,265	93,543	134,068	213,760	238,190	220,437	211,016	233,096	235,651	244,745	253,119	297,832	371,499
990	270	...	...	...	...	...	...	...	...	...	...	...	...	...
...
362,733	419,540	454,204	467,924	414,221	444,211	442,692	506,173	505,380	461,652	552,133	555,991	530,824	618,290	690,620
...	...	...	...	...	90	96	90	140	50	90	94	60	75	216
43,704	45,594	62,623	73,110	60,749	51,794	37,208	49,159	30,575	38,469	51,040	54,593	57,911	47,440	42,869
21,764	45,078	42,064	32,372	28,062	21,297	11,449	12,744	14,761	16,251	18,791	17,311	17,700	13,841	6,045
...
7,438,380	6,216,706	6,417,739	9,783,251	11,147,339	12,760,635	11,870,114	12,047,413	12,715,633	11,706,339	16,209,009	16,464,263	17,103,032	17,264,309	14,212,918
2,203,689	2,447,311	2,656,830	2,863,878	3,285,444	3,558,539	3,657,806	3,801,248	4,223,010	4,500,618	1913-14	1914-15	1915-16	1916-17	1917-18
1,235,319	1,447,607	1,635,263	1,800,793	1,965,056	2,124,642	1,716,623	1,851,322	1,604,066	1,787,075	4,702,479	4,948,310	5,145,746	5,406,239	5,618,723
723,973	696,835	1,144,030	1,304,732	1,040,242	1,045,095	912,154	1,391,248	1,253,971	1,326,238	1,203,479	1,011,339	1,245,569	1,254,004	457,46
1133,711	1176,706	1147,760	1109,215	1227,176	1173,453	1311,252	1261,316	1245,043	1144,804	210,965	177,937	31,957	0,250	Information not available.
130,429	177,169	150,024	127,150	174,412	1211,640	1179,169	154,714	173,626	4415,997	553,103	242,963	104,623	45,069	

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,575	214,111
			1917-18	14,41,246	209,898	30,996	49,939	290,734
			1913-14	33,97,565	556,016	47,296	96,054	699,366
			1914-15	36,58,317	564,471	51,082	101,375	716,928
Kurbareo and Sorampore...	East Indian railway.	Bihar and Orissa.	1915-16	38,51,274	654,347	55,854	120,897	811,098
			1916-17	31,39,247	604,405	12,553	147,834	764,792
			1917-18	30,74,667	546,521	9,903	147,581	704,805
			1913-14	10,69,820	52,829	3,927	†5,898	62,644
			1914-15	10,43,439	51,265	2,966	†5,084	58,715
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1915-16	9,26,073	45,696	3,817	†2,804	52,517
			1916-17	8,31,364	51,455	4,184	†668	56,307
			1917-18	7,61,920	63,268	10,194	†1,613	75,075
Kargali	Great Indian Peninsula railway.	Central Provinces.	1917-18	16,40,496	64,520	1,713	†4,580	70,813
			1913-14	2,47,183	1,337	*116	†35,954	37,407
			1914-15	2,21,369	336	*29	†36,088	36,453
Khost	North Western railway.	Baluchistan	1915-16	2,17,387	228	*19	†29,487	29,684
			1916-17	1,96,068	904	*79	†28,753	29,736
			1917-18	1,98,374	478	42	†24,457	24,977
Khost pressed fuel factory	North Western railway.	Baluchistan	1913-14	46,184	...	...	...	§19,744
			1914-15	43,675	...	...	...	§17,966
			1915-16	40,399	...	...	...	§15,305
			1916-17	37,369	...	...	...	§14,062
			1917-18	34,566	...	...	...	§12,035

* Nut coal.
† Mixed coal.

† Splint coal.
§ Pressed fuel.

DIX 16.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
217,535	†2,93,256	2,93,256	...	...	1,973	109	...	7	
290,584	†5,59,373	5,59,373	...	...	2,335	139	...	2	
699,026	*10,58,198	10,58,198	...	...	7,100	98	3	13	The capital outlay is approximate and is made up of the purchase money, Rs. 8,05,174 which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1889.
675,369	12,62,994	12,62,994	...	...	8,663	83	3	9	
758,850	*14,23,489	14,23,489	...	...	8,684	160	4	15	The decrease in the capital outlay in 1916-17 is due to increased credits to the Sinking Fund and the capital outlay on account of the Bakharo Joint Colliery having now been shown separately. The decrease in the capital outlay in 1917-18 is due to increased credits to the Sinking Fund.
792,615	*13,67,760	13,67,760	...	...	8,376	91	6	19	
705,842	*15,87,256	15,87,256	...	...	8,789	80	5	11	
63,761	3,14,929	4,09,096	-94,167	...	1,194	52	...	2	The capital outlay is made up of the purchase money, 230,000, and the expenditure incurred from the date of purchase, 1st July 1904.
58,854	3,03,260	4,76,934	-1,73,724	...	1,264	46	1	5	
53,571	2,67,563	4,42,547	-1,74,984	...	1,190	44	1	1	The decrease in the capital outlay in 1914-15, 1915-16, 1916-17 and 1917-18 is due to credits to the Sinking Funds.
54,935	2,99,261	4,72,939	-1,73,678	...	1,233	46	...	2	
73,304	3,98,999	5,76,191	-1,77,192	...	1,425	53	1	4	
70,813	1,80,506	1,65,373	15,133	0.92	1,950	37	1	2	This colliery was opened for working from 1st October 1907. Prior to that date, i.e., while the colliery was under development, the cost of coal taken out and issued was debited and credited to capital outlay. (General Block Account)
38,335	3,24,696	3,19,762	4,934	1.99	749	50	3	10	The decrease in the capital outlay in 1914-15 was due chiefly to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery in addition to 34 per cent on capital outlay.
36,155	3,00,560	2,90,505	10,055	4.54	667	55	4	3	
31,810	2,52,201	2,99,115	-46,914	...	700	42	3	5	The decrease in the capital outlay in 1915-16 was due to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery and the excess of the receipts of stores over the issues.
29,522	2,53,957	2,82,963	-24,006	...	632	47	1	3	The decrease in the capital outlay in 1916-17 was due to the Sinking Fund charge at annas 8 per ton on the total output and to the balance under Reserve Material Account having been reduced.
24,075	2,31,469	2,67,849	-33,380	...	510	46	5	5	
19,744	2,38,762	2,37,828	934	2.02	31	687	...	...	The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
17,966	2,16,642	2,20,095	-3,453	...	30	599	...	...
15,305	1,94,272	2,12,928	-18,656	...	28	547	...	...	The decrease in the capital outlay in 1914-15, 1915-16, 1916-17 and 1917-18 was due chiefly to depreciation charges at 7 1/2 per cent adjusted by credit to Block Account and debit to profits of the colliery.
14,062	1,82,811	1,94,927	-12,116	...	21	670	...	...
12,035	1,75,093	1,79,918	-4,855	...	21	573	1	...	

*Coal issued to railway at cost price.

Rolling-stock under different heads on each

Railway.	ENGINES.				COACHING		
	Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
					4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
<i>5' 6" gauge.</i>							
Bengal-Nagpur	92	...	419	511	...	...	...
Dombay, Baroda and Central India	145	...	214	359	...	...	...
Eastern Bengal	101	108	111	320	...	...	...
East Indian	164	898	195	1,257	...	...	2
Great Indian Peninsula	336	652	207	1,195	...	...	...
Madras and Southern Mahratta	71	...	185	256	...	1	1
Nizam's Guaranteed State	10	21	50	81	5	...	6
North Western	304	874	233	1,411	...	...	...
Oudh and Rohilkhand	99	...	182	281	...	...	15
South Indian	33	...	100	133	...	...	...
Bombay Port Trust ... ..	...	32	...	32	...	...	...
Calcutta Port Commissioners' ... ..	...	58	...	58	...	...	...
Total	1,355	2,643	1,896	5,894	5	1	24
<i>3' 5½" gauge.</i>							
Assam-Bengal	5	...	116	121	...	...	1
Bengal and North-Western ... ..	...	...	302	302	...	2	...
Bengal Doocars ... ..	...	...	16	16	...	...	...
Bhavnagar State ... ..	...	...	23	23	...	...	...
Bombay, Baroda and Central India	217	...	335*	552	...	...	1
Burma	12	...	288	310	...	...	2
Dibru-Sadiya ... ..	...	...	26	26	...	...	...
Eastern Bengal	73	66	104	243	...	...	1
Gondal-Porbandar State ... ..	...	...	18	18	...	...	...
Jamnagar ... ..	...	...	4	4	...	...	...
Jodhpur-Bikaner ... ..	...	...	105	105	1	1	4
Junagad State ... ..	...	...	13	13	...	...	2
Madras and Southern Mahratta	45	27	234	306	...	...	8
Morvi	4	1	5	10	...	...	1
Mysore-Arsikere ... ..	...	...	7	7	...	...	...
Nizam's Guaranteed State	22	10	32	64	...	1	3
Rohilkhand and Kumaon	7	2	51	60	...	...	...
South Indian	35	...	274	309	...	...	4
Udaipur-Chitorgarh ... ..	...	...	4	4	...	...	...
Total	420	106	1,967	2,493	1	4	27

* Includes 70 auxiliary water tanks used for locomotive purposes only.

DIX 17.

railway on the 31st March 1918.

VEHICLES.

RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
36	...	6	...	...	7	23	...	...
25	5	5	...	...	5	1	...	6
26	...	8	...	...	2	11	...	4
53	2	8	...	...	9	63	...	20
30	...	4	...	...	21	38	...	29
12	7	1	...	...	4	12	...	2
16	...	1	...	...	...	7	...	...
62	6	*33	...	...	†18	55	...	4
28	...	5	...	...	3	31	...	...
4	2	...	1	...	...	4	1	...
...
...
292	22	70	1	...	69	235	1	65
28	...	8	...	...	3	...	...	...
15	9	2	...	3	...	5	27	...
4	1	...	...	...	...	...	2	...
3	...	1	...	...	...	5	...	...
33	...	12	...	...	5	42	...	4
36	1	18	...	...	1	16	...	5
...
20	10	5	...	...	1	3	13	10
6	...	1	...	...	...	3	...	...
2	...	...	...	...	...	2	...	...
14	...	1	...	...	...	4	...	...
5	...	2	...	...	...	2	...	...
13	...	6	...	...	8	39	...	8
8	...	...	...	...	...	...	...	...
...
4	5	4	...	...	...	...	6	...
5	4	...	...	...	1	5	3	...
9	...	15	...	...	6	13	...	25
1	...	...	...	...	...	1	...	...
201	30	75	...	3	25	140	51	52

* Includes 11 carriages for tourists.

† Includes two dining cars for Indian passengers.

Rolling-stock under different heads on each

Railway.	ENGINES.				COACHING		
	Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
					4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
<i>2' 6" gauge.</i>							
Ahmadpur-Katwa	2	2	...	...	...
Arrah-Sasaram Light	5	5	...	...	...
Bangalore-Chik Ballapur Light	Included with the	...
Bankura-Damodar River	6	6	...	...	...
Baraset-Basirhat Light	7	7	...	...	...
Barsi Light	17	17	...	...	...
Bengal-Nagpur	111	111	...	...	...
Bengal Provincial	6	6	...	...	...
Bombay, Baroda and Central India	29	29	2	...	1
Bukhtiarpur-Bihar Light	4	4	...	...	...
Burdwan-Katwa	4	4	...	...	...
Champane-Shivrajpur-Pani Light...	4	4	...	...	...
Cutch State	5	5	...	...	...
Dohri-Koltas Light	3	3	...	...	...
Dholpur-Bari	4	4	...	...	...
Dhond-Baramati	2	2	...	...	...
Eastern Bengal	6	6	...	...	...
Ellichpur-Yootmal	13	13	...	...	...
Godhra-Lunavaria	2	2	...	...	...
Jacobabad-Kashmir, Kohat-Thal and Nowshera-Durgai	26	26	...	...	...
Jessore-Jhonidah	5	5	...	...	...
Kalighat-Falta	5	5	...	...	...
Kaika-Simla	22	22	...	...	...
Kolar District (a)	7	7	...	...	1
Madaya Light	Information not available.	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	9	9	...	...	...
Morvi	4	1	1	6	...	...	...
Mourbhunj State	3	3	...	...	...
Nadiad-Kapadvanj	3	3	...	...	...
Parlakimedi Light	3	3	...	...	1
Powayan Light	5	5	...	...	...
Pulgaon-Arvi	Included with the	...
Shabdara (Delhi)-Saharanpur Light	8	8	...	...	...
Tezapore-Balipara Light	3	3	...	...	...
Traus Indus (Kalabugh-Banna)	16	16	...	...	...
Total	4	1	346	351	2	...	3
<i>2' 0" gauge.</i>							
Darjeeling-Himalayan	25	25	...	...	...
Gwalior Light	22	22	...	...	2
Howrah-Amta Light	17	17	...	...	...
Howrah-Sheakhala Light	4	4	...	...	...
Jagadhri Light	2	2	...	...	...
Jorhat (Provincial)	8	8	...	...	...
Kulasekarapatnam-Tiesianvillai Light	5	5	...	...	...
Matheran Light	5	5	2	...	...
Pipar-Bilara Light	2	2	...	...	...
Tarikero-Narasimharajapura	2	2	...	...	...
Tumear-Tirodi Light	13	...	13	...	...	...
Total	13	92	105	2	...	2
GRAND TOTAL	1,779	2,763	4,301	8,843	10	5	58

(a) Includes figures for the Bangalore-Chik Ballapur Light Railway.

DIX 17—contd.

railway on the 31st March 1918.

VEHICLES.

RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
...
1	2	...	...
Kolar District Railway.								
1	3	...	...
8	...	1	...	...	...	...	...	2
1	...	8	...	...	...	...	...	...
...	...	1	...	...	...	...	...	...
...	...	1	...	...	...	1	...	...
...
...	...	1	...	...	...	...	...	1
...	...	1	...	...	...	...	...	...
2	1
3	...	1	...	...	...	2	...	...
...	...	4	...	...	...	1	...	...
1
1	...	2	...	...	...	2	...	...
Ellichpur-Yectmal Railway								
1	3	...	...
1
21	...	20	...	...	...	14	...	4
5	...	5	...	...	...	9	...	2
1	...	1	...	...	...	...	...	7
...	2	...	...	5
...	14	...	...
6	...	6	...	...	2	23	...	14
520	52	171	1	3	96	412	88	135

Rolling-stock under different heads on each

Railway.	COACHING								
	COMPOSITE, 1ST AND 2ND CLASS.			COMPOSITE, 1ST, 2ND AND 3RD CLASS. (FOR SERVANTS OR OTHERWISE.)			OTHER COMPOSITE CARRIAGES.		
	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.
18	19	20	21	22	23	24	25	26	27
<i>5' 6" gauge.</i>									
Bengal-Nagpur	43	...	40	...	...	6	5	...	6
Bombay, Baroda and Central India	23	4	52	...	...	14	...	...	10
Eastern Bengal ... / ...	41	...	35	...	...	...	1	...	55
East Indian	38	...	105	...	...	...	12	...	27
Great Indian Peninsula	56	...	157	...	...	12	...	...	*45
Madras and Southern Mahratta	51	...	13	...	...	18	10	...	23
Nizam's Guaranteed State	11	...	4	...	...	3	...	...	1
North Western	83	...	...	...	...	205	10	...	25
Oudh and Rohilkhand	40	...	15	...	...	...	4	...	54
South Indian	12	...	25	...	...	19	...	...	6
Bombay Port Trust ... ..	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...
Total	398	4	446	...	...	277	42	...	252
<i>8' 8 1/2" gauge.</i>									
Assam-Bengal	6	...	28	...	...	48	...	...	3
Bengal and North-Western	15	18	16	...	...	...	...	...	1
Bengal Doonars	1	7	...	...	...	...	...	...	1
Bhavnagar State	5	...	9	...	...	...	...	...	1
Bombay, Baroda and Central India	43	...	71	...	...	43	...	...	8
Burma	26	...	28	...	...	49	...	...	26
Dibru-Sadiya	4	...	8	...	...	...	...	...	...
Eastern Bengal	12	33	44	...	...	...	...	...	53
Gondal-Porbandar State	3	...	7	...	...	...	...	...	...
Jamnagar	2	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	21	...	3	...	...	...	1	...	†13
Junagad State	2	...	5	...	...	...	...	...	...
Madras and Southern Mahratta	44	...	15	...	...	14	...	...	16
Morvi	8	...	2	...	...	...	...	...	...
Mysore-Arsikere	5	...	...	...	...	...	...	...	...
Nizam's Guaranteed State ... ..	...	11	8	...	...	...	...	2	3
Rohilkhand and Kumaon	8	3	6	...	...	2	...	...	4
South Indian	43	...	60	...	...	36	...	...	28
Udaipur-Chitorgarh	4	...	...	...	...	...	...	...	...
Total	251	72	310	...	...	192	1	2	15

* Includes 4 composite restaurant and sleeping carriages.
† Includes 3 composite, first, second and dining cars.

Rolling-stock under different heads on each

Railway.	COACHING								
	COMPOSITE, 1ST AND 2ND CLASS.			COMPOSITE, 1ST, 2ND AND 3RD CLASS (FOR SERVANTS OR OTHERWISE.)			OTHER COMPOSITE CARRIAGES.		
	4-wheel-ed.	6 wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.
18	19	20	21	22	23	24	25	26	27
<i>2' 6" gauge.</i>									
Ahmadpur-Katwa	3	...	...	...	...	...	...	...	...
Arrah-Sasaram Light ... ..	...	...	...	...	...	...	...	...	...
Bangalore-Chik Ballapur Light	...	...	...	...	...	...	...	Included with the	...
Bankura-Damodar River	4	...	...	...	...	...	...	...	...
Baraset-Basirhat Light ... ..	...	...	...	...	...	...	1	...	...
Batal Light ... ..	...	...	4	...	...	...	...	...	6
Bengal-Nagpur	2	...	29	...	...	2	...	...	6
Bengal Provincial	2	...	...	...	...	...	2	...	...
Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	10
Bukhtiyar-Bihar Light... ..	2	...	...	...	...	...	...	...	...
Fardwan-Katwa	3	...	...	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light...	...	...	...	...	...	...	...	...	2
Cutch State ... ..	...	...	1	...	...	...	...	...	1
Dahri-Rohas Light ... ..	...	...	...	...	...	...	...	...	2
Dholpur-Bari ... ..	...	...	...	...	...	...	...	...	1
Dhond-Baramati ... ..	...	...	...	...	...	...	...	...	...
Eastern Bengal	4	...	...	...	...	...	5	...	...
Ellichpur-Yeotmal ... ..	...	...	...	...	...	...	...	...	7
Godhra-Lunavada ... ..	...	...	...	...	...	...	...	...	2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	11	...	...	...	...	...	...	...	...
Jessore-Jhenidah	3	...	...	...	...	...	...	...	1
Kalighat-Falta	4	...	...	...	...	...	...	...	1
Kalka-Simla	1	...	24	...	...	...	...	...	...
Kolar District (a) ... ..	...	...	...	...	...	4	...	...	1
Madaya Light	Information not available.	...	...	...	...	4	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	...	6
Morvi ... ..	...	...	4	...	...	...	...	...	2
Mourbhanj State ... ..	...	...	...	...	...	...	...	...	2
Nadind-Kanodvanj ... ..	...	...	...	...	...	...	...	...	2
Parlukimedi Light ... ..	...	...	...	...	...	...	...	...	1
Powayan Light	3	...	...	...	...	...	...	...	...
Pulgaon-Arvi ... ..	...	...	...	...	...	...	...	Included with the	...
Shahdara (Delhi)-Scharanpur Light	...	...	...	...	...	...	...	...	...
Tezpur-Balipara Light ... ..	...	...	...	...	...	...	...	...	5
Trans Indus (Kalabagh-Bannu)	2	...	...	...	...	...	...	...	8
Total	44	...	62	...	...	10	8	...	66
<i>2' 0" gauge.</i>									
Darjeeling-Himalayan	6	...	7	...	...	3	1	...	10
Gwalior Light ... ..	...	...	...	...	...	...	...	...	4
Howrah-Zmita Light ... ..	...	...	...	...	...	...	5	...	2
Howrah-Sheekhula Light ... ..	...	...	...	...	...	...	3	...	2
Jagadhri Light ... ..	...	...	...	...	...	...	1	...	...
Jorhat (Provincial) ... ..	...	...	...	...	...	1	...	...	...
Kulasekarapatnam-Tissianvillai Light	...	...	...	...	...	...	...	...	...
Matheran Light	1	...	...	...	...	1	2	...	...
Pipri-Bilara Light ... ..	...	...	...	...	...	...	...	...	2
Tarikere-Narasimharajapur ... ..	...	...	...	...	...	...	...	...	...
Temaar-Tirodi Light ... ..	...	...	...	...	...	...	...	...	...
Total	7	...	7	...	...	5	12	...	20
GRAND TOTAL	700	76	826	...	...	484	63	2	495

(a) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 17—contd.

railway on the 31st March 1918.

VEHICLES—contd.

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.						Composite intermediate and third class.	Intermediate and postal carriages.	Intermediate and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	Ambulance.		4-wheeled.					Bogie.	4-wheeled.	6-wheeled.
							4-wheeled.	Bogie.								
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42		
...	2	...	...	...	...	...	...	...	...	12	...		
Kolar	District	Railway.	...	2	...	...	...	...	...	...	...	...	18	...
...	3	...	...	...	...	1	...	...	...	15	...		
...	5	...	...	...	...	1	...	...	...	27	...		
...	...	3	...	...	...	3	...	...	23	...	...	...	14	...
...	3	...	...	...	14	...		
1	...	11	...	...	...	...	...	...	...	...	...	86	...	...
...	3	...	...	...	...	...	...	...	...	12	...		
...	3	...	...	...	...	...	...	...	...	13	...		
...	4	...	...
...	1	...	...	...	...	...
...	2	...	...	...	...	1	...	...	...	20	...		
...		
2	8	...	...	...	...	...	...	...	...	40	...		
...	2	...	...	...	5	...		
...	3	...	...	...	...	6	...	...	...	16	...		
...	1	...		
...		
3	2	...	...	...	...	...	...	...	...	...	10	...		
...		
...	2	...	...
Ellichpur-Yeotmal	Railway.	...	...	...	...	...	...	...	...	...	...	...	10	...
...	3	...	...	...	...	...	...	...	...	27	...		
...	9	6	...		
...	3	...	...	...	...	...
8	...	15	2	34	...	3	...	...	41	...	...	101	273	...
9	29	...		
5	24	...		
...	8	...	...	...	...	...	...	...	...	79	...		
...	3	...	...	...	...	...	...	...	...	10	...		
...	2	...	1	10	3	...		
...	1	...		
...	7	...	...	...	...	...	...	...	...	6	...		
...	2	...		
...	2	...		
14	18	...	...	...	...	2	...	1	19	102	...		
512	43	90	32	348	32	120	7	...	667	14	24	129	4,214	236		

Rolling-stock under different heads on each

Railway.	COACHING									
	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>concl.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.	
	Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.			
		4-wheel-ed.	Bogie.				4-wheel-ed.	Bogie.		
43	44	45	46	47	48	49	50	51		52
<i>5' 6" gauge.</i>										
Bengal-Nagpur	269	22	...	69	...	...	...	...	...	16
Bombay, Baroda and Central India ...	356	8	9	4	...	15	...	...	...	25
Eastern Bengal	142	...	...	23	...	31	...	...	...	6
East Indian	287	98	...	19	...	30	...	...	...	52
Great Indian Peninsula	804	12	90	95	...	16	22	10	...	31
Madras and Southern Mahratta	71	46	...	60	...	...	...	...	...	19
Nizam's Guaranteed State	15	...	...	...	...	...	...	...	...	4
North Western	327	380	200	6	...	...	...	...	...	65
Oudh and Rohilkhand	41	170	123	2	...	7	14	...	...	40
South Indian	8	...	...	23	...	8	...	...	...	10
Bombay Port Trust ... ..	...	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...	...
Total	1,900	736	521	301	...	107	36	10	...	268
<i>8' 3 1/2" gauge.</i>										
Assam-Bengal	151	...	...	...	...	...	...	...	...	22
Bengal and North-Western	3	...	...	2	216	219	...	...	...	24
Bengal Doonars	6	...	...	...	...	...	...	...	...	4
Bhavnagar State	20	...	...	...	...	...	...	...	...	1
Bombay, Baroda and Central India ...	501	5	4	26	...	...	...	...	...	41
Burma	269	10	...	23	...	24	...	10	...	60
Dibru-Sadiya	9	...	...	...	...	...	...	...	...	3
Eastern Bengal	210	...	...	...	...	2	...	...	...	16
Gondal-Forbunder State	12	...	...	2	...	1	...	...	...	1
Jamnagar	3	...	...	...	...	...	...	...	...	1
Jodhpur-Bikaner	69	...	...	1	...	...	...	...	...	16
Jungnag State	14	...	...	1	...	...	...	...	...	1
Madras and Southern Mahratta	181	1	...	178	...	19	2	...	...	36
Morvi	9	...	...	1	...	...	...	...	...	1
Mysore-Arsikere ... ..	...	...	...	...	...	...	...	...	...	...
Nizam's Guaranteed State	21	...	...	...	2	1	...	...	...	5
Rohilkhand and Kumaon	52	...	...	2	...	...	...	...	...	1
South Indian	575	...	...	...	...	79	...	...	...	42
Udaipur-Chitorgarh ... ..	...	...	...	2	...	...	...	...	...	1
Total	2,105	16	4	238	218	345	2	10	...	276

DIX 17—contd.

railway on the 31st March 1918.

VEHICLES—contd.

Brake-vans (used exclusively on passenger service).	BRAKE-VANS WITH		Brake-vans fitted with postal compartments	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axes of coaching vehicles in use on the line.
	Intermediate class.	Third class.														
53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
32	7	58	...	...	14	...	20	36	30	...	...	...	...	35	1,112	3,158
64	...	35	...	...	...	...	18	31	60	...	...	...	...	...	892	2,039
20	18	...	...	1	2	...	9	22	43	16	20	31	...	32	874	2,154
161	18	117	...	2	...	...	59	130	51	10	...	6	1	124	2,322	6,403
161	1	104	10	7	2	5	70	116	126	...	...	...	...	...	3,173	6,098
...	...	77	...	...	...	...	24	27	47	...	...	...	...	...	759	1,950
23	...	9	...	...	...	...	4	15	1	...	...	...	...	6	169	423
380	...	156	7	...	...	...	67	159	...	...	...	...	19	181	3,217	9,003
184	...	10	...	...	2	...	23	80	21	...	...	...	8	...	1,004	2,916
...	...	29	3	4	...	...	8	18	8	...	...	...	...	...	348	1,057
...
...
1,025	44	595	20	14	20	5	302	634	387	26	20	37	27	874	12,958	34,304
...	104	...	...	...	...	...	11	20	14	...	...	3	...	1	406	1,540
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,091	3,223
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	54	168
14	...	3	...	...	...	...	2	5	...	...	...	...	...	...	121	306
17	...	92	...	...	...	2	38	84	16	...	...	...	2	4	1,603	4,796
...	...	84	...	...	...	3	1	36	16	...	...	...	...	98	1,125	3,385
8	...	...	...	...	...	...	...	7	4	...	...	2	...	2	80	200
10	2	...	...	3	2	2	7	32	57	...	...	23	...	44	910	2,602
7	...	3	...	...	3	...	3	2	...	...	...	...	...	...	101	256
4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	30	66
6	...	9	...	...	...	...	2	14	...	...	...	...	1	2	277	800
3	...	4	...	...	...	...	2	3	1	...	...	...	...	...	69	192
...	...	290	...	...	...	6	20	47	24	...	...	...	...	11	1,540	3,230
5	...	3	...	...	...	...	1	4	1	...	...	...	...	...	71	172
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	23	54
22	...	10	...	...	...	...	2	12	...	...	...	...	...	...	153	504
...	...	6	10	...	...	...	...	12	...	...	...	...	...	3	251	702
55	...	111	...	...	...	...	8	24	15	...	...	...	...	43	1,437	4,999
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	36	72
151	196	617	10	3	5	13	103	335	149	...	...	28	3	213	9,169	27,298

Rolling-stock under different heads on each

Railway.	COACHING								
	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>conold.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
	Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.		
		4-wheel-ed.	Bogie.				4-wheel-ed.	Bogie.	
43	44	45	46	47	48	49	50	51	52
<i>2' 6" gauge.</i>									
Ahmadpur-Katwa ... ..	...	...	...	...	...	...	...	...	2
Araoh-Sasaram Light ... ..	...	...	...	...	...	...	...	Included with the	...
Bangalore-Chik Ballapur Light ... ..	...	...	...	...	...	...	...	...	4
Barku a-Damoodar River ... ..	...	...	...	...	...	...	...	...	1
Baraset-Basirhat Light	3	...	...	...	...	...	...	...	...
Barzi Light	32	...	...	...	...	2	...	...	...
Bengal-Nagpur	176	...	...	...	...	...	...	...	...
Bengal Provincial	2	...	...	...	...	2	...	...	...
Bombay, Baroda and Central India ... ..	...	...	...	...	...	...	...	...	...
Bukhtiarpur-Bihar Light ... ..	...	...	...	...	...	...	...	...	1
Burdwan-Katwa ... ..	...	...	...	...	...	...	...	...	3
Champaner-Shivrajpur-Pani Light ..	2	...	...	...	...	...	...	...	...
Cutch State ... ..	...	...	...	...	...	...	...	...	...
Delhi-Rohas Light	2	...	...	...	...	...	...	...	...
Dholpur-Bari	8	...	...	...	...	2	...	...	...
Dhond-Baramati	2	...	...	...	...	2	...	...	...
Eastern Bengal ... ..	...	...	...	7	...	...	...	...	2
Ellichpur-Yectmal	18	...	...	...	...	5	...	...	...
Godhra-Lunavada	4	...	...	...	...	...	...	...	...
Jacotabad-Kashmir, Kohat-Thal and Nowshera-Durgai.	28	...	...	...	...	...	...	...	...
Jessore-Jhenidah	2	...	...	...	...	...	...	...	2
Kalighat-Falta	8	...	...	...	...	1	...	...	...
Kalka-Shulu	17	...	...	...	...	6	...	...	...
Kolar District (a)	9	...	...	...	1	...	...	...	...
Madaya Light	Information not available.			...	...	...	...	...	...
Morappur-Bosur and Tirupattur-Krishnagiri	18	...	...	...	...	...	...	...	...
Morvi	11	...	...	...	...	...	...	...	2
Mourbhaj State	6	...	...	...	...	...	...	...	...
Nadiad-Kapadvanj	5	...	...	...	...	...	...	...	...
Parbhakimedi Light	5	...	...	...	...	...	...	...	...
Pownyan Light ... ..	...	...	...	4	...	...	...	...	...
Pulgaon-Arvi ... ..	...	...	...	...	...	...	...	Included with the	...
Shahdara (Delhi)-Saharanpur Light ... ..	...	...	...	6	...	...	...	...	3
Tezporo-Balipara Light ... ..	...	...	...	...	...	...	...	...	...
Trans Indus (Kalabagh-Bannu)	29	...	...	...	...	...	...	...	3
Total	376	...	...	17	1	20	...	...	23
<i>2' 0" gauge.</i>									
Darjeeling Himalayan	18	...	...	4	...	1	...	...	1
Gwalior Light	19	...	...	...	...	...	...	...	...
Howrah-Amta Light	8	...	...	...	...	...	...	...	...
Howrah-Sheakhala Light	4	...	...	...	...	...	...	...	...
Jagadhri Light ... ..	...	...	...	...	...	...	...	...	...
Jorhat (Provincial) ... ..	...	...	...	...	...	...	...	...	...
Kulasekarapatnam-Tisslavillai Light	21	...	...	...	...	...	...	...	...
Matheran Light ... ..	...	...	...	...	...	...	...	...	...
Pipar-Bilra Light	1	...	...	...	...	...	...	...	...
Tarikeri Navasimharajapura ... ..	...	...	...	...	...	...	...	...	...
Tumac-Tirodi Light ... ..	...	...	...	...	...	...	...	...	...
Total	71	...	...	4	...	1	...	...	1
GRAND TOTAL	4,452	752	525	560	219	473	38	21	568

(a) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 17—contd.

railway on the 31st March 1918.

VEHICLES—contd.

Brake-vans used exclusively on passenger service).	BRAKE-VANS WITH		Brake-vans fitted with postal compartments.	Postal vans.	Compo-site, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Lug-gage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscel-laneous.	Total coach-ing vehicles.	Total number of axes of coach-ing vehicles in use on the line.
	Inter-mediate class.	Third class.														
53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	19	38
...	23	46
Kolar	District	Railway.	...	...	...	...	...	...	...	...	...	...	...	...	27	54
3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	48	102
...	4	...	...	...	...	...	...	...	...	...	...	...	49	193
...	...	40	...	...	11	...	...	6	...	...	...	...	...	...	303	1,238
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	29	66
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	118	460
3	22	44
...	23	46
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	4	16
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	9	33
1	8	26
...	9	34
...	6	20
...	2	...	...	...	...	...	...	...	...	...	...	...	...	1	46	92
...	1	...	...	...	...	...	...	32	126
2	9	...	...	...	...	...	...	...	...	...	...	...	6	24
...	106	470
...	3	1	...	...	...	...	...	...	...	...	...	2	...	...	21	42
...	34	68
24	3	11	...	...	...	6	...	...	...	1	6	129	294
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	20	73
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	2	...	...	...	...	...	...	35	110
...	2	...	...	...	...	...	...	...	...	...	...	...	42	124
...	11	36
3	7	28
...	13	42
...	18	36
...
...	43	86
...	14	56
3	...	4	...	...	...	...	...	3	...	...	...	...	...	...	62	210
42	5	13	15	3	22	...	...	14	6	...	...	2	1	8	1338	4,352
...	...	2	2	...	2	...	...	...	4	2	...	5	...	5	132	370
...	...	14	...	...	...	...	9	...	...	...	...	...	1	1	87	263
13	2	...	...	...	...	...	...	...	...	...	...	...	...	...	118	290
1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	31	79
...	4	...	...	...	...	...	4	8
...	34	94
...	22	60
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72
...	6	16
...	2	4
...	8	20
...	1	1	2
14	5	17	2	...	2	...	9	...	8	...	...	5	1	7	471	1,234
1,232	160	1,302	47	20	49	18	413	983	550	23	20	72	32	656	23,956	69,192

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, BOGIES.		COVERED GOODS WAGONS, 4-WHEEL- ED.		High- sided wagons, bogies.	High- sided wagons, 4-wheel- ed.	Medium- sided wagons, bogies.	Medium- sided wagons, 4-wheel- ed.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
<i>5' 6" gauge.</i>								
Bengal-Nagpur ... ..	...	...	4,893	1,574	141	...	...	728
Bombay, Baroda and Central India ...	...	...	3,843	1,249	...	1,785	...	188
Eastern Bengal ... ..	...	...	3,879	1,933	...	52	...	...
East Indian ... ..	...	...	13,871	7,012	...	7,534	...	...
Great Indian Peninsula	513	...	6,894	4,484	121	3,694	...	...
Madras and Southern Mahratta ... ..	...	...	1,735	1,124	...	1,169	...	...
Nizam's Guaranteed State ... ..	...	...	103	410	8	1,138	...	...
North Western ... ..	...	612	13,291	6,995	70	2,434	...	...
Oudh and Rohilkhand ... ..	...	...	3,668	3,561	...	...	...	...
South Indian ... ..	...	...	555	356	...	440	...	...
Bombay Port, Trust ... ..	...	...	172	...	...	...	...	250
Calcutta Port Commissioners'	1	...	1,184	...	...	...	...	...
Total	514	612	54,088	28,698	340	18,306	...	1,168
<i>8' 3 1/2" gauge.</i>								
Assam-Bengal	100	...	2,723	...	56	105	...	...
Bengal and North-Western	196	...	5,333	1,729	...	...	...	...
Bengal Doonah ... ..	...	...	360	...	...	...	...	...
Bhavnagar State ... ..	...	...	87	76	...	12	...	...
Bombay, Baroda and Central India ...	475	...	3,356	2,231	...	116	...	196
Burma	473	72	4,108	...	4	45	...	296
Dibru-Sadiya ... ..	...	...	343	...	...	864	...	...
Eastern Bengal	1,365	...	1,986	507	2	...	...	...
Gondal-Porbandar State ... ..	...	...	92	36	...	9	...	...
Jamnagar ... ..	...	...	40	...	...	...	...	...
Jodhpur-Bikaner	5	...	1,658	50	...	...	...	...
Junagad State ... ..	...	...	52	...	...	4	...	...
Madras and Southern Mahratta	128	...	4,642	221	62	170	182	268
Morvi ... ..	...	...	29	...	15	70	...	...
Mysore-Arrikere	15	...	47	...	...	23	...	...
Nizam's Guaranteed State ... ..	...	...	381	240	2	253	...	...
Rohilkhand and Kumaon ... ..	...	...	1,408	247	...	...	...	...
South Indian	940	...	1,137	375	200	550	6	...
Udaipur-Chitorgarh ... ..	...	...	83	8	...	...	...	...
Total	3,706	72	27,910	5,720	311	2,221	188	760

DIX 17—contd.

railway on the 31st March 1918.

have been included with four-wheeled wagons.]

VEHICLES.

LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOLSTER TRUCKS.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	178	18	6,721	30	23	...	6	110	116	118
...	195	26	...	761	...	23	...	14	...	...	...
...	...	553	417	...	1	16	...	5	8	45	50
...	...	2,734	1,525	643	25	54	193	31	200	...	...
...	...	25	...	586	...	63	14	34	334	...	44
...	209	...	1	21	4	13	123	...	...
...	5	...	...	10	...	10
...	242	398	1,665	...	...	...	12	80	532	...	...
...	257	180	...	9	...	8	160	...	...
...	3	...	13	222	...	...
...	...	107	...	...	...	...	...	...	...	...	6
...	...	474	...	...	...	2	58	...	...	2	20
...	437	4,495	4,091	8,891	57	219	281	204	1,539	163	249
...	...	184	...	...	4	5	...	3	104	...	...
...	28	466	25	9150	...	...	2	1	292	...	...
...	...	48	...	...	7	1	...	...	32	...	...
11	...	241	...	...	3	...	...	2	10	...	...
10	701	48	541	314	...	19	...	35	47	...	...
95	239	38	300	15	...	9	114	211	160
...	...	70	...	...	...	...	...	1	72	...	...
...	...	356	288	...	...	11	171	2	158	...	...
7	...	183	...	...	2	...	...	1	9	...	...
...	...	40	...	...	...	...	...	...	...	...	...
186	...	159	...	...	36	...	...	4	...	...	...
2	...	137	...	...	2	...	...	3	3	...	...
...	...	63	160	350	...	17	47	13	125	80	...
2	3	1	...	1	...	...	...
...	...	17	...	...	...	...	...	...	5	...	...
...	3	...	...	20	...	4
...	...	170	...	...	...	7	...	2	76	...	...
27	30	...	...	...	9	06	...	...
...	...	10	...	...	...	...	...	...	...	...	...
340	729	2,193	1,253	882	356	79	220	85	1,172	241	154

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons 4-wheeled.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
<i>2' 6" gauge.</i>								
Ahmadpur-Katwa ... ..	...	...	...	...	...	...	...	...
Arrah-Sasaram Light ... ..	...	...	27	...	...	...	...	...
Bangalore-Chik Ballapur Light ... ..	...	...	...	...	...	...	Included	with the
Bankura-Damoodar River ... ..	...	...	41	...	...	...	...	...
Baraset-Basirhat Light ... ..	...	...	6	...	...	39	...	...
Barsi Light	127	...	...	...	7	...	...	...
Bengal-Nagpur	236	415	20	...	...	...	433	...
Bengal Provincial	2	...	22	...	...	...	...	...
Bombay, Baroda and Central India... ..	...	...	219	...	...	...	...	...
Bukhtiarpur-Bihar Light ... ..	...	...	18	...	4	28	...	...
Burdwan-Katwa ... ..	...	...	25	...	...	...	...	...
Champanor-Shivrajpur-Pani Light... ..	5	...	...	...	6	...	6	1
Cutch State	5	...	...	...	...	15	...	...
Dehri-Rohtas Light ... ..	...	...	37	...	...	...	...	...
Dholpur-Bari	8	...	...	...	5	10	...	...
Dhond-Baramati	9	...	...	...	6	...	...	...
Eastern Bengal ... ..	...	...	60	...	...	...	...	...
Ellichpur-Yeotmal	88	...	...	...	20	...	...	...
Godhra-Lunavada	8	...	...	...	1	...	7	...
Jacobabad-Kashmor, Kohat- Thal and Nowshera-Durgai.	49	...	129	...	23	39	...	...
Jessore-Jhenidah ... ..	...	...	26	...	...	4	...	...
Kalighat-Falta ... ..	...	...	30	...	...	...	...	...
Kalka-Simla	49	...	23	...	45	...	...	...
Kolar District (a)	10	...	10	...	3	4	...	...
Madaya Light	Information not available	...	...	...	...	...	...	...
Morapur-Bosur and Tirupattar-Krishnagiri.	30	...	...	...	48	...	...	...
Morvi	8	...	4	...	9	...	...	...
Mourbhanj State	6	...	2	...	...	...	...	...
Nadiad-Kapadvanj	12	...	...	...	...	...	16	...
Parlakimedi Light	4	...	...	...	...	...	...	...
Powayan Light	1	...	57	...	...	...	...	...
Pulgaon-Arvi ... ..	...	...	...	...	...	...	Included	with the
Shahdara (Delhi)-Sabaranpur Light ... ..	...	...	168	...	...	...	...	...
Tezpur-Balipara Light	42	...	...	...	2	30	...	...
Trans Indus (Kalabagh-Bannu).	23	11	3	...	20	...	...	...
Total	722	426	927	...	199	169	462	1
<i>2' 0" gauge.</i>								
Darjeeling-Himalayan	63	...	217	...	18	...	...	...
Gwalior Light	59	...	178	...	16	71	...	...
Howrah-Amta Light ... ..	...	...	14	...	10	49	...	...
Howrah-Shenkhala Light ... ..	...	...	9	...	...	4	...	...
Jagadhri Light ... ..	...	...	1	...	...	...	...	...
Jorhat (Provincial)	55	...	...	...	23	...	...	...
Kulasoharapatnam--Tissianvillai Light.	...	...	...	...	...	...	...	36
Matheran Light ... ..	...	...	7	...	15	...	...	...
Pipar-Bilara Light	1	...	...	...	4	...	...	...
Tarikore-Narasimharajapura. ... ..	...	...	2	...	...	...	...	...
Tumkur-Tirodi Light ... ..	...	...	...	...	...	...	...	...
Total	178	...	423	...	85	124	...	36
GRAND TOTAL	5,120	1,110	83,353	34,418	906	20,820	650	1,963

(a) Includes figures for the Bangalore-Chik Ballapur Light Railway.

DIX 17—contd.

railway on the 31st March 1918.

have been included with four-wheeled wagons.]

VEHICLES.

LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOLSTER TRUCKS.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	16	...	...	...	...	...	...	...	...	...
...	...	20	...	...	...	...	...	...	...	...	...
Kolar District Railway		...	...	...	...	...	...	...	...	...	...
...	...	35	...	...	...	...	...	...	...	...	...
49
25	...	30	...	195	...	5	...	2	43	...	...
41
342	...	113	...	...	...	...	...	1	...	...	...
...	...	18	...	...	...	...	...	...	...	...	...
...	...	11	...	...	...	...	...	...	...	...	...
...	...	64	...	...	...	...	...	1	...	...	...
13
12	...	40	...	...	...	...	...	...	...	...	...
...	...	39	...	...	...	...	...	...	...	...	...
...
...	...	11	...	...	1	...	...	...	...	...	...
...	1	...	...	...
...	...	2	...	...	...	...	12	2	7	...	...
...	...	8	...	...	...	...	2	...	2	...	...
...	...	15	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	...	...	1	4	...	...
12	2	...	...
...
...
38
10	...	1	...	...	...	...	...	...	...	...	...
...
...	1	...	...	...
12	...	2	...	...	...	...	...	...	...	...	...
...	...	3	...	...	...	...	...	...	2	...	...
Ellichpur-Neotmal Railway.		...	...	...	...	...	...	...	...	...	...
...	...	36	...	...	...	...	...	...	2	...	...
...	...	7	...	...	...	...	...	...	5	...	...
...	...	30	...	...	...	...	5	...	6	...	...
554	...	502	...	195	1	5	19	9	73	...	...
...	...	82	...	...	4	...	3	...	9	...	...
2	...	4	...	...	...	1	...	...	...	...	...
...
...	...	6	...	...	...	...	...	...	...	...	...
11	12	...	...	4	...	1	...	...
...
...	...	2	...	...	...	...	...	...	...	...	...
1	24	...	8	...	...
...	...	400	...	...	...	...	...	...	...	...	...
14	...	494	...	12	4	1	31	...	18	...	...
908	1,166	7,683	5,344	9,980	418	304	551	298	2,862	404	402

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES— <i>consolid.</i>							
	Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Traveling oil tanks.	Traveling water tanks.	Traveling gas-holders.	Traveling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
<i>5' 6" gauge.</i>								
Bengal-Nagpur	75	312	83	...	20	24	194	15,364
Bombay, Baroda and Central India	683	217	40	80	11	18	263	9,346
Eastern Bengal	133	189	70	10	4	12	101	7,428
East Indian	589	959	170	1	11	34	68	35,649
Great Indian Peninsula	487	877	90	11	21	85	12	18,289
Madras and Southern Mahratta	95	210	68	3	12	16	24	4,827
Nizam's Guaranteed State	83	39	...	9	1	2	12	1,830
North Western	360	486	133	93	31	67	15	27,576
Oudh and Rohilkhand	110	60	14	1	10	22	18	8,078
South Indian	55	70	7	1	6	4	2	1,734
Bombay Port Trust ... ..	...	...	...	...	...	...	15	550
Calcutta Port Commissioners' ... ..	...	1	...	...	...	3	1	1,746
Total	2,670	3,370	675	159	127	287	720	132,417
<i>3' 3 1/2" gauge.</i>								
Assam-Bengal	170	12	28	...	11	15	36	3,558
Bengal and North-Western ... ..	...	277	7	...	...	20	9	8,535
Bengal Doonars ... ..	...	16	...	...	...	3	...	467
Bhavnagar State	40	8	1	1	...	1	6	499
Bombay, Baroda and Central India	372	277	34	...	...	18	37	8,827
Burma	946	155	14	19	...	36	61	7,420
Dibru-Sadiya ... ..	...	21	6	...	...	2	...	1,379
Eastern Bengal	150	145	24	...	7	16	122	5,310
Gondal-Portbandar State	25	8	1	...	...	1	54	428
Jamnagar ... ..	...	...	...	...	...	...	...	80
Jodhpur-Bikaner ... ..	...	68	7	43	...	...	...	2,216
Junagad State	7	3	...	...	...	...	1	213
Madras and Southern Mahratta	50	84	36	45	36	22	28	6,779
Morvi ... ..	...	2	...	...	...	...	...	122
Mysore-Arsikere ... ..	...	4	...	...	...	1	1	113
Nizam's Guaranteed State	109	26	1	1	1	3	12	1,066
Rohilkhand and Kumaon ... ..	...	50	...	...	...	11	11	2,067
South Indian	605	155	45	29	...	11	3	4,236
Udaipur-Chitorgarh ... ..	...	4	...	...	...	...	...	55
Total	2,474	1,315	201	133	55	160	403	53,870

DIX 17—contd.

railway on the 31st March 1918.

MOTOR CARS.						LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				
RAIL MOTORS.			ROAD MOTORS.			Total.	Inter-mediate class.	Third class.	Composites containing Inter-mediate or third class accommodation.	Total.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Road's for passengers or goods).	Motor Vans (for parcels and goods).					
100	101	102	103	104	105	106	107	108	109	110
...	...	3	1	...	...	4	49	325	109	483
...	...	2	2	...	4	8	...	368	63	431
...	...	5	1	...	3	9	15	149	103	266
...	5	17	1	...	...	23	83	443	317	843
...	1	6	1	...	7	15	...	558	221	789
...	2	2	1	...	...	5	4	290	105	399
...	...	...	...	...	...	...	...	42	14	56
...	1	7	2	...	5	15	111	1,220	462	1,793
...	...	5	...	...	2	7	35	387	173	565
...	...	...	...	...	...	...	...	107	49	156
...
...	...	...	...	...	3	3	...	...	...	...
...	9	47	9	...	24	89	297	3,899	1,615	5,811
...	...	2	...	...	...	2	...	121	170	291
...	...	...	...	...	...	...	32	219	87	338
...	...	...	...	...	...	...	...	6	8	14
1	...	2	...	...	...	3	...	52	...	59
...	...	...	...	...	...	...	27	610	178	815
3	...	2	...	...	1	6	...	399	140	539
...	...	...	...	...	...	...	...	12	...	12
...	...	1	...	...	...	1	43	377	125	545
...	...	1	...	...	...	1	...	38	3	41
...	...	1	1	...	...	2	...	7	1	8
...	...	1	...	...	...	1	19	135	36	190
...	...	1	...	...	...	1	...	20	1	21
...	...	...	...	...	...	...	...	438	241	739
...	...	...	...	...	...	...	...	38	4	42
...	...	...	...	...	...	...	...	...	2	2
...	...	...	...	...	...	...	...	72	18	90
...	...	...	9	...	1	10	...	54	30	841
...	2	1	...	...	...	3	...	449	73	522
...	...	1	...	...	...	1	...	25	3	28
4	2	13	10	...	2	31	121	3,32	1,120	4,373

*There are four engines and three trailers.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—concl'd.							
	Ballast wagons.	Brake-vans (used indistinctly on passenger, goods or mixed service).	Traveling oil tanks.	Traveling water tanks.	Traveling gas holders.	Traveling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
<i>2' 6" gauge.</i>								
Ahmadpur-Katwa	4	...	...	...	...	...	20
Arrah-Sasaram Light	4	...	...	...	...	...	51
Bangalore-Chick Ballapur Light	Included with the	84
Bankura-Damoodar River	6	...	...	...	...	2	45
Baraset-Basirhat Light	2	4	...	1	2	192
Barsi Light	6	...	6	5	3	1,455
Bengal-Nagpur	31	...	...	...	...	...	...
Bengal Provincial	3	...	...	...	...	...	68
Bombay, Baroda and Central India	25	...	...	...	...	2	702
Bukhtiarpur-Bihar Light	68
Burdwan-Katwa	4	...	...	...	...	...	40
Champaner-Shivrajpur-Pani Light	4	...	...	...	...	...	87
Cutch State	33
Delhi-Rohtas Light	89
Dholpur-Bari	2	...	...	...	...	...	64
Dhond-Baramati	15
Eastern Bengal	2	...	...	...	74
Ellichpur-Yeotmal ...	20	1	...	...	...	...	...	129
Godhra-Lunavada	2	...	...	...	...	...	19
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	15	...	...	...	...	112	390
Jessore-Jhenidah	1	...	...	...	...	...	43
Kalighat-Falta	8	...	...	...	...	...	53
Kalka-Simla	1	1	125
Kolar District (a)	2	...	...	...	2	...	45
Madaya Light ...	Information not available.	...	...	...	...	...	...	...
Morappur-Hesur and Tirupattur-Krishnagiri	78
Morvi	2	...	1	...	...	...	62
Mourbhanj State	1	20
Nadiad-Kapadvanj	2	...	...	...	...	...	31
Parlakimedi Light	18
Powayan Light	8	71
Pulgaon Arvi	Included with the	...
Shahdara (Delhi)-Saharanpur Light	3	...	...	...	...	...	209
Tezporo-Balipara Light	3	...	...	...	...	...	89
Trans Indus (Kalabugh-Banau)	6	...	14	...	...	...	118
Total ...	20	128	8	21	6	9	131	4,587
<i>2' 0" gauge.</i>								
Darjeeling-Himalayan	396
Gwalior Light ...	21	...	...	...	...	...	...	348
Howrah-Amra Light	77
Howrah-Sheelahah Light	13
Jagadhri Light	1	...	...	...	...	...	8
Jorhat (Provincial)	1	6	113
Kulasekarnapatnam-Tissianvillai Light	36
Matheran Light	2	...	1	...	25
Pipar-Bilara Light	1	...	1	...	...	...	10
Tarikere-Narasimharajapura	34
Tumsar-Tirodi Light	400
Total ...	21	2	...	3	...	2	6	1,460
GRAND TOTAL ...	5,185	4,815	887	321	188	458	1,260	191,834

(a) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 17—concl'd.

railway on the 31st March 1918.

MOTOR CARS.						LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				
RAIL MOTORS.			ROAD MOTORS.			Total.	Inter-mediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g. Benard's, for passengers or goods).	Motor Vans (for parcels and goods).						107	108	109	110
100	101	102	103	104	105	106	107	108	109	110
...
...
Kolar District Railway.
...	...	1	...	...	...	1	...	...	...	...
...	...	1	2	...	...	3	...	5	...	5
...	...	1	...	...	...	1	3	129	34	166
...	...	1	...	...	...	1	...	...	...	...
...	...	1	...	...	...	1	...	...	...	...
...	...	1	...	...	...	1	...	2	2	4
...	...	1	...	...	...	1	...	3	1	4
...	...	1	...	...	...	1	...	5	2	7
...	M	...	...	...	...	...
...	1	...	...	1	...	...	...	...
...	1	...	4	2	6
...	1	...	...	...	...	1	4	4	...	4
...
...	...	1	...	...	...	4	...	23	17	40
...	3	2	5
...	...	1	...	...	...	1	...	8	10	18
...	6	4	10
...	5	2	7
...
...
Ellichpur-Yectmal Railway
...	...	1	...	...	...	1	3	...	...	3
...	1	...	...	...	...	1	...	...	...	...
...	...	1	...	...	...	1	...	29	18	47
...	5	11	3	...	...	19	10	222	94	326
...	8	...	8
2	1	2	...	...	...	5	...	5	...	5
...
...
1	...	3	...	...	...	4	...	...	...	...
...	1	...	...	...	...	1	...	...	...	...
...
...
...	2	5	...	...	...	10	...	13	...	13
...	18	76	22	...	26	110	428	7,206	2,829	10,523

Number of, outlay on, and work done by, rolling-stock

Railway.	ENGINES.								
	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.
1	2	3	4	5	6	7	8	9	10
<i>5' 6" gauge.</i>									
Bengal-Nagpur	92	...	92	...	...	...	416	3	419
Bombay, Baroda and Central India...	145	...	145	...	...	...	214	...	214
Eastern Bengal	104	-3	101	100	8	108	118	-7	111
East Indian	220	-56	164	870	28	898	167	28	195
Great Indian Peninsula	336	...	336	652	...	652	207	...	207
Madras and Southern Mahratta	71	...	71	...	...	...	185	...	185
Nizam's Guaranteed State	10	...	10	21	...	21	50	...	50
North Western	361	-57	304	939	-65	874	80	153	233
Oudh and Rohilkhand	99	...	99	...	...	...	182	...	182
South Indian	33	...	33	...	...	...	100	...	100
Total	1,471	-116	1,355	2,582	-29	2,553	1,719	177	1,896
<i>3' 3 1/4" gauge.</i>									
Assam-Bengal	5	...	5	...	...	...	114	2	116
Bengal and North-Western ... ..	...	...	...	...	...	...	314	-12	302
Bengal Doorn ... ..	...	...	...	...	...	...	16	...	16
Bhavnagar State ... ..	...	...	...	...	...	...	23	...	23
Bombay, Baroda and Central India	219	-2	217	...	...	...	340	-5	335
Burma	12	...	12	...	...	...	315	-17	298
Dibru-Sadiya ... ..	...	...	...	...	...	...	26	...	26
Eastern Bengal	84	-11	73	78	-12	66	89	15	104
Gondal-Forbunder State ... ..	...	...	...	...	...	...	16	2	18
Jamnagar ... ..	...	...	...	...	...	...	4	...	4
Jodhpur-Bikaner ... ..	...	...	...	...	...	...	105	...	105
Junagad State ... ..	...	...	...	...	...	...	19	...	13
Madras and Southern Mahratta	42	3	45	27	...	27	237	-3	234
Morvi	4	...	4	2	-1	1	5	...	5
Mysore-Arsikere ... ..	...	...	...	...	...	...	...	7	7
Nizam's Guaranteed State	20	2	22	13	-3	10	39	-7	32
Rohilkund and Kumaon	7	...	7	2	...	2	54	-3	51
South Indian	35	...	35	...	...	...	287	-13	274
Udaipur-Chitorgarh ... ..	...	...	...	...	...	...	4	...	4
Total	428	-8	420	132	-16	106	2,001	-34	1,967

DIX 18.

during the financial year 1917-18 (except where otherwise stated).

Engines.									
Total No. of locomotives on the 31st March 1918.	Number of all classes per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.				Average mileage run by each per diem.			
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.
11	12	13	14	15	16	17	18	19	20
1511	0.27	24,089	...	25,065	24,889	66	...	69	68
359	0.29	29,652	...	21,580	24,922	82	...	59	68
320	0.31	22,800	12,001	19,545	18,394	63	36	53	50
1,257	0.51	34,756	26,648	28,850	28,047	95	73	79	77
1,195	0.33	28,175	21,814	15,129	22,473	77	60	61	62
256	0.24	31,898	...	20,990	23,896	87	...	58	65
81	0.23	31,253	10,659	20,533	19,516	85	29	56	53
1,411	0.29	19,942	9,814	122,426	119,592	55	27	161	154
281	0.17	29,461	...	17,864	21,950	81	...	49	60
133	0.30	14,204	...	14,613	16,668	39	...	40	46
5,804	...	...	...	...	...	...	...	...	...
121	0.12	32,641	...	20,798	21,292	89	...	57	58
302	0.14	...	...	23,550	23,550	...	...	64	64
16	0.10	...	...	24,373	24,373	...	...	67	67
23	0.09	...	...	23,934	23,934	...	...	66	66
552	0.21	24,072	...	17,273	20,334	66	...	47	56
310	0.19	24,332	...	21,231	21,352	67	...	54	58
26	0.23	...	...	20,930	20,930	...	...	57	57
248	0.23	21,514	15,576	18,983	18,900	59	43	52	52
18	0.08	...	...	30,907	30,907	...	...	85	85
4	0.07	...	...	23,988	23,988	...	...	66	66
105	0.08	...	...	26,475	26,475	...	...	72	72
13	0.11	...	...	19,501	19,501	...	...	53	53
306	0.14	35,626	21,166	24,777	26,088	98	58	68	71
10	0.13	14,889	12,055	21,259	18,629	48	33	58	51
7	0.07	...	...	2,864	2,864	...	...	31	23
64	0.12	32,970	13,274	12,951	19,360	90	30	35	53
60	0.10	...	...	22,046	22,046	...	...	60	60
309	0.24	37,028	...	16,758	22,063	101	...	47	60
4	0.06	...	...	24,720	24,720	...	...	68	68
2,493	...	...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.
 † The calculations have been arrived at without taking into account one steam crane tank.

Number of, outlay on, and work done by, rolling-stock

Railway.	ENGINES.								
	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.
1	2	3	4	5	6	7	8	9	10
<i>2' 6" gauge.</i>									
Ahmadpur-Katwa	5	2	2
Arrah-Saaram Light	5
Bangalore-Chik Ballapur Light	Included with the	6
Bankura-Dumraodar River	6	...	6
Barasat-Basirhat Light	7	...	7
Barai Light	17	...	17
Bengal-Nagpur	110	1	111
Bengal Provincial	6	...	6
Bombay, Baroda and Central India	29	...	29
Bukhtiarpur-Bihar Light	1	...	...	4	...	4
Burdwan-Katwa	4	...	4
Champaner-Shivrajpur-Pani Light	4	...	4
Coast State	5	...	5
Dabri-Rohtas Light	3	...	3
Dholpur-Bari	4	...	4
Dhond-Baramati	2	...	2
Eastern Bengal	6	...	6
Ellichpur-Yoctmal	8	5	13
Godhra-Lunavada	2	...	2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	26	...	26
Jessore-Jhenidah	5	...	5
Kalighat-Falta	5	5
Kalka-Simla	22	...	22
Kolar District (a)	5	2	7
Madaya Light
Morappur-Hosur and Tirupattur-Krishnagiri	9	...	9
Morvi	3	1	4	1	...	1	1	...	1
Mourbhanj State	3	...	3
Nadud-Kapadyanj	3	...	3
Parlakimedi Light	3	...	3
Powayan Light	5	...	5
Pudgou-Arvi	Included with the	...
Shahdara (Delhi)-Saharanpur Light	8	...	8
Tozpora-Balipara Light	3	...	3
Trans-Indus (Kalabagh-Bannu)	16	...	16
Total	3	1	4	1	...	1	331	15	346
<i>2' 0" gauge.</i>									
Darjeeling-Himalayan	22	3	25
Gwalior Light	22	...	22
Howrah-Amra Light	17	...	17
Howrah-Sheakhala Light	4	...	4
Jagadhri Light	2	...	2
Jorhat (Provincial)	8	...	8
Kulasekarapatnam-Tiesianvillai Light	5	...	5
Matheron Light	5	...	5
Pipar-Bilara Light	2	...	2
Tarikere-Narasimharajapura	2	...	2
Tumsar-Tirodi Light	13	...	13	...	...	...
Total	13	...	13	69	3	92
GRAND TOTAL	1,902	-123	1,779	2,718	-45	2,673	4,140	161	4,301

(a) Includes figures for the Bangalore-Chik Ballapur Light railway.

Number of, outlay on, and work done by, rolling-stock

Railway.	ENGINES— <i>concl.</i>					COACHING		
	Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Number at close of 1917.	Number added in 1917-18.	Number at close of 1917-18.
21	22	23	24	25	26	27	28	29
<i>5' 6" gauge.</i>								
Bengal-Nagpur	10,890	77	15.10	8,04,88	16,148	1,104	8	1,112
Bombay, Baroda and Central India	11,258	39	10.86	1,69,77	13,922	903	-11	892
Eastern Bengal	5,368	50	18.48	1,51,84	24,397	881	53	874
East Indian	12,756	109	8.67	5,83,86	28,608	2,314	8	2,322
Great Indian Peninsula	9,853	228	19.08	5,86,60	18,846	2,170	3	2,173
Madras and Southern Mahratta	10,854	53	20.90	1,15,37	10,852	766	-2	758
Nizam's Guaranteed State ... ..	...	10	12.74	85.16	9,947	174	-6	168
North Western	8,516	242	17.19	7,12,47	14,664	3,210	7	3,217
Oudh and Rohilkhand	9,284	39	14.02	1,37,07	8,526	1,692	2	1,694
South Indian	5,485	81	23.31	57,04	12,680	348	...	348
Total ... ..	...	...	...	...	...	12,896	62	12,958
<i>3' 3 1/2" gauge.</i>								
Assam-Bengal	3,985	9	7.19	41,23	4,203	452	14	466
Bengal and North-Western	5,035	34	11.13	94,83	4,636	1,137	-46	1,091
Bengal Doours ... ..	...	3	17.00	5,10	3,334	54	...	54
Bhavnagar State	3,826	2	9.95	7,84	3,147	121	...	121
Bombay, Baroda and Central India	* 1,970	63	13.09	1,02,76	4,512	1,573	30	1,603
Burma	5,235	18	5.81	1,24,43	7,784	1,119	6	1,125
Dibru-Sadiya ... ..	...	5	19.23	...	...	80	...	80
Eastern Bengal	4,050	46	19.02	† 82,26	† 7,465	879	31	910
Gondal-Perbandar State	4,879	3	17.72	4,75	2,052	101	...	101
Jamnagar	3,187	...	...	1,36	2,506	90	...	30
Jodhpur-Bikaner	6,803	24	22.85	36,84	2,769	277	...	277
Junagad State	2,844	1	9.88	2,60	2,149	168	1	69
Madras and Southern Mahratta	5,308	55	17.97	§ 80,96	§ 3,974	1,249	-9	1,240
Morvi ... ..	...	2	20.00	3,80	5,139	69	2	71
Mysore-Arsikere	527	2	28.57	2,93	2,844	...	25	25
Nizam's Guaranteed State ... ..	...	2	3.55	25,01	4,601	179	4	183
Rohilkhand and Kumaon	4,377	7	11.25	20,77	3,097	250	...	250
South Indian	4,937	46	14.89	85,07	6,641	1,447	-10	1,437
Udaipur-Chitorgarh	3,763	...	...	1,29	1,917	34	2	36
Total ... ..	...	...	...	...	...	9,119	50	9,169

* The calculation has been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.

† Includes the outlay on the 2' 6" gauge section.

‡ Revised figures.

§ Excludes the outlay by the West of India Portuguese railway.

DIX 18—contd.

during the financial year 1917-18 (except where otherwise stated).

Stock.						Average mileage run by each per annum.					
Number per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.											
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.
30	31	32	33	34	35	36	37	38	39	40	41
0·06	0·03	0·04	0·33	0·13	0·59	36,330	54,180	70,446	41,178	33,762	41,993
0·07	0·07	...	0·41	0·13	0·68	...	...	...	...	...	42,865
0·15	0·09	0·15	0·64	0·33	1·42	26,047	40,007	50,922	47,531	34,925	41,733
0·08	0·05	0·06	0·40	0·22	0·81	75,586	110,423	123,977	89,547	54,713	91,772
0·07	0·08	...	0·34	0·19	0·68	...	...	...	...	...	46,171
0·07	0·07	0·01	0·11	0·15	0·71	...	...	...	...	...	42,605
...	...	...	...	...	0·48	...	...	...	...	...	...
0·07	0·04	0·04	0·31	0·19	0·65	45,164	59,118	70,497	58,754	33,831	70,916
0·08	0·05	0·05	0·29	0·20	0·67	...	...	...	...	...	36,126
0·06	0·06	...	0·37	0·11	0·60	24,438	24,658	...	37,210	23,060	28,834
...
0·06	0·04	0·04	0·19	0·14	0·47	29,218	27,058	29,268	36,772	16,929	21,061
0·04	0·03	0·03	0·39	0·02	0·51	63,634	87,564	79,805	67,942	22,868	67,514
0·07	0·03	0·03	0·20	0·03	0·35	...	...	...	...	...	...
0·06	0·06	...	0·27	0·10	0·49	...	...	...	...	...	42,211
0·07	0·04	0·02	0·47	0·10	0·70	...	...	...	...	...	34,690
0·06	0·06	...	0·45	0·13	0·70	29,879	35,636	...	30,273	20,103	27,386
...	...	...	...	...	0·93	...	...	...	...	...	...
0·11	0·04	0·09	0·41	0·20	0·85	...	...	...	...	...	...
0·06	0·08	...	0·22	0·08	0·44	21,254	27,660	...	43,522	42,676	37,273
0·10	0·04	...	0·34	0·12	0·60	10,779	25,997	...	20,014	17,048	21,371
0·03	0·02	0·02	0·11	0·03	0·21	...	...	...	...	...	64,560
0·12	0·11	...	0·24	0·10	0·57	...	...	...	...	...	29,189
0·05	0·03	...	0·36	0·15	0·59	...	...	...	...	...	73,514
0·19	0·05	...	0·57	0·15	0·96	...	...	...	...	...	...
0·02	0·03	...	0·18	0·01	0·24	...	...	...	...	...	...
...	...	...	...	...	0·34	...	...	...	...	...	...
0·05	0·03	0·02	0·29	0·05	0·44	26,845	44,933	39,009	46,055	51,923	44,276
0·11	0·06	...	0·75	0·18	1·12	16,565	28,107	...	24,252	21,319	23,793
...	...	...	...	...	0·54	...	...	...	...	...	...
...

Number of, outlay on, and work done by, rolling-stock

Railway.	ENGINES—concd.					COACHING		
	Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Number at close of 1916-17.	Number added in 1917-18.	Number at close of 1917-18.
21	22	23	24	25	26	27	28	29
<i>2' 0" gauge.</i>								
Abmadpur-Katwa ... ..	...	...	...	54	1,673	...	19	19
Arrah-Sasaram Light ... ..	...	...	...	1,27	2,091	...	...	23
Bangalore-Chik Ballapur Light ... ..	...	...	...	...	...	...	Included	with the
Bankura-Damodar River ... ..	...	...	...	1,70	2,637	...	...	27
Baraset-Basirhat Light ... ..	...	...	...	1,67	3,194	...	...	48
Barsi Light ... ..	...	3	17.65	6,01	5,138	...	...	49
Bengal-Nagpur	2,257	19	18.48	46,17	5,782	317	16	333
Bengal Provincial... ..	...	1	16.66	1,04	2,495	25	4	29
Bombay, Baroda and Central India ... ..	...	1	3.45	3,92	1,204	103	15	118
Bukhtiarpur-Bihar Light ... ..	...	...	...	99	3,007	22	...	22
Burdwan-Katwa ... ..	...	...	...	1,06	3,245	22	...	22
Champanor-Shivrajpur-Pani Light	1,054	...	...	81	2,590	4	...	4
Cutch State ... ..	...	...	...	79	2,158	7	2	9
Dohri-Rohtas Light ... ..	...	1	33.33	41	1,742	8	...	8
Dholpur Buri ... ..	...	1	25.00	80	1,543	9	...	9
Dhond-Baramati ... ..	...	...	...	71	2,612	5	...	5
Eastern Bengal ... ..	...	...	...	...	...	55	-9	46
Ellichpur-Yodmal ... ..	...	...	...	4,93	3,537	16	16	32
Godhra-Lanavada	1,069	...	...	46	1,810	6	...	6
Jacobabad-Kashmor, Kohat-Tbal and Nowshera-Durgai	1,054	3	10.54	6,04	3,376	103	3	106
Jessore-Jhonidah ... ..	...	...	...	...	...	21	...	21
Kalighat-Falta ... ..	...	...	...	1,75	6,969	...	38	38
Kalka-Simla	1,136	5	24.41	6,36	11,622	102	18	120
Kolar District (a)... ..	1,284	2	28.57	1,43	4,389	18	2	20
Madaya Light ... ..	...	Information not available	...	...	...	...	...	...
Morappur-Hosur and Tirupattur Krishnagiri	1,837	3	33.33	3,02	3,061	35	...	35
Morvi ... ..	...	...	...	99	5,268	43	-1	42
Mourbhanj State	794	...	...	69	2,135	11	...	11
Nadiad-Kapadvanj	1,839	...	...	71	2,527	7	...	7
Parlakimodi Light	605	...	...	1,01	4,115	12	...	12
Powayan Light ... ..	...	...	...	1,02	2,592	18	...	18
Pulgaon-Arvi ... ..	...	...	...	...	...	...	Included	with the
Shahdara (Delhi)-Saharanpur Light ... ..	...	1	12.50	2,76	2,984	43	...	43
Tozpore-Dalipara Light ... ..	...	1	33.33	84	4,217	14	...	14
Trans-Indus (Kalabagh-Banna)	2,304	4	22.81	6,88	5,086	62	...	62
Total ... ..	...	...	...	...	...	1,235	123	1,358
<i>3' 0" gauge.</i>								
Darjooling-Himalayan ... ..	...	4	16.00	5,88	3,729	126	6	132
Gwalior Light ... ..	...	5	22.73	7,57	3,028	87	...	87
Howrah-Amra Light ... ..	...	...	...	3,45	7,871	118	...	118
Howrah-Sheakhala Light ... ..	...	...	...	65	3,281	31	...	31
Jagadhri Light ... ..	...	...	...	20	6,038	4	...	4
Jorhat (Provincial) ... ..	...	2	25.00	...	...	34	...	34
Kulasekara-atnam-Tiesianvilai Light ... ..	...	...	...	47	2,600	23	-1	22
Matheran Light ... ..	...	...	...	1,41	11,166	35	...	35
Pipar-Bilara Light	257	...	...	19	759	5	...	5
Tarikore-Narasimharajapura... ..	...	...	...	18	676	...	2	2
Tumsar-Tirodi Light ... ..	...	...	...	...	...	1	...	1
Total ... ..	...	...	...	...	...	464	7	471
GRAND TOTAL ... ..	...	...	...	...	...	23,714	242	23,956

(a) Includes figures for the Bangalore-Chik Ballapur Light Railway.

Number of, outlay on, and work done by, rolling-stock

Railway.	COACHING STOCK— <i>concl.</i>						Goods			
	Average mileage run by each per diem.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., trucks.	Number at close of			
							Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
42	43	44	45	46	47	48	49	50	51	52
<i>5' 6" gauge.</i>										
Bengal-Nagpur	115	51	233	21.00	*1,46,41	†7,753	6,462	7,861	316	619
Bombay, Baroda and Central India	117	86	111	12.44	†1,15,76	†9,493	5,106	3,688	...	587
Eastern Bengal	114	...	107	12.26	†86,76	†14,262	5,818	1,054	103	307
East Indian	232	60	285	12.26	†3,11,28	†12,634	20,939	19,025	200	1,380
Great Indian Peninsula	126	75	321	14.77	†2,74,91	†8,833	11,920	4,913	278	1,128
Madras and Southern Mahratta	117	61	171	22.56	†77,86	†7,324	2,873	1,493	123	335
Nizam's Guaranteed State ... ..	...	...	22	13.29	15,36	4,344	518	1,243	20	66
North Western	139	73	618	19.20	†4,81,72	†9,928	20,899	5,141	520	811
Oudh and Rohilkhand	100	46	142	12.97	...	...	7,223	547	160	134
South Indian	71	40	36	10.34	†39,94	†8,480	924	495	212	102
Total ... ..	...	...	...	...	...	...	82,682	39,459	1,982	5,460
<i>3' 3½" gauge.</i>										
Assam-Bengal	66	28	44	9.40	†53,65	†5,471	2,972	516	104	87
Bengal and North-Western	185	56	184	12.31	...	...	7,738	669	292	320
Bengal Doonars ... ..	...	...	3	5.76	3,94	2,579	367	48	32	20
Bhavnagar State	116	31	13	10.98	†5,92	†2,380	163	304	10	17
Bombay, Baroda and Central India	95	47	286	17.84	1,54,69	6,791	5,861	2,611	47	337
Burma	75	31	77	6.84	†98,43	†6,158	5,195	1,805	480	327
Dibru-Sadiya ... ..	...	...	6	8.16	...	...	344	934	72	29
Eastern Bengal ... ..	...	...	98	10.76	†190,15	†18,181	4,021	908	185	485
Gondal-Porbandar State	102	28	11	10.90	†5,14	†2,223	181	224	9	64
Jamnagar	64	27	...	...	†1,03	†1,892	40	40	...	...
Jodhpur-Bikaner	177	69	34	12.17	†1,8,43	†1,385	1,738	345	...	113
Junagad State	81	28	4	6.09	†3,44	†2,849	56	150	3	4
Madras and Southern Mahratta	93	26	157	12.66	\$66,97	\$3,287	4,974	1,306	155	312
Morvi ... ..	...	...	...	...	4,47	6,043	32	79	...	3
Mysore-Arsikere	162	...	...	...	...	...	...	...	...	...
Nizam's Guaranteed State ... ..	...	...	18	9.67	13,85	2,549	680	362	26	47
Rohilkhand and Kumaon	121	34	21	8.56	†19,30	†3,377	1,707	170	76	79
South Indian	64	26	110	7.65	†1,35,53	†10,579	2,518	1,462	99	230
Udaipur-Chitorgarh ... ..	...	...	1	1.79	†2,09	†3,108	41	10	...	4
Total ... ..	...	...	...	...	...	...	38,578	11,943	1,590	2,528

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2' 6" gauge section.

§ Includes the outlay by the West of India Portuguese railway.

DIX 18—contd.

during the financial year 1917-18 (except where otherwise stated).

Brock.										
1916-17.	Number added in 1917-18.					Number at close of 1917-18.				
	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.
53	54	55	56	57	58	59	60	61	62	63
15,298	41	...	-2	37	76	6,503	7,861	344	656	15,364
9,381	...	-50	...	15	-35	5,106	3,638	...	602	9,346
7,282	...	101	...	45	146	5,818	1,155	103	352	7,428
35,544	...	...	...	105	105	20,939	13,025	200	1,495	35,649
18,239	5	...	...	45	50	11,925	4,913	278	1,173	18,389
4,824	...	-20	...	23	3	2,873	1,473	123	358	4,837
1,811	...	-13	...	2	-11	513	1,229	20	69	1,830
27,371	79	88	12	26	205	20,978	5,229	532	837	27,578
8,069	9	...	19	-9	9	7,237	547	160	134	8,078
1,733	...	...	...	...	1	924	405	222	93	1,734
129,572	134	106	20	269	519	82,616	39,565	1,982	5,758	130,121
9,679	-142	-1	...	22	-121	2,830	515	104	109	3,558
9,019	-479	...	...	-5	-44	7,259	969	293	315	8,635
467	...	...	...	...	...	307	48	32	20	467
494	5	...	...	...	5	168	304	10	17	499
8,906	236	-313	...	-2	-79	6,097	2,398	47	385	8,527
7,807	-233	-142	-5	-7	-387	4,962	1,663	475	320	7,429
1,379	-1	...	...	1	...	343	934	72	30	1,379
5,599	-161	-112	-27	11	-269	3,860	796	158	498	5,310
428	...	...	...	...	...	131	224	9	64	428
80	...	...	...	...	...	40	40	...	...	80
2,196	15	...	...	5	30	1,753	345	...	118	2,216
213	...	...	...	...	...	56	150	3	4	213
6,747	30	-1	...	3	32	5,004	1,305	155	315	6,779
114	...	8	...	...	8	32	87	...	3	122
...	63	41	5	5	113	62	41	5	6	113
1,115	-49	2	-2	...	-49	631	364	24	47	1,038
2,032	35	...	...	...	35	1,742	170	78	79	2,087
4,309	-48	-44	6	13	-73	2,470	1,418	105	243	4,238
55	...	...	...	...	...	41	10	...	4	55
54,639	-730	-562	-23	46	-1,269	37,848	11,381	1,587	2,571	53,370

* Includes 150 5'6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Railway.	COACHING STOCK—concd.						Goods			
	Average mileage run by each per diem.	Freight ton mileage per vehicle in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Number at close of			
							Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
42	43	44	45	46	47	48	49	50	51	52
<i>2' 6" gauge.</i>										
Ahmadpur-Katwa ... ..	...	...	...	...	81	2,501	...	...	...	...
Arrah-Sacrum Light ... ..	...	...	...	...	130	2,156	27	20	...	4
Bangalore-Chik Ballapur Light	Included with the Kolar District railway.	...	...	...	1,33	12,216	45	35	...	8
Bankara-Damodar River ... ..	...	...	...	...	2,05	3,927	6	39	...	...
Burari-Basirhat Light ... ..	...	...	5	10.20	...	...	132	57	...	9
Burai Light ... ..	...	...	...	...	...	...	673	683	43	58
Bongal-Nagpur	133	18	33	9.82	29,12	3,846	...	...	...	...
Bongal Provincial ... ..	...	...	...	...	1,03	2,590	19	41	...	3
Bombay, Baroda and Central India ... ..	...	...	1	0.85	16,18	1,807	2.0	455	...	27
Bukhtiarpur-Bihar Light ... ..	...	...	...	...	81	2,471	14	44	...	...
Bardwan-Katwa ... ..	...	...	...	...	1,05	13,245	25	11	...	4
Champaur-Shivrajpur-Pani Light ... ..	...	...	...	...	39	1,204	6	77	...	4
Catch State ... ..	...	...	...	...	...	...	5	28	...	...
Dohri-Rohas Light ... ..	...	...	...	...	17	720	37	52	...	...
Dholpur-Bari ... ..	...	...	2	22.22	193	1,798	8	40	...	2
Dhond-Baramati ... ..	...	...	...	...	48	1,770	9	6	...	...
Eastern Bengal ... ..	...	...	1	1.54	...	...	60	11	...	4
Ellichpur-Yeotmal ... ..	...	...	...	...	3,22	2,355	70	36	...	1
Godhra-Lunavada ... ..	...	...	...	...	51	1,095	9	8	...	2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	68	15	7	6.57	14,83	12,726	180	64	10	130
Jamnoro-Jhonidah ... ..	...	...	...	...	...	...	26	12	2	3
Kalighat-Falta ... ..	...	...	...	...	2,11	8,321	...	...	...	...
Kalka-Simla	32	7	24	19.77	19,75	116,277	78	46	4	20
Kolar District (a) ... ..	...	...	...	...	...	...	16	19	2	2
Madaya Light ... ..	...	...	...	Information not available	...	...	...	...	...	...
Morappur-Mosur and Tirupattur-Krishnagiri	73	12	2	5.71	1,88	1,901	30	48	...	...
Morvi ... ..	...	...	...	...	1,29	6,841	14	37	...	1
Mourbhaj State	55	8	...	...	47	1,443	8	11	...	1
Nadiad-Kupadwanj ... ..	...	...	...	...	59	2,101	18	16	...	2
Parlakimodi Light	38	13	...	...	...	...	4	14	...	...
Powayan Light ... ..	...	...	...	...	...	...	58	3	2	8
Pulgaon-Arvi	Included with Ellichpur-Yeotmal	...	...	...	...	...	...	...	...	...
Shahdara (Dolhi)-Saharanpur Light ... ..	...	...	1	2.38	1,69	1,830	168	36	2	3
Tozporo-Balipara Light ... ..	...	...	...	...	167	13,356	40	37	5	3
Trans Indus (Kalabagh-Bannu)	102	28	1	2.00	5,84	4,314	34	45	6	25
Total ... ..	...	...	...	...	...	...	2,029	2,031	85	1324
<i>2' 0" gauge.</i>										
Darjeeling-Himalayan ... ..	...	...	...	...	...	...	265	92	14	4
Gwalior Light ... ..	...	...	...	...	...	...	192	110	...	1
Howrah-Amta Light ... ..	...	...	...	...	4,11	9,380	14	63	...	...
Howrah-Shoakhala Light ... ..	...	...	...	...	1,39	7,019	9	4	...	...
Jagadhri Light ... ..	...	...	...	...	8	2,528	1	6	...	1
Jorhat (Provincial) ... ..	...	...	...	...	...	...	55	46	1	11
Kulasekara-pattanam-Tissianvillai Light ... ..	...	...	...	...	116	12,590	...	20	...	...
Matheran Light	33	...	...	...	...	...	7	16	...	2
Pipar-Bilara Light ... ..	...	...	...	...	...	...	1	7	...	2
Tarikere-Narasimharajapura ... ..	...	...	...	...	...	...	...	...	12	12
Tumac-Tirodi Light ... ..	...	...	...	...	...	...	...	40	...	...
Total ... ..	...	...	...	...	...	...	544	714	27	33
GRAND TOTAL ... ..	...	...	...	...	...	...	123,633	54,197	3,664	8,354

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

(a) Includes figures for the Bangalore-Chik Ballapur Light railway.

DIX 18—contd.

during the financial year 1917-18 (except where otherwise stated).

Stock.										
1916 17.	Number added in 1917-18.					Number at close of 1917-18.				
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolater trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolater trucks.	All other classes.	Total of all classes.
53	54	55	56	57	58	59	60	61	62	63
...	...	16	...	4	20	...	18	...	4	20
Included	with the	Kolar District	railway.	...	...	27	20	...	4	61
89	-4	...	...	...	-4	41	35	...	8	84
45	...	...	...	...	...	8	39	...	...	45
198	-5	-1	...	...	-6	127	58	...	9	193
1,457	...	...	...	-2	-2	673	683	43	66	1,453
63	5	...	...	...	5	24	41	...	3	68
702	...	...	...	...	...	220	455	...	27	703
59	4	6	...	...	30	18	60	...	...	68
40	...	...	...	...	...	25	11	...	4	40
87	...	...	...	...	...	6	77	...	4	87
33	...	...	...	...	...	5	29	...	...	33
80	...	...	...	...	...	37	52	...	...	89
50	...	14	...	...	14	8	54	...	2	64
15	...	...	...	...	...	9	6	...	...	15
73	1	...	...	-2	-1	61	11	...	2	74
107	18	4	...	...	22	88	40	...	1	129
19	...	...	...	...	...	9	8	...	2	19
393	...	...	...	-3	-3	180	64	19	127	390
43	...	...	...	...	...	26	12	2	3	43
143	30	15	...	8	53	30	15	...	8	63
39	4	...	...	-18	-18	73	48	4	2	153
...	...	...	Information not available	...	...	20	19	2	4	45
78	...	...	...	...	...	30	48	...	...	78
52	-2	10	...	2	10	12	47	...	3	62
20	...	...	...	...	...	8	11	...	1	20
31	...	...	...	...	...	13	16	...	2	31
18	...	...	...	...	...	4	14	...	...	18
71	...	...	...	...	...	58	3	2	8	71
Railway	...	...	...	...	...	...	...	...	...	...
209	...	...	...	...	...	168	38	2	3	209
85	2	2	...	...	4	42	39	5	3	89
110	3	5	...	...	8	37	50	6	25	118
4,469	56	71	...	-9	118	2,085	2,103	65	315	4,587
35	19	8	-5	-1	21	224	100	9	3	398
313	45	...	...	...	45	237	110	...	1	343
77	...	...	...	...	...	14	63	...	...	77
18	...	...	...	...	...	9	4	...	...	13
8	...	...	...	...	...	1	6	...	1	8
113	...	...	...	...	...	55	46	1	11	113
20	...	16	...	...	16	...	38	...	...	36
25	...	...	...	...	...	7	18	...	2	25
10	...	...	...	...	...	1	7	...	2	10
24	2	...	-4	12	10	2	...	8	24	34
401	...	...	...	...	...	...	400	...	...	400
1,388	66	24	-9	11	82	610	788	18	44	1,490
160,048	-474	-381	-12	337	-510	123,359	63,838	3,852	8,021	139,538

Number of, outlay on, and work done by, rolling-stock

Railway.	Goods						
	Number of all classes per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., trucks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Average tare in tons.		Average carrying capacity in tons.	
				Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
64	65	66	67	68	69	70	71
<i>5' 6" gauge.</i>							
Bengal-Nagpur	8'08	14,921	41	8'44	8'89	16'91	18'38
Bombay, Baroda and Central India	7'10	17,733	48	8'42	8'31	18'93	19'17
Eastern Bengal	12'03	12,080	33	8'84	7'99	16'83	18'15
East Indian	12'46	23,197	68	8'10	7'31	18'45	16'78
Great Indian Peninsula	5'76	16,169	44	9'08	7'81	18'34	16'52
Madras and Southern Mahratta	4'54	17,250	47	8'16	7'71	17'50	17'09
Nizam's Guaranteed State	5'20	...	...	8'39	7'29	18'74	19'41
North Western	5'63	13,863	38	8'41	7'29	21'38	17'63
Ondh and Rohilkhand	5'03	14,434	40	8'06	6'45	18'07	13'73
South Indian	2'92	13,167	36	8'19	7'70	18'24	18'84
Total ... ..	...	...	...	...	...	...	...
<i>3' 3½" gauge.</i>							
Aaram-Bengal	3'63	6,167	17	5'44	4'17	10'74	9'42
Bengal and North-Western	3'93	13,108	36	4'28	2'88	11'01	10'34
Bengal Doonars	3'05	...	...	...	...	9'20	10'00
Bhavnagar State	2'00	6,117	17	3'88	3'12	7'35	7'61
Bombay, Baroda and Central India	8'88	18,156	50	4'59	4'59	10'41	12'61
Burma	4'64	13,119	33	4'88	3'80	11'18	9'18
Dibru-Sadiya	15'07	...	...	...	...	...	...
Eastern Bengal	4'98	...	...	7'32	8'43	12'60	9'34
Gondal-Porbandar State	1'85	8,067	22	3'84	3'17	7'56	7'88
Jamnagar	1'48	4,569	12	4'25	4'11	7'35	7'35
Jodhpur-Bikaner	1'67	9,665	26	5'34	5'06	9'50	13'20
Junagad State	1'76	8,923	24	4'01	3'91	7'35	7'44
Madras and Southern Mahratta	3'25	13,827	38	3'83	4'40	8'24	9'66
Morvi	1'65	...	...	4'60	5'80	7'30	9'00
Mysore-Araikere	1'09	2,644	30	6'53	4'98	13'21	10'15
Nizam's Guaranteed State	1'96	...	...	4'66	4'06	11'19	11'93
Rohilkhand and Kumaon	3'61	8,511	23	4'95	3'44	13'55	10'46
South Indian	3'31	14,007	40	6'45	4'82	12'73	10'03
Udaipur-Chitgarh	0'80	...	...	4'04	3'19	8'91	7'40
Total ... ..	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 18—contd.

during the financial year 1917-18 (except where otherwise stated).

Stocks—concl.

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1918.	Grand total value of rolling-stock per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.
72	73	74	75	76	77	78	79
9.02	143	1,284	8.36	5,21.72	27,677	9,74.04	51,373
8.49	132	301	3.22	2,71.14	22,325	5,56.67	43,850
4.65	—	330	4.45	3,40.99	38,720	4,81.59	77,379
8.90	156	978	9.74	12,35.78	50,159	21,30.92	86,430
8.29	173	997	5.45	5,34.23	17,183	13,95.76	44,842
8.75	169	497	10.30	1,46.59	13,789	3,39.82	31,965
8.90	—	104	5.95	52.20	14,767	1,02.72	39,038
9.76	135	807	2.93	8,22.37	16,949	20,16.57	41,561
6.74	84	475	5.88	*3,35.16	*30,850	4,72.23	29,376
9.23	104	102	5.88	55.88	12,424	1,52.86	33,964
...
4.59	31	180	5.05	92.85	9,469	1,87.72	19,143
**4.25	**44	402	4.80	†14,99	†10,509	3,09.83	15,145
...	...	8	1.74	8.85	5,788	17.69	11,701
3.46	32	33	6.57	6.06	2,433	19.82	7,560
4.61	79	547	6.20	1,03.06	4,525	3,60.51	15,828
4.90	59	335	4.51	1,40.85	9,343	3,72.21	23,225
...	...	39	2.84	...	...	†37.26	†43.31
3.57	...	221	4.16	51,37.67	512,493	53,10.08	528,179
3.81	39	23	5.40	5.61	2,422	15.50	6,857
3.30	17	...	...	1.72	3,177	4.11	7,375
4.14	100	...	...	37.70	2,334	92.97	6,268
3.69	32	16	7.49	3.22	2,668	9.26	7,084
4.14	53	333	4.91	†99.94	†4,905	†2,47.87	†12,168
...	...	...	...	2.82	3,821	11.09	15,003
3.35	450	...	...	†3.70	†3,592	6.93	6,456
4.25	...	41	3.85	20.92	3,650	59.78	11,000
4.03	34	56	2.70	38.93	6,817	79.00	13,831
4.59	65	167	3.94	86.06	8,718	3,06.66	23,939
2.57	...	...	...	85	1,262	4.23	6,287
...

* Includes the outlay on coaching stock and motor cars.

† Includes the outlay on coaching stock.

‡ Excludes the outlay by the West of India Portuguese railway.

§ Includes the outlay on the 2' 6" gauge section.

¶ Excludes the outlay by the Ledo and Tikak-Marcherita Colliery railway.

** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Goods

Railway.	Number of all classes per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Average tare in tons.		Average carrying capacity in tons.	
				Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
64	65	66	67	68	69	70	71
2' 6" GAUGE.							
Ahmadpur-Katwa	0.62	...	...	...	2.75	...	8.00
Arrah-Sasaram Light	0.78	...	...	3.20	2.93	8.00	8.00
Bangalore-Chik Ballapur Light	Included with the Kola	...	District railway	...	...	...	...
Bankura-Damoodar River	1.40	...	...	3.50	2.75	8.00	8.00
Barasat-Basichat Light	0.86	...	...	2.75	2.75	7.00	7.00
Barsi Light	1.63	...	...	6.59	4.78	15.60	15.35
Bengal-Nagpur	1.82	10,427	29	7.46	6.78	16.03	15.95
Bengal Provincial	1.64	...	...	...	...	...	...
Bombay, Baroda and Central India	2.16	...	...	3.01	4.06	6.06	10.56
Bukhtiarpur-Bihar Light	2.06	...	...	2.75	2.50	6.00	7.00
Burdwan-Katwa	1.23	...	...	3.50	2.75	8.00	8.00
Champaner-Shivrajpur-Pani Light	2.68	...	...	6.75	4.07	14.01	8.90
Cutch State	0.90	...	...	4.50	6.83	16.00	6.00
Dahri-Boktas Light	2.73	...	...	...	2.90	16.00	8.75
Dholpur-Bari	1.24	...	...	6.50	...	16.00	8.75
Dhond-Baramati	0.55	...	...	6.70	5.30	16.00	16.00
Eastern Bengal	2.11	...	...	3.42	1.98	4.41	4.07
Elliehpur-Yectmal	0.92	...	...	6.70	4.65	16.00	12.00
Godhra-Lunavada	0.74	...	...	6.61	6.25	14.94	16.00
Jacobabad Kashmir, Kohat Thal and Nowshera-Durgai	2.18	4,663	11	4.02	3.46	8.08	8.49
Jessore-Jhonidah	1.17	...	...	3.50	2.75	8.00	8.00
Kalighat-Falta	2.09	...	...	3.50	2.75	8.00	8.00
Kalka-Simla	2.08	8,949	24	6.51	6.92	14.14	17.72
Kolar District (a)	0.44	...	...	4.58	2.98	9.60	7.99
Madaya Light	Information not available			...	...	...	...
Norappur-Hosur and Tirupattur-Krishnagiri	0.79	3,770	10	6.46	5.75	9.50	10.00
Morvi	3.28	...	...	4.00	3.50	5.00	7.00
Mourbhanj State	0.62	9,551	26	5.84	5.57	13.10	11.64
Nadiad-Kapadvanj	1.11	...	...	6.79	6.25	15.27	16.00
Parlakimodi Light	0.73	6,363	17	7.28	4.06	12.64	7.38
Powayan Light	1.82	...	...	3.16	...	6.00	...
Pulgaon-Arvi ... ..	...	...	...	Included	with the	Elliehpur-Yectmal	...
Shahdara (Delhi)-Saharanpur Light	2.26	...	...	3.70	3.40	8.00	8.00
Tosporo-Balipara Light	4.43	...	...	2.00	2.00	4.00	4.00
Trans Indus (Kalabagh-Bannu)	0.87	18,668	51	7.11	4.25	16.77	10.40
Total ... ..	...	...	...	...	...	...	...
2' 6" GAUGE.							
Darjeeling-Himalayan	2.70	...	...	...	...	...	...
Gwalior Light	1.39	...	...	...	...	...	...
Howrah-Amta Light	1.76	...	...	2.50	2.50	5.00	5.00
Howrah-Sheakhala Light	0.60	...	...	2.50	2.25	5.00	5.00
Jagadhri Light	2.42	...	...	3.30	2.27	7.00	7.00
Jorhat (Provincial)	3.48	...	...	...	...	...	...
Kulasekarapatnam-Tissianvillai Light	2.00	...	...	...	1.56	...	4.00
Matheran Light	1.98	...	...	1.80	1.80	3.00	3.00
Pipar-Bilura Light	0.40	...	...	3.03	2.23	5.00	5.71
Tarikere-Narasimharajapura	1.28	...	...	...	...	...	...
Tuzsar Tirodi Light	7.83	...	...	...	1.06	...	2.56
Total ... ..	...	...	...	...	...	...	...
GRAND TOTAL ... ..	...	...	...	...	...	...	...

(a) Includes figures for the Bangalore-Chik Ballapur Light railway.

DIX 18—concl'd.

during the financial year 1917-18 (except where otherwise stated).

Stock—concl'd.							
Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1918.	Total value per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling stock, in thousands of rupees on 31st March 1918.	Grand total value of rolling stock per mile of line open on 31st March 1918, excluding 2nd, 3rd, etc., tracks.
72	73	74	75	76	77	78	79
...	39	1,211	1.74	5,385
Included with	the Kolar Dist	district railway	...	1,07	1,765	3.64	6,012
...	1,61	2,684	4.64	7,577
...	84	1,612	4.58	8,733
2.99	30	6	3.13	†14,61	†12,432	20.65	17,570
...	...	71	4.86	50,16	6,233	1,35.45	15,711
...	99	2,281	3.11	7,466
2.59	...	7	1.07	9,63	2,954	19.72	6,077
...	1,68	5,061	3.48	10,350
...	76	2,338	2.87	8,246
...	1,41	4,346	2.61	8,140
...	†72	†1,941	1.51	4,699
...	...	2	...	126	5,271	1.84	7,531
...	3.12	105	2,640	2.57	5,381
...	55	2,038	1.71	6,476
...	Included with	the Eastern Bengal railway	...	(3' 3½" gauge section).	...	...	...
...	4,87	3,459	13.08	9,281
2.17	9	11	2.61	59	2,310	1.56	6,115
...	7,00	8,914	17.92	10,018
...	1,05	4,128	2.67	7,208
3.16	28	8	6.71	3,41	5,692	4.91	19,418
...	†2,94	†2,881	20.12	33,591
...	4.86	4,270
2.61	8	2	2.56	Information	not available.	...	7,451
...	2,46	2,489	3.96	17,919
...	1,10	5,801	...	...
2.19	21	...	...	54	1,675	1.70	5,257
...	82	2,248	2.12	7,576
3.65	23	2	10.17	*76	*3,102	1.77	7,217
...	...	1	1.77	*1,73	*1,366	2.75	6,958
railway
...	...	3	1.43	4,95	5,351	9.10	10,165
...	77	3,864	2.28	11,437
2.17	41	1	1.08	3,30	2,437	16.02	11,837
...
...	†8,43	†5,339	14.31	9,608
...	1,26	2,881	8.82	29,132
...	46	2,339	2.50	12,679
...	...	1	12.50	11	3,386	30	11,952
...	...	2	5.55	50	2,757	3.46	10,847
...	1.43	7,947
...	†1,42	†11,263	2.83	22,449
...	*73	*1,520	22	2,079
...	†27	†1,685	65	1,711
...
...

* Includes the outlay on coaching stock.

† Includes the outlay on coaching stock and motor cars.

Rolling-stock fitted with automatic brake

Railway system.	LOCOMOTIVES.								
	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	92	...	100·00	...	...	...	344	75	82·10
Bombay, Baroda and Central India	145	...	100·00	...	...	...	192	22	89·72
Eastern Bengal	101	...	100·00	108	5	95·37	74	37	66·67
East Indian	164	...	100·00	758	140	84·41	190	5	97·44
Great Indian Peninsula	336	...	100·00	652	...	100·00	194	13	93·72
Madras and Southern Mahratta	71	...	100·00	...	...	...	166	19	89·73
Nizam's Guaranteed State	10	...	100·00	4	17	19·05	31	19	62·00
North Western	804	...	100·00	874	...	100·00	226	7	97·37
Oudh and Rohilkhand	99	...	100·00	...	...	...	173	9	95·05
South Indian	38	...	100·00	...	...	...	91	9	91·00
3' 3½" GAUGE.									
Assam-Bengal	5	...	100·00	...	...	...	105	11	90·52
Bengal and North-Western	54	...	100·00	...	...	...	88	160	35·48
Bengal Doonars ... ..	...	...	...	...	...	...	6	10	37·50
Bhavnagar State ... ..	...	...	...	...	...	...	14	9	60·87
Bombay, Baroda and Central India	217	...	100·00	...	...	...	222	*113	66·27
Burma	12	...	100·00	...	...	...	236	62	79·19
Dibru-Sadiya ... ..	...	...	...	...	...	...	16	10	61·54
Eastern Bengal	73	...	100·00	68	...	100·00	95	9	91·35
Gondal-Porbandar State... ..	...	...	...	...	...	...	8	10	44·44
Jamnagar ... ..	...	...	...	...	...	...	4	...	100·00
Jodhpur-Bikanor ... ..	...	...	...	...	...	...	5	100	4·78
Junagad State ... ..	...	...	...	...	...	...	5	8	38·46
Madras and Southern Mahratta	42	3	93·33	27	...	100·00	62	172	26·50
Morvi	4	...	100·00	...	1	...	2	3	40·00
Mysore-Arsikere ... ..	...	...	...	...	...	...	5	2	71·43
Nizam's Guaranteed State	32	...	100·00	10	...	100·00	8	24	25·00
Rohilkund and Kumaon... ..	7	...	100·00	...	2	...	29	22	56·86
South Indian... ..	35	...	100·00	...	...	...	256	18	93·44
Udaipur-Chitorgarh ... ..	...	...	...	...	...	...	...	4	...
2' 6" & 2' 0" GAUGES.									
Barsi Light ... ..	...	...	...	...	...	...	16	1	94·12
Bengal-Nagpur ... ..	...	...	...	...	...	...	107	10	91·45
Kalka-Simla... ..	...	...	...	...	...	...	22	...	100·00
Trans-ludus (Kalabagh Bannu) ... ..	...	...	...	...	...	...	16	...	100·00
Other 2' 6" and 2' 0" gauge lines ... ..	...	4	...	...	1	...	16	264	...
Total	1,828	7	99·62	2,494	166	93·30	3,024	1,237	70·98

* Includes 73 auxiliary water tanks used for Locomotive purpose only.

DIX 19.

on the 31st March 1918.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.				Railway system.
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	
11	12	13	14	15	16	17	18	19
1,077	35	...	100-00	8,973	1,417	4,938	67-78	5' 6" GAUGE. Bengal-Nagpur.
889	3	...	100-00	5,584	441	3,303	64-59	Bombay, Baroda and Central India.
655	44	175	79-98	3,017	962	3,426	53-73	Eastern Bengal.
2,125	17	180	92-25	18,970	479	16,140	54-64	East Indian.
2,134	...	39	98-20	10,297	1,771	6,136	66-29	Great Indian Peninsula.
758	...	...	100-00	2,691	2,109	...	100-00	Madras and Southern Mahratta.
165	3	...	100-00	557	1	1,268	30-56	Nizam's Guaranteed State.
3,172	45	...	100-00	21,893	1,641	3,975	85-55	North Western.
1,038	50	6	99-45	3,779	1,806	2,453	69-48	Oudh and Rohilkhand.
348	...	...	100-00	1,232	197	300	82-65	South Indian.
449	17	...	100-00	2,837	316	375	89-37	3' 3½" GAUGE. Assam-Bengal.
622	197	272	75-07	†264	36	8,215	1-79	Bengal and North-Western.
7	10	37	31-48	4	4	456	1-72	Bengal Doora.
50	25	46	61-98	...	2	496	0-40	Bhavnagar State.
1,511	60	32	98-00	3,240	4,550	1,019	68-43	Bombay, Baroda and Central India.
*703	42	380	66-43	3,163	20	4,165	43-31	Burma.
32	11	37	14-15	324	411	637	30-19	Dibru-Sadiya.
790	94	26	97-14	349	83	4,846	8-18	Eastern Bengal.
98	32	31	69-31	...	3	424	0-70	Gondal-Porbandar State.
4	9	17	43-33	...	...	80	...	Jamnagar.
...	22	255	7-94	...	...	2,216	...	Jodhpur-Bikaner.
36	19	14	79-71	...	8	205	3-75	Junagad State.
683	101	456	63-23	243	...	6,402	3-61	Madras and Southern Mahratta.
47	10	14	80-30	...	...	122	...	Morvi.
...	...	25	...	...	...	112	...	Mysore-Arsikere.
174	4	5	97-27	134	7	919	13-30	Nizam's Guaranteed State.
83	55	112	65-20	17	1	2,027	0-89	Rohilkund and Kumaon.
975	46	416	71-35	129	171	3,924	7-10	South Indian.
...	14	22	35-00	...	...	55	...	Udipur-Chitorgarh.
49	...	...	100-00	71	120	...	100-00	2' 6" & 2' 0" GAUGE. Barai Light.
314	...	42	88-20	1,350	2	133	91-04	Bengal-Nagpur.
120	...	...	100-00	122	2	...	100-00	Kalka-Simla.
61	...	1	98-39	69	4	45	61-66	Trans Indus (Kalabagh Bannu).
5	...	1,237	0-40	...	...	4,113	...	Other 2' 6" & 2' 0" gauge lines.
19,114	965	3,877	83-91	89,309	16,563	83,015	56-05	

* Excludes three rail motor cars fitted with automatic vacuum brake.

† Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian Railway.

APPENDIX 20.

Rolling-stock lighted by either gas or electricity on the 31st March 1918.

RAILWAY SYSTEM.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	REMARKS.
	Gas.	Electricity.	Total.			
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	888	103	991	...	100.00	
Bombay, Baroda and Central India	891	111	1,002	...	100.00	
Eastern Bengal	419	210	629	4	99.37	
East Indian	1,891	156	1,850	159	92.09	
Great Indian Peninsula	1,612	326	1,938	39	98.03	
Madras and Southern Mahratta	897	22	919	59	93.97	
Nizam's Guaranteed State	116	17	133	64	67.51	* Nine of these vehicles are also fitted for lighting with gas.
North Western	2,555	601	3,156	...	100.00	
Ondh and Rohilkhand	842	153	995	115	89.64	
South Indian	191	181	372	36	91.18	
3' 3 1/2" GAUGE.						
Assam-Bengal	395	28	423	11	97.47	
Bengal and North-Western . . . . .	...	1,237	1,237	110	91.83	
Bengal Doocars . . . . .	...	66	66	4	94.29	
Bhavnagar State . . . . .	...	29	29	85	25.44	
Bombay, Baroda and Central India . . . . .	...	1,426	1,426	183	88.63	
Burma . . . . .	...	320	320	759	29.66	
Dibru-Sadiya . . . . .	...	33	38	47	41.25	
Eastern Bengal	688	204	892	...	100.00	
Gondal-Porbandar State . . . . .	...	70	70	28	71.42	
Jamnagar . . . . .	...	1	1	28	3.45	
Jodhpur-Bikaner . . . . .	...	314	314	28	91.81	
Junagad State . . . . .	...	26	26	41	38.81	
Madras and Southern Mahratta	1,278	16	1,284	11	99.15	
Morvi . . . . .	...	6	143	71	...	
Nizam's Guaranteed State	187	...	182	64	69.08	
Rohilkhand and Kumaon . . . . .	...	182	182	95	65.70	
South Indian . . . . .	...	926	926	104	91.96	
Udaipur-Chitorgarh . . . . .	...	38	38	1	97.44	† These vehicles are also fitted for lighting with gas.
2' 6" GAUGE.						
Ahmadpur-Katwa . . . . .	...	23	23	...	100.00	
Arrah-Sasaram Light . . . . .	...	27	27	...	100.00	
Bankura-Dumoodar River . . . . .	...	533	33	...	100.00	
Barasat-Basirhat Light . . . . .	...	43	48	...	100.00	
Barsi Light . . . . .	...	49	49	...	100.00	
Bengal Nagpur	283	14	297	42	87.61	
Bengal Provincial . . . . .	...	25	25	6	80.65	
Bombay, Baroda and Central India . . . . .	...	4	4	113	3.45	
Bukhtiarpur-Bihar Light . . . . .	...	22	22	...	100.00	
Burdwan-Katwa . . . . .	...	26	26	...	100.00	
Champanor-Shivrajpur Pani Light . . . . .	...	...	...	4	...	
Cutch State . . . . .	...	...	...	9	...	
Dehri-Rohas Light . . . . .	...	...	...	8	...	
Dholpur-Bari . . . . .	...	9	9	...	100.00	
Eastern Bengal . . . . .	...	...	...	46	...	
Godhra-Lunavada . . . . .	...	...	...	6	...	
Great Indian Peninsula	88	...	38	...	100.00	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai . . . . .	...	47	47	60	43.93	
Jessore-Jhenidah . . . . .	...	19	19	...	100.00	
Kalighat-Falta . . . . .	...	46	46	...	100.00	
Kalka-Simla . . . . .	...	97	97	...	100.00	
Kolar District|| . . . . .	...	...	...	20	...	
Madaya Light|| . . . . .	...	...	...	...	...
Morvi . . . . .	...	...	...	42	...	
Nadiad-Kapadvanj . . . . .	...	...	...	7	...	
Powayan Light . . . . .	...	...	...	18	...	
Shahdara (Delhi)-Saharanpur Light . . . . .	...	42	42	...	100.00	
South Indian . . . . .	...	...	...	35	...	
Tozpore-Balpara Light . . . . .	...	...	...	14	...	
Trans Indus (Kalabagh-Bannu) . . . . .	...	62	62	...	100.00	
2' 0" GAUGE.						
Darjeeling-Himalayana . . . . .	...	64	64	5	92.75	
Gwalior Light . . . . .	...	...	...	87	...	
Howrah-Amta Light . . . . .	...	117	117	1	99.15	
Howrah-Sheekhala Light . . . . .	...	30	30	1	96.77	
Jagadhri Light . . . . .	...	...	...	4	...	
Jorhat (Provincial) . . . . .	...	...	...	34	...	
Kulasekarapatnam-Tissianvillai Light . . . . .	...	...	...	23	...	
Matheran Light . . . . .	...	...	...	35	...	
Pipar-Bilara Light . . . . .	...	...	...	5	...	
Tarikere-Narasimharajapura . . . . .	...	...	...	2	...	
Tamsar-Tirodi Light . . . . .	...	...	...	1	...	
TOTAL	12,924	7,596	20,520	2,773	88.08	

§Owing to the non-receipt of dynamos these vehicles are temporarily lighted with oil lamps.

||Includes figures for the Bangalore-Chik Ballapur Light and Mysore-Arsikere Railways.

† Information not available.

APPENDIX 21.

Trains provided with means of communication throughout between passenger and railway servants on the 31st March 1913.

RAILWAY SYSTEM.	Particulars.	Mail.	Passen-ger.	Mixed.	Total.	REMARKS.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	Total number of trains run ...	4	60	28	92	
	Total number of trains fitted with communication.	4	50	2	56	
Bombay, Baroda and Central India.	Total number of trains run ...	4	154	29	187	
	Total number of trains fitted with communication.	4	154	29	187	
Eastern Bengal	Total number of trains run... ..	6	95	35	196	
	Total number of trains fitted with communication.	6	95	10	111	
East Indian ...	Total number of trains run	4	109	109	213	
	Total number of trains fitted with communication.	4	31	2	37	
Great Indian Peninsula.	Total number of trains run	15	117	71	203	
	Total number of trains fitted with communication.	15	117	...	132	
Madras and Southern Mah-ratta.	Total number of trains run	8	103	23	133	
	Total number of trains fitted with communication.	8	103	...	111	
Nizam's Guarant- eed State.	Total number of trains run	2	2	...	4	
	Total number of trains fitted with communication.	2	2	...	4	
North Western	Total number of trains run	10	33	159	202	
	Total number of trains fitted with communication.	10	33	...	43	
Oadh and Rohil- khand.	Total number of trains run	2	7	53	62	
	Total number of trains fitted with communication.	2	7	41	50	
South Indian ...	Total number of trains run	4	2	48	54	
	Total number of trains fitted with communication.	4	2	58	44	
8' 3½" GAUGE.						
Assam-Bengal	Total number of trains run ... ..	...	...	31	31	
	Total number of trains fitted with communication.	...	...	22	22	
Bengal and North-West- ern.	Total number of trains run... ..	...	6	164	170	
	Total number of trains fitted with communication.	...	6	...	6	
Bhavnagar State	Total number of trains run	2	7	13	22	
	Total number of trains fitted with communication.	2	4	...	6	
Bombay, Baroda and Central India.	Total number of trains run	4	21	87	112	
	Total number of trains fitted with communication.	4	21	77	102	
Burma ...	Total number of trains run	4	140	75	219	
	Total number of trains fitted with communication.	4	2	8	14	
Eastern Bengal	Total number of trains run	4	27	51	82	
	Total number of trains fitted with communication.	4	27	17	48	
Gondal-Forban- dar State.	Total number of trains run ... ..	...	5	18	18	
	Total number of trains fitted with communication.	...	5	...	5	
Jodhpur-Bika- ner.	Total number of trains run	2	2	32	36	
	Total number of trains fitted with communication.	2	2	32	36	
Madras and Southern Mah- ratta.	Total number of trains run... ..	8	13	86	107	
	Total number of trains fitted with communication.	2	2	...	4	
Nizam's Guar- anteed State.	Total number of trains run ... ..	...	18	4	22	
	Total number of trains fitted with communication.	...	18	...	18	
Rohilkund and Kumaon.	Total number of trains run... ..	...	4	26	30	
	Total number of trains fitted with communication.	...	4	...	4	
South Indian ...	Total number of trains run	6	52	116	174	
	Total number of trains fitted with communication.	6	32	8	46	
2' 6" GAUGE.						
Bengal-Nagpur	Total number of trains run ... ..	...	10	30	40	
	Total number of trains fitted with communication.	...	10	22	32	
2' 0" GAUGE.						
Pipar Bilara Light.	Total number of trains run ... ..	...	...	2	2	
	Total number of trains fitted with communication.	...	...	2	2	

APPENDIX 22.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1918.

RAILWAY SYSTEM.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	TOTAL.	REMARKS.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	Total number of carriages ... Total number of carriages fitted with communication.	71 71	25 25	49 49	595 595	219 219	959 959	
Bombay, Baroda and Central India.	Total number of carriages ... Total number of carriages fitted with communication.	47 47	85 85	... ...	474 474	163 163	719 719	
Eastern Bengal	Total number of carriages ... Total number of carriages fitted with communication.	51 51	18 13	89 89	842 842	276 276	715 715	
East Indian	Total number of carriages ... Total number of carriages fitted with communication.	147 144	61 61	91 91	947 447	683 642	1,929 1,385	
Great Indian Peninsula.	Total number of carriages ... Total number of carriages fitted with communication.	122 122	130 130	... ...	979 940	746 746	1,977 1,938	
Madras and Southern Mahratta.	Total number of carriages ... Total number of carriages fitted with communication.	40 40	25 25	4 4	368 368	269 269	706 706	
Nizam's Guaranteed State.	Total number of carriages ... Total number of carriages fitted with communication.	85 85	10 10	... ...	42 42	55 55	142 142	
North Western	Total number of carriages ... Total number of carriages fitted with communication.	178 178	64 64	111 111	1,245 1,245	844 844	2,442 2,442	
Ondh and Rohilkhand.	Total number of carriages ... Total number of carriages fitted with communication.	83 82	28 28	35 35	390 388	331 258	866 791	
South Indian	Total number of carriages ... Total number of carriages fitted with communication.	12 12	8 8	... ...	186 186	126 126	332 332	

APPENDIX 22—concl'd.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1918.

Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	TOTAL.	REMARKS.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE.								
Assam-Bengal ...	Total number of carriages ...	40	---	---	151	147	338	
	Total number of carriages fitted with communication.	40	---	---	151	147	338	
Bengal and North-Western.	Total number of carriages ...	63	34	32	768	188	1,085	
	Total number of carriages fitted with communication.	63	34	32	582	140	851	
Bengal Dooars ...	Total number of carriages ...	7	---	---	25	22	54	
	Total number of carriages fitted with communication.	1	---	---	---	5	6	
Bhavnagar State	Total number of carriages ...	9	5	---	65	35	114	
	Total number of carriages fitted with communication.	8	4	---	33	20	65	
Bombay, Baroda and Central India	Total number of carriages ...	97	30	27	974	315	1,413	
	Total number of carriages fitted with communication.	97	30	27	912	312	1,378	
Burma ...	Total number of carriages ...	79	27	---	592	299	997	
	Total number of carriages fitted with communication.	34	---	---	279	169	502	
Eastern Bengal	Total number of carriages ...	63	3	48	385	254	713	
	Total number of carriages fitted with communication.	63	3	48	385	254	753	
Gondal-Forbandar State.	Total number of carriages ...	10	12	---	48	28	98	
	Total number of carriages fitted with communication.	9	11	---	26	20	66	
Jamnagar ...	Total number of carriages ...	4	1	---	17	7	29	
	Total number of carriages fitted with communication.	2	1	---	3	2	7	
Jodhpur-Bikaner	Total number of carriages ...	25	10	19	135	151	340	
	Total number of carriages fitted with communication.	25	10	19	135	151	310	
Junagad State ...	Total number of carriages ...	11	9	---	27	12	59	
	Total number of carriages fitted with communication.	5	9	---	14	10	38	
Madras and Southern Mahratta.	Total number of carriages ...	82	27	---	598	489	1,196	
	Total number of carriages fitted with communication.	71	24	---	318	328	741	
Morvi ...	Total number of carriages ...	4	1	---	38	26	69	
	Total number of carriages fitted with communication.	4	1	---	30	19	53	
Nizam's Guaranteed State.	Total number of carriages ...	23	10	---	75	61	169	
	Total number of carriages fitted with communication.	22	10	---	71	61	164	
Rohilkund and Kumaon.	Total number of carriages ...	18	5	3	152	99	277	
	Total number of carriages fitted with communication.	18	5	---	68	59	148	
South Indian ...	Total number of carriages ...	72	35	---	861	327	1,395	
	Total number of carriages fitted with communication.	44	15	---	614	240	913	
3' 6" GAUGE.								
Bengal-Nagpur	Total number of carriages ...	21	3	3	202	121	350	
	Total number of carriages fitted with communication.	18	3	3	176	108	308	
Trans Indus (Kalabagh-Banna).	Total number of carriages ...	1	---	---	35	23	59	
	Total number of carriages fitted with communication.	---	---	---	35	23	58	

APPENDIX 23.

Railways on which points and signals were interlocked on the 31st March 1918.

STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.							
Railway system.	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	307	22 109	Direct Interlocking Indirect Interlocking.	670 2,054	82 162	Rs. 6,74,772 12,54,613	Rs. 1,007 611
Bombay, Baroda and Central India	317	95 60	Direct Interlocking Indirect Interlocking.	2,477 820	451 19	23,42,400 5,03,000	946 613
Eastern Bengal	184	58 32	Direct Interlocking Indirect Interlocking.	1,583 469	275 42	12,72,039 1,51,363	804 310
East Indian	548	153 374	Direct Interlocking Indirect Interlocking.	5,359 3,047	605 172	23,57,960 8,68,395	440 285
Great Indian Peninsula	543	319 13	Direct Interlocking Indirect Interlocking.	10,386 130	2,283 26	57,32,310 47,560	552 365
Madras and Southern Mahratta	224	56 98	Direct Interlocking Indirect Interlocking.	538 1,039	81 42	4,29,375 6,59,765	799 635
Nizam's Guaranteed State	56	2 20	Direct Interlocking Indirect Interlocking.	74 245	2 18	45,813 1,49,205	619 609
North Western	632	172 844	Direct Interlocking Indirect Interlocking.	6,100 3,679	1,203 17	36,29,500 13,75,946	595 374
Oudh and Rohilkhand	285	35 186	Direct Interlocking Indirect Interlocking.	1,719 2,151	319 71	8,67,556 7,28,894	505 339
South Indian	86	1 69	Direct Interlocking Indirect Interlocking.	12 536	8 112	5,350 2,76,700	446 516
3' 3½" GAUGE.							
Assam-Bengal	172	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bengal Doars	30	...	...	...	...	...	...
Bhavnagar State	42	...	...	...	...	...	...
Bombay, Baroda and Central India	341	27 85	Direct Interlocking Indirect Interlocking.	1,262 859	47 3	4,80,314 2,39,780	281 279
Burma	317	19 121	Direct Interlocking Indirect Interlocking.	748 559	156 30	5,42,555 6,84,460	727 1,224
Dibru-Sadiya	36	...	...	...	...	...	...
Eastern Bengal	178	6 45	Direct Interlocking Indirect Interlocking.	253 648	55 44	2,37,666 2,48,268	939 383
Gondal-Porbandar State.	31	...	...	...	...	...	...
Jamnagar	7	...	...	...	...	...	...
Jodhpur-Bikaner	172	...	...	...	...	...	...
Junagad State	16	...	...	...	...	...	...
Carried over	4,969	3,531	...	47,593	6,331	2,58,97,906	...

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.
"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 23—concl'd.

Railways on which points and signals were interlocked on the 31st March 1918.

STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.							
Railway system.	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking, excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking, excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
Brought forward	4,909	2,521	...	47,593	6,331	Rs. 2,58,97,106	Rs. ...
3' 3½" GAUGE—concl'd.							
Madras and Southern Mahratta	314	3	Direct Interlocking	65	8	37,300	574
Morvi	13	92	Indirect Interlocking	379	11	2,68,741	709
Mysore-Arsikere	16	...	...	...	...	...	...
Nizam's Guaranteed State	96	1	Direct Interlocking	51	6	40,398	790
Rohilkund and Kumaon	89	61	Indirect Interlocking	356	8	2,39,228	673
South Indian	320	3	Direct Interlocking	113	16	1,09,650	970
Udaipur-Chitorgarh	12	167	Indirect Interlocking	1,369	367	7,08,690	513
2' 6" GAUGE.							
Ahmadpur-Katwa	11	...	...	...	...	...	...
Amnab-Sasaram Light	13	...	...	...	...	...	...
Bangalore-Chik Ballapur Light*	...	...	...	...	...	...	...
Bankura-Damoodar River	19	...	...	...	...	...	...
Baraset-Basirhat Light	29	1	Direct Interlocking	4	...	3,892	973
Barsi Light	24	...	...	...	...	...	...
Bengal-Nagpur	109	...	...	...	...	...	...
Bengal Provincial	21	...	...	...	...	...	...
Bombay, Baroda and Central India	92	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	14	...	...	...	...	...	...
Bardwan-Katwa	9	...	...	...	...	...	...
Champaner-Shivrajpur-Pani	6	...	...	...	...	...	...
Cutch State	6	...	...	...	...	...	...
Dehri-Bohtas Light	6	...	...	...	...	...	...
Dholpur-Bari	14	4	Indirect Interlocking	8	...	3,167	1,013
Eastern Bengal	12	...	...	...	...	...	...
Godhra-Lunavada	6	...	...	...	...	...	...
Great Indian Peninsula	32	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
Jessore-Jhenidah	10	...	...	...	...	...	...
Kalighat-Falta	11	...	...	...	...	...	...
Kalka-Simla	20	1	Direct Interlocking	16	1	9,520	1,025
Kolar District	21†	3	Indirect Interlocking	16	...	2,241	374
Madaya Light	...	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	15	...	...	...	...	...	...
Morvi	5	...	...	...	...	...	...
Nadiad-Kapadvanj	7	...	...	...	...	...	...
Powayan Light	10	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	19	...	...	...	...	...	...
Tezpur-Balipara Light	7	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	14	...	...	...	...	...	...
2' 0" GAUGE.							
Darjeeling-Himalayan	40	...	...	...	...	...	...
Gwalior Light	36	...	...	...	...	...	...
Howrah-Amra Light	27	2	Direct Interlocking	11	...	3,022	275
Howrah-Shekharia Light	14	...	...	...	...	...	...
Jagadhri Light	2	...	...	...	...	...	...
Jorhat (Provincial)	14	...	...	...	...	...	...
Kulasekarapatnam-Tissianvillai Light	7	...	...	...	...	...	...
Matheran Light	5	...	...	...	...	...	...
Pipar-Bilara Light	5	...	...	...	...	...	...
Tarikere-Narasimharajapura.	7	...	...	...	...	...	...
Tumsar Tirodi Light	4	...	...	...	...	...	...
TOTAL	6,582	2,859	...	49,978	6,712	2,73,25,915	...

* Included with the Kolar District Railway.

† Includes figures for the Bangalore-Chik Ballapur Light Railway.

‡ Information not available.

NOTE.—“Direct interlocking” covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

“Indirect interlocking” covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 24.

Railways on which block instruments were used for train signalling on the 31st March 1918.

Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	
1	2	3	4	5	6
			Rs.	Rs.	
5' 6" GAUGE.					
Bengal-Nagpur	214	Neale's, single line	6,29,734	1,541	
	9	Theobald's Train Key, single line.	7,835	815	
Bombay, Baroda and Central India.	28	Sykes' (L. & B.)	49,450	2,150	
	108	Tyer's Tablet, single line.	1,67,940	1,555	
	47	Tyer's, double line.	48,710	930	
Eastern Bengal ...	85	Neale's, single line	1,58,067	1,801	
	84	Pryce and Ferreira's (L. & B)	81,877	2,408	
	28	Pryce and Ferreira's, double line.	40,035	1,430	
	18	Tyer's Tablet, single line	36,342	2,726	
	123	East Indian railway's, double line.	1,02,623	836	
	30	East Indian railway's (L. & B.)	35,880	1,196	
East Indian ...	95	East Indian railway's, single line.	80,655	849	
	189	Neale's, single line	1,63,325	1,175	
	61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
	122	Train wire, single line, No token.	15,860	130	
	21	Tyer's Tablet, single line.	29,925	1,425	
	77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
Great Indian Peninsula.	206	Neale's, single line	2,71,920	1,320	
	114	Preeco's, double line	62,700	550	
	45	Preeco's, single line. No token.	24,750	550	
	65	Train wire, single line. No token.	25,500	300	
	86	Tyer's three position, double line.	87,720	1,020	
Madras and Southern Mahratta.	156	Theobald's Train Key, single line.	74,169	476	
	20	Winter's, double line	7,200	360	
Nizam's Guaranteed State.	30	Webb and Thompson's, single line.	45,000	1,500	
North Western ...	36	Tyer's two position (L. & B.)	1,17,000	3,250	
Oudh and Rohilkhand.	16	Neale's, single line	26,385	1,649	
South Indian ...	69	Theobald's Train Key, single line.	79,350	1,150	
	1	Neale's, single line ...	1,381	1,381	
	1	Train wire, single line. No token.	150	150	
3' 3 1/2" GAUGE.					
Assam-Bengal ...	...	...	...	...
Bengal and North-Western.	3	Neale's, single line	4,480	1,493	
	10	Tyer's Tablet, single line	15,519	1,552	
Bengal Doars ... Bhavnagar State	...	...	...	...
	2	Theobald's Train Key, single line.	1,207	603	
Bombay, Baroda and Central India.	286	Tyer's Tablet, single line	3,71,228	1,573	
	1	East Indian railway's, single line.	865	865	
	91	Neale's, single line	1,11,478	1,225	
	22	Sykes' (L. & B.)	69,926	3,178	
Burma ...	6	Theobald's Train Key, single line.	6,100	1,017	
	13	Train wire, double line. No token.	2,625	202	
	130	Train wire, single line. No token.	26,266	302	
Dibra-Sadiya.	1	Tyer's Tablet, single line	1,600	1,600	
Eastern Bengal	184	Neale's, single line	1,87,234	1,634	
	2	Pryce and Ferreira's, double line.	4,400	2,200	
	6	Tyer's Tablet, single line	16,770	2,795	
Carried over ...	2,701	...	30,59,986	...	

APPENDIX 24—concl'd.

Railways on which block instruments were used for train signalling on the 31st March 1918.

Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	
1	2	3	4	5	6
Brought forward	2,701	..	Rs. 30,59,956	Rs.	
3 3/4" Gauge—concl'd.					
Gondal-Portbandar State.	...	...	...	...
Jamnagar	...	...	...	...
Jodhpur-Bikaner	...	...	...	...
Junagad State.	...	...	...	...
	202	Robert's single line	1,48,268	734	
	2	Theobald's Train Key, single line.	923	461	
Madras and Southern	86	Train wire, single line. No token.	22,790	265	
Mahratta.	3	Winter's, single line. No token.	1,380	460	
Morvi	...	...	...	...
Mysore-Arsikere	...	...	...	...
Nizam's Guaranteed State	29	Webb and Thompson's, single line.	43,500	1,500	
Bohilkund and Kumaon	...	...	...	...
South Indian	154	Theobald's Train Key, single line.	1,77,100	1,150	
	97	Train wire, single line. No token.	14,550	150	
Udaipur-Chitorgarh	...	...	...	...
2' 6" Gauge.					
Ahmadpur-Katwa	...	...	...	...
Arrah-Sasaram Light	...	...	...	...
Bangalore-Chik Ballapur Light.	...	...	...	...
Bankura Damoodar River	...	...	...	...
Baraset-Basirhat Light	...	...	...	...
Barsi Light	...	...	...	...
Bengal-Nagpur	...	...	...	...
Bengal Provincial	...	...	...	...
Bombay, Baroda and Central India.	...	...	...	...
Bukhtiarpur-Bihar Light	...	...	...	...
Burdwan-Katwa	...	...	...	...
Champaner-Shivrajpur-Pauli Light.	...	...	...	...
Cutch State	...	...	...	...
Dehri-Kohtas Light	...	...	...	...
Dholpur-Bari	8	Through wire, single line. No token.	800	100	
Eastern Bengal	...	...	...	...
Godhra-Lunavada	...	...	...	...
Great Indian Peninsula	25	Train wire, single line. No token.	7,800	312	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...
Jessore-Jhenidah	...	...	...	...
Kalighat-Falta	...	...	...	...
Kalka-Simla	...	...	...	...
Kolar District	...	...	...	...
Madaya Light	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri.	13	Train wire, single line. No token.	1,950	150	
Morvi	...	...	...	...
Nadiad-Kapadvanj	...	...	...	...
Powayan Light	...	...	...	...
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...
Tezporo-Kalipara Light	...	...	...	...
Trans-Indus (Kalabagh-Bannu.)	...	...	...	...
2' 0" Gauge.					
Darjeeling-Himalayan	...	...	...	...
Gwalior Light	...	...	...	...
Howrah-Amta Light	...	...	...	...
Howrah-Sheakhala Light	...	...	...	...
Jagadhri Light	...	...	...	...
Jorhat (Provincial).	...	...	...	...
Kula-sekarapatnam-Tissianvillai Light.	...	...	...	...
Matheran Light	...	...	...	...
Pipar-Bilara Light	...	...	...	...
Tarikere-Narasimharajapura.	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...
Total	3,320	...	34,79,046	...	

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	...	12	5	...	...	...
(B) Engineer's plant excluding petty tools ...	...	1	...	2	11	2	13	3	...
(C) Workshop Machinery and Heavy Tools.	52	29	...	19	39	...	60	61	10
(D) Permanent way :—									
(a) Rails ...	...	1	15	...	1	20	...	...	...
(b) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(c) Cast iron sleepers ...	...	...	...	...	...	1,73	...	...	...
(d) Chairs and Fastenings ...	...	...	27	11	12	1,12	...	1	5
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	3,46	34	53	1,48	30	2,81	1,30	43	...
(b) Coaching stock ...	...	...	...	...	...	...	43	...	93
(c) Goods stock ...	...	...	...	...	...	...	...	...	...
(d) Spare parts Coaching and Goods stock.	2,73	2,87	51	1,31	1,75	5,49	3,38	63	11
(e) Motor cars ...	...	...	...	...	8	...	...	...	...
(F) Building and Station Materials and Fencing.	...	20	5	...	1,51	22	10	61	30
(G) Tools and Stores :—									
(a) Tools and Cutlery	1	94	2	57	1,66	22	3	61	11
(b) Steel (excluding permanent way materials).	80	5,73	17	1,18	10,00	36	29	11	1
(c) Iron (excluding permanent way materials).	6	56	1,95	12	2,50	1,63	...	1,24	1,07
(d) Other metals ...	22	2,93	6	94	2,09	15	1	63	36
(e) Coal and Coke ...	...	...	...	...	...	36,65	...	...	17,44
(f) Portland cement...	...	...	14	...	38	3	...	17	...
(g) All other stores...	19	14,47	7,84	1,55	18,32	11,61	31	7,91	5,68
(H) Electrical plant and materials	64	1,83	...	92	1,74	1	6	1,12	1
Total ...	8,12	80,18	11,69	8,39	41,08	61,71	6,64	14,11	26,17

DIX 25.

financial year 1917-18 showing in thousands of rupees :—

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

and mortar, timber, ballast, etc., etc., are not included.

East Indian.			Great Indian Peninsula.			Mad-as and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	5	...	9	...	...	...	7	...	...	...
1	29	...	4	39	13	3	1	...	25	49	7
89	58	...	43	76	...	3	73	...	40	31	...
...	2,43	...	1	9	...	...	...	2,23	...	...	1,77
...
...	...	...	1	...	2,67	...	...	48	...	...	3,40
...	14	89	...	1	1,05	...	...	7	1,08	1	38
8,65	5	...	2,04	1,07	15	2,03	37	1	37,43	41	...
...
...	...	...	...	...	...	72	...	...	...	2	23,53
6,89	1,57	...	3,97	3,64	41	1,82	69	13	10,93	1,96	55
...	...	...	...	2	...	...	...	...	3	4	2
1	1,13	3,06	27	3,95	1,66	1	32	55	4	1,83	77
53	35	...	64	2,70	19	32	66	3	59	1,60	13
41	19	4,76	7	10,38	1,73	17	1,87	43	2,56	9,30	3,67
24	7,24	6,17	4	1,46	1,08	...	3,86	57	...	1,17	2,41
4	3,72	2,95	46	1,83	2,19	61	2,16	1	...	1,16	...
...	...	15,74	...	...	1,13,40	...	...	42,72	...	4,12	96,84
...	...	...	...	60	57	...	46	...	...	...	1,57
2,65	22,42	42,31	3,72	22,79	23,98	2,28	10,05	6,22	2,37	17,35	11,66
1,01	1,61	...	1,35	1,97	38	32	32	...	2,02	90	...
21,33	41,77	76,83	13,05	51,68	1,49,58	8,93	21,49	53,91	54,60	40,57	1,47,04

Value of stores purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Oudh and Rohilkhand.			South Indian.			Assam Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	1	1	2	...	1,83	2	7
(B) Engineer's plant excluding petty tools.	...	3	1	2	10	...	...	3	...
(C) Workshop Machinery and Heavy Tools.	...	1	...	1	2	...	...	10	...
(D) Permanent-way:—									
(a) Rails ...	...	...	...	...	...	...	...	...	...
(b) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(c) Cast iron sleepers	...	...	17	...	...	...	...	...	...
(d) Chairs and Fastenings.	...	...	12	...	...	85	...	3	19
(E) Rolling-stock:—									
(a) Locomotives and spare parts.	62	8	1	1,80	8	...	1	69	1
(b) Coaching stock ...	...	...	...	81	17	...	...	...	18
(c) Goods stock ...	...	...	...	72	85	...	...	...	...
(d) Spare parts Coaching and Goods stock.	2,37	74	11	15	19	...	12	35	1
(e) Motor cars ...	1	...	...	...	...	...	...	...	...
(F) Building and Station Materials and Fencing	...	28	18	8	37	14	...	26	6
(G) Tools and Stores:—									
(a) Tools and Cutlery	7	49	28	3	28	2	...	80	1
(b) Steel (excluding permanent-way materials).	2	1,58	68	6	28	1	7	2,02	2
(c) Iron (excluding permanent-way materials).	8	14	59	14	24	12	...	24	1
(d) Other metals ...	2	11	...	...	57	9	2	54	9
(e) Coal and Coke ..	...	...	6,55	...	...	16,64	...	...	9,29
(f) Portland cement...	...	3	6	...	15	2	...	41	48
(g) All other stores ...	36	2,47	5,93	40	4,11	3,32	...	4,37	1,62
(H) Electrical plant and materials.	87	22	3	3	45	9	...	24	...
Total ...	3,92	6,18	14,73	4,26	7,88	21,30	2,05	10,10	12,04

DIX 25—concl'd.

financial year 1917-18 showing in thousands of rupees :—

imported direct.
stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Bengal and North-Western.			Burma.			Bohilkund and Kumaon.			Total expenditure for railways who have reported for 1917-18.		
A	B	C	A	B	C	A	B	C	A	B	C
...	21	...	...	...	...	...	...	...	1,84	46	25
...	1	...	...	3	...	...	...	...	50	1,53	23
12	1	1	...	...	...	...	1	...	3,19	3,51	11
...	...	...	...	...	...	...	...	...	1	2,39	4,31
...
...	...	...	...	...	...	...	...	...	1	...	8,45
...	...	...	...	...	...	...	...	...	2,09	32	4,99
19	19	2	31	66	...	19	6	1	56,10	4,73	3,55
...	...	...	4	...	...	1	4	1	1,29	21	1,12
62	...	...	...	...	...	8	...	...	2,14	87	23,52
...	...	...	10	14	...	4	...	1	33,81	14,43	7,33
...	...	...	...	...	...	...	4	...	4	18	2
...	5	3	2	10	37	...	2	...	53	10,63	8,49
...	20	4	...	38	...	...	6	1	2,79	10,68	1,05
...	1,10	...	21	36	...	...	3	...	5,31	42,96	11,91
5	28	10	...	36	...	2	10	...	75	19,39	15,70
34	40	2	4	15	...	4	21	...	2,71	16,50	5,93
...	...	7,53	...	...	9,75	...	...	3,53	...	4,12	3,78,15
...	3	...	...	18	...	...	1	...	...	2,42	3,17
33	3,99	5,39	32	2,52	3,12	1	84	1,05	14,48	1,31,61	1,26,42
29	6	...	17	31	...	...	12	...	7,18	10,82	52
1,94	6,53	13,14	1,21	5,14	18,24	39	1,54	4,62	1,31,93	2,78,25	6,00,20

* These figures include a total of Rs. 12 lakhs and eighty-nine thousand being the cost of materials purchased for supply to overseas forces or stores purchased in replacement of such supplies for all railways except the Eastern Bengal and Bengal-Nagpur Railways.

Number of servants of all races employed on each railway system (open lines only) and the

RAILWAY SYSTEM.	NUMBER OF SERVANTS EMPLOYED.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	610	607	846	921	42,349	44,617	43,805	46,145
Bombay, Baroda and Central India	621	620	763	708	*59,158	59,581	*60,542	60,909
Eastern Bengal	381	348	611	611	39,899	40,881	40,891	41,840
East Indian	1,507	1,409	1,407	1,334	101,486	1,04,801	104,380	1,07,544
Great Indian Peninsula	1,469	1,467	1,269	1,342	*95,768	1,00,554	198,506	1,03,363
Madras and Southern Mahratta	280	264	1,888	1,875	45,195	45,448	47,363	47,587
Nizam's Guaranteed State	105	108	825	306	11,551	11,871	11,981	12,285
North Western	1,087	1,133	697	659	91,309	93,735	93,093	95,527
Oudh and Rohilkhand	222	246	369	326	24,614	24,638	25,205	25,210
South Indian	184	180	1,152	1,102	25,871	26,279	27,207	27,561
Assam-Bengal	57	59	229	219	9,320	9,910	9,606	10,188
Bengal and North-Western	123	119	198	188	23,009	24,026	23,330	24,333
Bengal Doonars	7	7	4	4	1,664	1,722	1,675	1,733
Bhavnagar State	2	2	13	11	1,970	2,020	1,935	2,033
Burma	126	109	499	437	18,614	18,638	19,239	19,239
Dibru-Sadiya	14	14	...	...	2,008	2,017	2,022	2,031
Gondal-Porbandar State	1	1	12	8	1,777	1,791	1,790	1,800
Jamnagar	1	1	...	...	319	321	320	322
Jodhpur-Bikaner	18	17	17	15	7,622	7,477	7,657	7,509
Junagad State	1	1	4	4	803	865	808	870
Morvi	...	...	...	...	516	521	516	521
Mysore-Arsikere ††	...	...	3	16	452	751	455	767
Rohilkund and Kumaon	32	29	32	34	4,549	4,594	4,613	4,657
Udaipur-Chitorgarh	1	1	...	...	366	366	367	367
Ahmadpur-Katwa	...	...	...	...	...	227	...	227
Arrah-Sasaram Light	1	1	2	2	292	282	295	285
Dangalore-Chik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	2	1	2	1	440	425	444	427
Barasat-Basirhat Light	...	...	2	1	383	404	385	405
Barsi Light	6	5	43	34	960	925	1,009	964
Bengal Provincial	...	...	1	1	277	316	278	317
Bukhtiarpur-Bihar Light	1	...	1	...	186	218	188	218
Burdwan-Katwa	...	...	2	1	400	356	402	357
Champanor-Shivrajpur-Pani Light§	2	2	...	...	537	517	539	519
Cutch State	1	1	...	...	181	181	182	182
Dehri-Rohitas Light	1	1	...	...	208	204	209	205
Dholpur-Dari	1	1	...	...	234	270	235	271
Godhra-Lunavada	†	†	†	†	†	†	†	†
Jessore-Jhonidah	...	...	1	1	*273	250	*274	251
Kalighat-Falta	...	...	...	...	...	262	...	262
Kolar District	††	††	††	††	††	††	††	††
Madaya Light	††	††	††	††	††	††	††	††
Nadiad-Kapadvanj	††	††	††	††	††	††	††	††
Shahdara (Delhi)-Saharanpur Light	4	4	1	1	625	627	630	632
Tampore-Balipara Light	3	3	1	1	299	261	303	265
Darjeeling-Himalayan	27	25	22	16	1,886	1,990	1,935	2,031
Gwalior Light	8	3	1	1	522	522	526	526
Howrah-Amra Light	4	5	4	...	840	776	848	781
Howrah-Sheakhala Light	...	...	...	...	183	187	183	187
Jagadhri Light	...	...	...	...	40	40	40	40
Jorhat (Provincial)	1	1	...	...	177	190	178	191
Kulasokarnapatnam-Tiasian villai Light	1	1	4	3	90	87	95	91
Tarikere-Narasimharajapura	††	††	††	††	††	††	††	††
TOTAL	6,907	6,796	10,425	10,233	6,19,202	6,36,936	6,36,534	6,53,964

DIX 26.

amounts deposited by them in the Provident Fund at the close of the financial year 1917-18.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1917, including interest to that date.				REMARKS
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
10	11	12	13	14	15	16
		Rs.	Rs.	Rs.	Rs.	
718	7,909	3,17,491	53,47,962	50,03,193	1,06,68,945	* Revised.
574	11,515	1,68,518	82,67,355	79,43,847	1,63,79,620	
434	9,508	64,825	43,14,460	37,20,844	81,00,129	† Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
6,842	19,153	†	†	†	2,76,11,914	
...	16,672	...	...	...	2,35,70,000	
...	14,933	...	71,54,231	46,81,494	1,18,35,725	
...	2,379	...	15,17,273	14,13,860	29,31,133	
759	15,323	1,50,996	95,26,918	89,57,325	1,89,35,239	
128	4,086	26,540	24,78,843	22,50,050	47,55,438	
47	6,606	23,301	36,27,432	33,01,466	69,57,139	
...	1,866	...	12,34,960	8,71,370	31,06,230	
6	3,049	245	14,91,379	14,29,013	29,20,537	
...	208	13	1,16,926	79,883	1,98,828	
153	822	21,859	1,89,165	1,66,781	3,77,805	
...	3,886	...	29,13,390	26,15,785	55,59,175	
...	
25	314	5,651	83,544	74,860	1,64,035	
11	66	2,352	23,568	21,120	47,040	
125	1,176	7,764	3,73,364	3,45,510	7,26,633	
49	192	4,441	41,435	39,826	85,702	
...	215	...	35,043	4,721	39,764	‡ Includ deaths Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura railways.
1	309	37	8,444	3,804	12,245	
1	752	2,715	3,38,593	3,29,650	6,70,958	
...	51	...	17,792	33,579	41,371	
...	41	...	9,483	7,881	17,364	
...	
...	80	...	9,356	9,438	18,794	
...	281	...	67,110	63,805	1,30,915	
...	83	...	17,361	8,703	26,264	
...	35	...	4,055	4,752	9,407	
...	114	23,671	13,532	14,853	52,056	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	...	...	...	...	...	¶ Contributions by a depositor who has since become a compulsory depositor.
...	18	...	165	165	830	
...	...	...	...	...	...	¶¶ Included with the Champaner-Shivrajpur-Pani Light railway.
...	...	...	...	...	...	¶¶¶ Included with the Mysore-Arukere railway.
...	141	...	50,495	50,982	1,01,477	¶ Information not available
...	
...	357	...	1,55,460	**1,42,830	2,98,290	** Includes interest on compulsory deposits and bonus.
...	58	...	5,841	3,997	9,838	
...	261	...	62,524	49,571	1,12,095	
...	21	...	3,717	4,379	8,096	
...	42	607	24,550	14,440	39,797	
...	
9,373	1,22,020	8,26,226	4,95,56,231	4,33,54,022	14,49,18,393	

APPENDIX 27.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1917-18.

RAILWAY SYSTEM.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY ADMINISTRATION.				COST OF TOTAL FORCE TO THE RAILWAY ADMINISTRATION.		REMARKS.
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur	39	1,234	66,746	1,02,694	16,384	1,85,824	67.72	0.61	
Bombay, Baroda and Central India	196	2,909	1,24,612	2,08,132	42,924	4,35,668	113.97	0.08	
Eastern Bengal	164	1,860	2,657	95,038	1,429	99,124	57.48	0.01	
East Indian	121	3,074	1,15,643	2,49,406	87,501	4,52,610	163.09	0.02	
Great Indian Peninsula	53	1,670	99,967	1,82,664	37,657	3,20,288	102.96	0.01	
Madras and Southern Mahratta	64	2,075	49,347	2,40,794	86,669	3,26,810	103.69	0.03	
Nizam's Guaranteed State	69	509	44,849	58,440	19,207	1,22,496	136.71	0.05	
North Western . . . . .	...	2,471	...	2,67,259	1,732	2,68,991	51.00	0.01	
Oudh and Rohilkhand . . . . .	...	604	...	53,955	5,208	59,163	36.80	0.01	
South Indian . . . . .	...	459	...	2,24,696	...	2,24,696	122.31	0.03	
Assam-Bengal	17	424	27,969	45,314	10,876	84,159	87.91	0.04	
Bengal and North-Western	54	724	4,288	57,166	3,119	64,578	31.56	0.01	
Bengal Doon	1	29	...	...	...	2,691	17.59	0.01	
Bhavnagar State	17	77	...	...	...	21,800	87.97	0.05	
Burma	64	595	75,028	85,691	27,715	1,88,434	117.88	0.04	
Dibru-Sadiya	1	9	1,680	4,020	115	5,815	67.60	0.02	
Gondal-Porbandar State	16	61	...	...	...	15,622	67.50	0.03	
Jamnagar	1	10	...	...	...	2,927	58.20	0.04	
Jodhpur-Bikaner	10	180	4,317	18,507	2,276	25,100	18.87	0.01	
Junagad State	6	20	1,190	3,600	3,321	8,111	67.09	0.04	
Morvi	5	29	905	3,722	1,148	5,835	62.86	0.03	
Mysore-Arsikere	5	30	30	536	12	578	5.60	0.03	
Rohilkund and Kumaon	10	261	1,524	19,512	1,680	22,716	39.77	0.02	
Arrah-Sasaram Light . . . . .	...	6	...	493	...	493	7.56	0.01	
Bangalore-Chik Ballapur Light.*	6	41	394	4,974	153	5,521	54.12	0.04	* Including Kolar District railway.
Baraset-Basirhat Light . . . . .	...	6	...	1,478	...	1,478	0.28	0.01	
Barsi Light . . . . .	...	41	...	4,306	60	4,366	37.00	0.02	
Bukhtiarpur-Bohar Light . . . . .	...	11	...	1,277	...	1,277	0.38	0.03	
Champaner-Shivrajpur-Pani Light . . . . .	...	2	...	281	...	281	8.67	0.01	
Dohri-Bohtas Light . . . . .	...	8	...	672	...	672	28.15	...	
Dholpur-Bari . . . . .	...	8	...	395	5	400	7.74	...	
Godhra-Lunavada . . . . .	...	4	...	546	...	546	21.45	0.02	
Kolar District† . . . . .	...	...	...	...	...	...	...	...	† Included with the Bangalore-Chik Ballapur Light Railway.
Nadiad-Kapadvanj . . . . .	...	10	...	1,439	...	1,439	51.37	0.03	
Shahdara (Delhi)-Saharanpur Light . . . . .	...	31	...	2,224	...	2,224	24.04	0.01	
Darjeeling-Himalayan . . . . .	...	9	...	1,434	...	1,434	...	...
Howrah-Amta Light . . . . .	...	14	...	1,852	...	1,852	42.21	0.01	
Howrah-Sheakhala Light . . . . .	...	1	...	202	...	202	0.10	...	
Gwalior Light	1	51	...	...	...	6,748	26.99	0.01	
Jagadhri Light . . . . .	...	5	...	516	...	516	154.98	0.04	
Tarikere-Narasimharajapura	1	6	184	420	100	654	24.21	0.03	

APPENDIX 28.

Transactions of the Fine Funds for the financial year 1917-18.

RAILWAY SYSTEM.	ASSETS.				DISBURSEMENTS.						Balance on 31st March 1918.
	Balance on 31st March 1917.	Fines and bonus forfeited during 1917-18.	Interest on balance.	Total.	Hospitals for sick employes.	Compensation allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	41,273	39,368	1,039	81,723	7,397	1,334	7,635	13,240	7,168	36,814	44,909
Bombay, Baroda and Central India	1,962	12,256	436	14,674	200	2,297	5,669	2,330	7,839	2,849	11,335
Eastern Bengal	1,161	11,364	63	12,588	—	—	—	2,312	1,105	10,437	2,131
East Indian	1,03,179	85,757	2,913	1,96,849	1,100	2,052	2,473	24,336	17,006	53,029	1,43,812
Great Indian Peninsula	12,248	46,201	164	59,213	—	606	3,069	11,233	14,899	28,798	30,459
Madras and Southern Mahratta	31,959	9,878	1,029	42,866	100	128	—	—	3,612	3,840	39,656
Nizam's Guaranteed State	29,810	2,220	1,375	33,405	500	—	—	1,094	4,061	5,515	27,840
North Western	37,680	36,841	1,627	75,648	—	600	4,395	12,965	2,740	20,700	54,948
Oudh and Rohilkhand	14,034	8,696	506	23,236	—	—	8,268	32	2,784	8,804	14,439
South Indian	53,391	6,322	4,814	65,027	—	1,725	3,006	468	330	5,577	59,450
Assam-Bengal	15,422	8,572	653	23,341	500	250	2,679	3,218	624	6,366	17,075
Bengal and North-Western	2,47,334	13,841	12,479	2,73,654	—	248	1,918	5,125	2,078	9,469	2,64,185
Bengal Doars	3,122	2,039	93	5,314	—	—	600	1,407	—	2,007	3,307
Bhavnagar State	2,791	257	80	3,228	—	48	—	200	379	622	2,606
Burma	8,774	5,623	—	14,397	—	—	25	1,275	2,378	3,678	10,719
Gondal-Forbandar State	3,678	598	95	4,371	—	—	—	1,015	500	1,515	2,856
Jamnagar	795	77	34	896	—	—	—	—	351	351	348
Jodhpur-Bikaner	12,968	8,127	223	21,317	200	—	2,778	3,524	2,505	10,707	4,610
Junagad State	1,292	74	40	1,406	—	—	—	—	—	—	1,406
Morvi	1,708	224	—	1,932	—	—	127	—	—	127	1,805
Rohilkund and Kumaon	60,605	24,006	1,988	86,799	—	—	—	3,160	26,187	19,347	57,432
Udaipur-Chitorgarh	981	46	—	1,027	—	—	—	—	—	—	1,027
Bangalore-Cbik Ballapur Light, Kolar District, Mysore-Araikere and Tarikere Narasimharajapura	206	259	1	466	—	—	22	—	—	22	44
Barsi Light	999	269	—	1,268	—	—	—	63	—	63	1,305
Bengal Provincial	43	48	—	91	—	—	—	—	—	—	91
Champaner-Shivrajpur-Pani Light, Godhra-Luna vada and Nadiad-Kapadvanj	245	247	—	492	—	—	—	107	16	123	369
Dehri-Rohtas Light	207	82	—	289	—	45	—	—	—	45	244
Dhulpur-Bari	190	134	—	324	—	—	—	—	192	192	138
Shahdara (Delhi)-Saharanpur Light	243	373	—	615	—	—	—	—	—	—	615
Terpore-Balipara Light	73	76	—	149	—	—	—	—	56	56	94
Darjeeling-Himalayah	1,084	969	—	2,073	—	—	—	300	2	302	1,771
Jagadhari Light	194	64	—	258	—	—	—	—	—	—	258
Jorhat (Provincial)	646	103	20	769	—	—	—	—	101	101	669

* Due to heavy depreciation in securities.

Number of persons reported, during the twelve months ended the 31st March 1918 as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Uaroda and Central India.	Eastern Bengal.	East Indian.
PASSENGERS.						
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	34	2	2	...
		Injured	105	13	2	2
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	From falling between trains and platforms ...	Killed	1	4	...	15
		Injured	4	7	1	20
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	1	1	...	1
		Injured	10	16	...	0
3	Whilst crossing the line at stations ...	Killed ... ..	...	2	1	5
		Injured	2	2	...	3
4	By closing of carriage doors ...	Killed ... ..	...	...	...	...
		Injured ... ..	...	1	...	2
5	Falling out of carriages during the travelling of trains.	Killed	1	11	3	13
		Injured	21	101	20	50
6	Other accidents ...	Killed ... ..	...	1	...	3
		Injured ... ..	...	18	1	2
	TOTAL ...	Killed	3	19	4	37
		Injured	36	145	23	87
	TOTAL PASSENGERS ...	Killed	37	21	6	37
		Injured	141	158	25	89
SERVANTS.						
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	7	3	...	...
		Injured	45	10	...	24
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	Whilst coupling or uncoupling vehicles ...	Killed ... ..	...	1	...	1
		Injured ... ..	...	10	2	16
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	2	...	...	...
		Injured	4	...	...	1
3	Whilst passing over or standing upon buffers during shunting.	Killed	2	...	...	...
		Injured	1	1	...	2
4	Whilst getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	1	...	...	1
		Injured	3	3	...	7
5	Whilst braking, spragging, or chocking wheels	Killed ... ..	...	...	...	...
		Injured	1	...	...	7
6	Whilst attending to ground points, marshalling trains, etc.	Killed ... ..	...	...	...	...
		Injured ... ..	...	...	...	3
7	Whilst moving vehicles by capstans, turntable props, etc., during shunting.	Killed ... ..	...	...	...	...
		Injured	1	...	...	1
8	By other accidents during shunting operations not included in the preceding.	Killed	1	...	2	4
		Injured	4	...	9	5
	Carried over ...	Killed	6	1	2	6
		Injured	14	14	11	45

DIX 29.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bombay and North-Western.	Postal number.
11	...	...	4	...	1	...	...	1
43	1	...	46	11	7	...	...	2
7	...	...	14	2	1	...	...	3
1	1	1	18	1	1	...	1	4
...	2	1	10	...	8	...	2	5
3	5	3	19	7	12	...	2	6
2	...	...	5	...	...	...	1	7
1	...	...	5	...	...	...	1	8
...	...	...	1	...	...	...	...	9
...	1	...	...	...	...	...	...	10
15	4	1	30	9	6	1	3	11
42	27	12	150	29	28	4	35	12
4	...	...	6	...	2	...	...	13
4	4	...	10	...	4	...	...	14
28	6	2	66	11	17	1	6	15
51	38	16	197	37	45	4	30	16
39	6	2	70	11	18	1	6	17
99	39	16	243	48	52	4	39	18
16	1	...	8	...	...	...	...	19
54	10	...	19	7	7	5	...	20
4	...	1	6	...	...	1	...	21
23	6	2	12	3	2	1	2	22
...	1	...	...	...	...	...	...	23
...	...	...	5	...	...	...	...	24
...	...	...	1	...	1	...	1	25
...	...	...	1	...	1	...	1	26
...	1	...	6	1	...	...	...	27
1	2	...	10	1	1	1	...	28
...	...	...	...	...	...	...	...	29
2	...	...	...	...	...	...	...	30
2	...	...	1	...	...	...	...	31
...	1	...	2	...	...	...	...	32
...	...	...	1	...	...	...	...	33
1	...	...	...	...	...	...	...	34
3	...	...	11	1	2	...	1	35
20	5	3	10	...	5	...	1	36
9	2	1	28	2	3	1	2	37
42	14	5	40	4	9	2	4	38

Number of persons reported, during the twelve months ended the 31st March 1918, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
SERVANTS - <i>concl'd.</i>						
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—<i>concl'd.</i>						
	Brought forward ...	Killed ...	6	1	2	6
		Injured ...	14	14	11	45
9	From falling off engines, etc., during the travelling of trains.	Killed ...	1	...	...	1
		Injured ...	4	...	3	9
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...
		Injured ...	2	1	...	3
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	2	1	3
		Injured ...	6	4	5	10
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	1
		Injured ...	1	2	...	3
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	1	6
		Injured ...	1	...	...	2
14	Whilst attending to gates at level-crossings ...	Killed ...	...	...	3	3
		Injured ...	...	...	1	1
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	7	10	3	27
		Injured ...	11	13	3	20
16	From being caught between vehicles ...	Killed ...	...	...	5	...
		Injured ...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	1	5
		Injured ...	4	...	...	3
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	1	...	10
		Injured ...	...	1	...	3
19	Miscellaneous ...	Killed ...	...	11	8	19
		Injured ...	9	12	6	25
	TOTAL ...	Killed ...	14	25	24	81
		Injured ...	52	47	29	124
	TOTAL SERVANTS ...	Killed ...	21	28	24	81
		Injured ...	97	57	29	148
OTHERS.						
1	Whilst passing over the railway at level crossings.	Killed ...	5	7	4	12
		Injured ...	3	17	2	11
2	Troppers ...	Killed ...	111	112	142	225
		Injured ...	29	53	44	47
3	Suicides ...	Killed ...	40	11	...	58
		Injured ...	1	...	...	3
4	Miscellaneous ...	Killed ...	47	2	1	12
		Injured ...	4	...	2	9
	TOTAL OTHERS ...	Killed ...	208	132	147	307
		Injured ...	27	70	48	70
	TOTAL ALL CLASSES ...	Killed ...	261	181	177	425
		Injured ...	275	265	102	307

DIX 29 - contd.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
9	3	1	26	2	3	1	3	1
46	14	5	40	4	9	2	4	2
2	1	...	2	...	...	...	1	3
19	1	1	15	...	5	...	1	4
1	...	...	...	...	...	...	...	5
1	...	...	...	...	...	...	...	6
5	2	...	4	...	...	...	...	7
15	2	...	14	2	1	1	...	8
1	...	...	1	...	...	...	...	9
27	2	...	9	1	...	...	...	10
4	...	...	2	...	...	...	...	11
2	1	...	3	...	...	...	...	12
2	1	...	1	2	...	...	...	13
46	5	...	18	5	...	...	...	14
30	3	...	10	1	...	...	1	15
3	1	...	5	...	...	...	...	16
10	1	...	2	...	...	...	...	17
2	2	...	4	...	...	...	...	18
2	2	...	4	1	1	...	...	19
1	2	...	5	...	1	...	1	20
1	1	...	1	2	...	...	1	21
3	1	...	7	7	3	1	2	22
10	10	...	21	3	4	3	1	23
73	17	1	75	16	7	2	7	24
162	36	7	119	19	20	6	7	25
89	18	1	83	16	7	2	7	26
216	45	7	138	26	27	11	7	27
1	1	2	3	...	6	...	...	28
6	6	...	2	...	7	...	...	29
149	78	22	159	76	47	20	102	30
29	31	4	37	20	21	10	55	31
16	23	...	21	32	14	...	6	32
...	...	...	...	2	2	...	...	33
1	...	4	14	3	2	...	...	34
1	...	5	8	1	4	...	3	35
167	101	28	197	110	70	20	106	36
36	40	9	47	23	34	10	63	37
295	125	31	350	137	95	23	121	38
351	125	32	428	97	113	25	109	39

Number of persons, reported, during the twelve months ended the 31st March 1918, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured	Bengal Dooars.	Bhavnagar State.	Burma.	Dibra-Sadiya.	Gondal-Porbandar State.	Jamnagar
PASSENGERS.								
...	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS ETC.								
1	From falling between trains and platforms ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	7	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
3	Whilst crossing the line at stations ...	Killed ...	...	...	1	...	...	...
		Injured ...	...	1	1	...	...	...
4	By closing of carriage doors ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falling out of carriages during the travelling of trains.	Killed ...	...	...	4	...	...	...
		Injured ...	...	...	17	...	2	1
6	Other accidents ...	Killed ...	...	8	...	...	...	...
		Injured ...	...	1	...	...	...	...
	TOTAL ...	Killed ...	...	8	5	...	...	...
		Injured ...	...	2	26	...	2	1
	TOTAL PASSENGERS ...	Killed ...	...	8	5	...	...	...
		Injured ...	...	2	26	...	2	1
SERVANTS.								
...	From accidents to trains, etc.—see Appendices 30 and 31.	Killed ...	...	...	8	...	...	...
		Injured ...	...	...	2	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	...	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	1	...	...	...	...	...
		Injured ...	1	...	4	...	...	...
5	Whilst braking, spragging, or chocking wheels	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	8	...	...	...
		Injured ...	...	...	...	...	...	...
	Carried over ...	Killed ...	1	...	4	...	...	...
		Injured ...	1	...	6	...	...	...

DIX 29—contd.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable the nature and causes of the death or injury.

Jodhpur- Bikaner.	Junagadh State.	Morvi.	Mysore Arsikere.	Rohilkhand and Kumaon.	Udaipur- Chitorgarh.	2 1/2" and 3 0" gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Fatal number.
						Total.	Total previous year.	1917-18.	1916-17.	
...	1	54	15	
...	2	8	237	241	
...	44	26	
...	1	...	...	...	58	45	1
...	26	27	
...	2	1	1	4	93	103	2
...	1	...	...	...	18	25	
1	17	21	3
...	1	...	
...	4	9	4
...	3	...	...	...	104	128	
16	8	...	12	9	574	631	5
2	1	21	23	
1	1	8	45	56	6
2	4	...	...	1	214	229	
16	10	1	14	21	792	858	
2	4	...	...	2	268	244	
18	10	1	16	29	1,029	1,099	
2	40	22	
6	5	...	12	9	206	138	
...	1	...	15	25	
2	7	4	91	71	1
...	3	2	
1	1	11	10	2
...	6	6	
...	7	18	3
...	1	1	12	19	
...	24	41	4
...	2	
...	1	...	12	9	5
...	3	5	
...	1	...	7	9	
...	1	...	
...	3	3	7
1	1	...	20	24	
1	1	...	1	...	65	58	8
1	3	1	70	83	
4	1	...	10	5	230	21	

Number of persons reported, during the twelve months ended the 31st March 1918, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured	Bengal-Doonars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal-Porbandar State.	Jamnagar
SERVANTS—concl'd.								
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—concl'd.								
	Brought forward	Killed	1/	...	4	...	...	...
		Injured	1	...	6	...	...	...
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	...	...	...	...
		Injured	...	2	...	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	...	3	...	...	...
		Injured	...	...	3	1	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	1	...	...	...
		Injured	...	...	1	...	...	...
14	Whilst attending to gates at level-crossings	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	...	...	2	...	...	...
		Injured	...	...	1	...	...	...
16	From being caught between vehicles	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	1	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	...	...	1	...	...
		Injured	...	...	2	...	...	...
19	Miscellaneous	Killed	...	...	2	...	...	...
		Injured	...	...	3	...	...	...
	TOTAL	Killed	1	...	13	1	...	...
		Injured	1	2	18	1	1	...
	TOTAL SERVANTS	Killed	1	...	15	1	...	...
		Injured	1	2	20	1	1	...
OTHERS.								
1	Whilst passing over the railway at level crossings.	Killed	...	...	2	...	...	...
		Injured	...	...	1	...	...	...
2	Trespassers	Killed	5	2	54	5	1	...
		Injured	1	2	29	3	...	...
3	Suicides	Killed	...	...	1	...	...	...
		Injured	...	...	...	...	...	...
4	Miscellaneous	Killed	...	1	...	1	...	...
		Injured	1	...	...	1	...	...
	TOTAL OTHERS	Killed	5	3	57	6	1	...
		Injured	2	2	30	4	...	...
	TOTAL ALL CLASSES	Killed	6	6	77	7	1	...
		Injured	3	6	76	5	3	1

DIX 29—concl'd.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State	Morvi.	Mysore-Araikere.	Rohilkhand and Kumaon.	Udaipur Chitorgarh.	2' 6" and 3' 6" Gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
						Total.	Total previous year.	1917-18.	1916-17.	
1	8	1	70	89	
6	1	...	10	5	230	216	
2	2	1	16	15	
...	1	...	...	...	3	61	58	9
...	1	3	10
...	7	14	10
5	2	...	...	...	22	17	11
...	3	2	71	47	11
...	8	8	12
...	1	46	19	12
...	1	10	27	13
...	12	30	13
...	12	11	14
...	2	...	2	8	14
...	1	...	125	134	15
...	4	...	96	104	15
...	14	16	16
1	1	1	16	12	16
...	12	11	17
...	16	18	17
...	1	...	23	22	18
...	11	15	18
1	1	...	...	...	...	...	...	66	80	19
4	2	...	118	124	19
2	1	...	...	2	...	7	3	363	403	
14	1	1	...	19	12	666	659	
4	1	...	...	2	...	7	3	409	425	
20	1	6	...	31	21	592	797	
...	1	...	44	48	1
...	55	39	2
8	...	1	...	18	...	18	7	1,350	1,263	2
5	10	...	20	24	453	454	3
1	8	...	5	3	235	239	3
...	8	9	4
...	1	2	89	91	4
1	7	7	52	38	4
9	...	1	...	26	...	20	12	1,718	1,731	
6	10	...	27	21	58	540	
15	1	1	...	22	...	27	17	2,304	2,400	
44	1	28	1	74	51	2,439	2,433	

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	BENGAL-NAGPUR.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	2	5	34	104	3	33	37	137
3. Collisions between goods trains or parts of goods trains.	...	20	20	...	...	1	4	1	4
4. Collisions between light engines	8	8	...	...	...	2	...	2
5. Passenger trains or parts of passenger trains leaving the rails.	...	15	15	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	56	56	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	20	20	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	24	24	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	158	158	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	81	31	*1	*2	2	2	6	4
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines
12 (a). The bursting of tubes, etc., of engines.
13 The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres
15. Ditto of wheels	1	1	...	...	...	...	...	...
16. Ditto of axles ...	1	3	4	...	...	1	...	1	...
17. Ditto of brake apparatus	1	1	...	...	...	...	...	...
18. Ditto of couplings	238	238	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails	86	36	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	7	7	...	...	...	...	...	...
22 Slips in cuttings or embankments	17	17	...	...	...	...	...	...
23. Fire in trains	10	10	...	...	...	4	...	4
24. Fire at stations, or involving injury to bridges or viaducts.	...	8	8	...	...	...	...	...	...
25. Other accidents ...	1	74	75	...	1	...	...	...	1
Total all classes	5	725	730	†38	†107	7	45	45	152

* Not passengers.

† Of these four were not passengers.

‡ Of these two were not passengers.

DIX 30.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.									EASTERN BENGAL.									Number of hearings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.	
1	...	1	2	5	...	...	2	5	...	...	...	...	...	...	...	...	...	1
1	3	4	...	7	...	5	...	12	1	...	1	...	...	...	...	...	...	2
1	9	10	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	10	10	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	4
1	15	16	...	...	...	...	...	...	12	...	12	2	2	...	...	2	2	5
1	21	22	...	...	...	...	...	...	1	1	1	...	...	...	...	...	...	6
...	3	3	...	...	...	...	...	...	1	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	622	622	...	...	...	...	...	...	1	246	247	...	...	...	...	...	...	9
1	18	19	*1	*13	...	...	1	13	3	6	9	*1	*1	...	...	1	1	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	53	58	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	12(a)
...	135	135	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	13
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	8	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	331	302	...	...	2	2	2	2	...	17	17	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	52	52	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	20
4	10	14	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	21
2	4	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
1	175	176	...	1	1	...	1	1	...	8	8	...	...	...	...	...	...	25
14	1,454	1,468	43	126	3	10	6	26	21	310	331	43	43	...	...	3	3	

* Not (e) passenger.
 † One of these was not a passenger.
 ‡ Of these 131 were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	EAST INDIAN.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1820.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	1	2	3	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	3	3	6	...	...	...	5	...	5
4. Collisions between light engines ...	1	...	1	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails.	2	6	8	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	7	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	7	8	...	...	...	4	...	4
8. Trains running into stations or siding at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	603	603	...	...	...	...	...	...
10. Trains running over obstructions on the line.	8	20	28	*6	*7	...	...	6	7
11. Trains running through gates at level-crossings.	...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	2	2	...	...	...	...	...	...
12. (a). The bursting of tubes, etc., of engines.	...	27	27	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	62	62	...	...	...	...	...	...
14. The failure of tyres ...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	2	2	...	...	...	...	...	...
16. Ditto of axles ...	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings ...	5	312	317	...	2	...	2	...	4
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails ...	...	8	8	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	0	1	5	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	1	1	...	...	...	...	...	...
23. Fire in trains ...	3	9	13	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridge or viaducts.	...	4	4	...	...	...	...	...	...
25. Other accidents ...	17	4	66	...	*4	...	12	...	16
Total all classes ...	46	1,173	1,179	*6	†13	...	24	6	73

* No passengers.

† Of these eleven were not passengers.

DIX 30—contd.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
4	8	12	10	39	5	10	15	49	1	1	2	...	...	...	...	...	...	2
...	2	103	105	...	5	1	25	1	30	...	1	1	...	...	...	...	...	3
...	8	8	...	...	...	1	...	1	...	1	1	...	...	...	1	...	...	4
...	20	20	...	...	...	...	...	...	5	1	6	...	...	...	...	...	...	5
...	414	414	...	...	...	8	...	8	...	5	5	...	...	...	...	...	...	6
...	39	39	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
...	18	18	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	841	841	...	...	...	...	...	...	2	814	816	...	...	...	...	...	...	9
...	36	36	...	2	...	...	...	2	3	13	15	...	5	...	7	...	12	10
...	6	6	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	101	101	...	...	...	...	...	...	...	102	102	...	...	...	...	...	...	12(a)
...	226	226	...	...	...	1	...	1	...	60	60	...	...	...	...	...	...	13
...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	15
1	21	22	...	1	...	...	...	1	1	...	1	...	...	...	...	...	...	16
...	3	3	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	17
4	515	519	...	1	4	5	4	6	1	35	36	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	22	22	...	...	...	...	...	...	...	70	70	...	...	...	...	...	...	20
1	4	5	...	...	...	...	...	...	2	16	20	...	...	...	...	...	...	21
1	7	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	185	186	1	2	6	8	7	10	...	6	6	...	...	...	...	...	...	23
...	46	46	1	...	...	...	1	...	...	7	7	...	...	...	...	...	...	24
...	259	259	...	3	...	1	...	4	1	105	106	...	1	1	2	1	2	25
14	2,582	2,696	113	153	16	54	28	107	17	1,249	1,266	...	15	1	70	1	16	

* Not (a) passenger(s).
 † Of these five were not passengers.
 ‡ Of these one was not a passenger.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	NIZAM'S GUARANTEED STATE.								
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1880.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	91	91	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.	...	461	461	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	7	7	...	...	...	...	...	...
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines	1	1	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	18	18	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	55	55	...	...	...	...	...	...
14. The failure of tyres
15. Ditto of wheels
16. Ditto of axles	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus
18. Ditto of couplings...	...	7	7	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	10	10	...	...	...	...	...	...
22. Slips in cuttings or embankments
23. Fire in trains	4	4	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	8	8	...	...	...	...	...	...
25. Other accidents	41	41	...	...	...	...	...	...
Total all classes	703	703	...	...	...	...	...	...

DIX 30—contd.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

NORTH WESTERN.									ODISH AND ROHILKHAND.									Number of bearings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1
6	2	8	...	21	...	4	...	25	1	2	3	...	...	...	6	...	6	2
7	50	57	...	3	5	8	5	11	...	1	1	...	...	...	...	...	...	3
1	23	30	...	...	...	5	...	5	...	...	...	...	...	...	...	...	...	4
8	6	14	...	...	...	...	...	...	1	...	1	...	6	...	...	...	6	5
...	337	337	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	6
...	10	10	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	...	1	...	1	...	4	...	...	...	4	8
...	653	652	...	...	...	...	...	...	...	184	184	...	...	...	...	...	...	9
6	12	18	*2	*2	3	1	5	8	...	1	1	...	...	...	...	...	...	10
...	3	3	...	...	...	...	...	...	...	2	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	32	32	...	...	...	...	...	...	...	3	8	...	...	...	...	...	...	12-3
...	80	80	...	...	...	...	...	...	...	29	29	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	102	102	...	...	...	...	...	...	...	49	49	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	37	37	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
...	60	60	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	21
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
3	56	59	4	22	...	1	4	23	1	10	11	...	1	...	1	...	2	25
32	1,485	1,517	76	749	8	19	14	67	4	299	303	...	11	...	7	...	19	

* Not passengers.
† Two of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	SOUTH INDIAN.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	8	8	1	6	...	6	1	13
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	5	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	5	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	19	19	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	8	8	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,172	1,172	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	11	11	...	4	...	1	...	5
11. Trains running through gates at level-crossings.	...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines
12 (a). The bursting of tubes, etc., of engines.
13. The failure of machinery, springs, etc., of engines.
14. The failure of tyres
15. Ditto of wheels
16. Ditto of axles	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus
18. Ditto of couplings	17	17	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails	10	10	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	18	18	...	...	...	...	...	...
23. Fire in trains	86	86	...	1	...	...	...	1
24. Fire at stations, or involving injury to bridges or viaducts.	...	15	15	...	...	...	...	...	...
25. Other accidents	16	16	...	...	...	...	...	...
Total all classes	2,393	1,393	1	†11	...	7	1	18

* Not passengers.

† Of these four were not passengers.

DIX 30—contd.

ended the 31st March 1913, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

ASSAM-BENGAL.									BENGAL AND NORTH-WESTERN.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
3	...	3	...	...	...	...	...	...	1	8	9	...	...	...	...	...	...	5
...	5	5	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
1	83	84	...	...	...	2	...	2	...	145	145	...	...	...	...	...	...	9
...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	11
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	3	3	...	...	...	3	...	3	...	9	9	...	...	...	...	...	...	12(a)
...	17	17	...	...	...	...	...	...	...	26	26	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	13	13	...	...	...	...	...	...	...	67	67	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	21
...	6	6	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	24
...	2	2	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	25
4	140	144	...	...	...	5	...	5	3	330	333	...	...	...	...	...	...	69

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months India, distinguishing the different classes of accidents and the number of passengers

Description.	BENGAL DOOAB.								
	Number of accidents reported to Local Governments under section 23 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.
4. Collisions between light engines	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	10	10	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.	...	25	25	...	...	...	...	...	...
10. Trains running over obstructions on the line.	3	...	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines
12. (a). The bursting of tubes, etc. of engines.
13. The failure of machinery, springs, etc. of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings	2	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments
23. Fire in trains...
24. Fire at stations, or involving injury to bridges or viaducts.
25. Other accidents	8	8	...	...	...	...	...	...
Total all classes ...	3	47	50	...	...	...	...	...	...

DIX 30—contd.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

BHAVNAGAR STATE.								BURMA.								Number of headings.	
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	2	3	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	9	9	...	...	1	...	1	...	9
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	5	...	5	...	...	...	1	...	1	5
...	11	11	...	...	...	...	...	...	15	15	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	1	32	33	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	8
...	32	32	...	...	...	...	...	1	153	154	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	1	7	8	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	12
...	6	6	...	...	...	...	...	...	28	28	...	...	...	...	...	...	12(1)
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	20
...	4	4	...	...	...	...	...	2	23	25	...	...	1	1	1	1	21
...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	61	61	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	6	6	...	...	1	...	1	...	24
...	...	...	...	...	...	...	...	1	82	83	...	...	...	...	...	...	25
1	57	58	...	...	...	...	...	...	11	465	476	...	...	3	2	3	2

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months India, distinguishing the different classes of accidents and the number of passengers

Description.	DIBRU-SADIYA.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	10	10	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.	...	15	15	...	...	...	...	...	...
10. Trains running over obstructions on the line.
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines
12(a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	29	29	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings	...	5	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent way.
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts.
25. Other accidents
Total all classes	...	62	62	...	...	...	...	...	...

DIX 30—contd.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

GONDAL-PORBANDAR STATE.									JAMNAGAR.									Number of Roadways.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	5
...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	24	24	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	16	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
4	61	65	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	JODHPUR-BIKANER.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total, all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	...	...	3	...	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	...	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	3	3	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	7	...	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	9	9	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	2	300	302	...	...	...	...	...	...
10. Trains running over obstructions on the line.	1	3	4	...	...	1	...	1	...
11. Trains running through gates at level-crossings.	1	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	16	16	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	33	33	...	...	...	...	...	...
14. The failure of tyres ...	1	...	1	...	...	...	...	...	...
15. Ditto of wheels ...	...	1	1	...	...	...	...	...	...
16. Ditto of axles ...	2	3	5	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings ...	...	34	34	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	40	40	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	17	6	23	...	...	1	3	1	3
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	4	4	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents ...	...	22	22	...	...	...	...	...	...
Total all classes ...	33	477	510	...	...	2	6	2	6

DIX 30—contd.

ended the 31st March 1918, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

JUNAGAD STATE.									MOOVI.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	27	27	...	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	12(a)
...	5	5	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	10	10	...	...	...	...	...	...	...	88	38	...	...	...	...	...	...

Accidents to trains, rolling-stock, permanent-way, etc., reported during the twelve months
India, distinguishing the different classes of accidents and the number of passengers

Description.	MYSORE-ARSIKERE.									BOHILEKUND AND KUMAON.						
	Number of accidents reported to Local Governments under section 83 of the Indian Railway Act No. IX of 1890	Num-ber of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railway Act No. IX of 1890.	Num-ber of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.
4. Collisions between light engines.
5. Passenger trains or parts of passenger trains leaving the rails.	1	3	4	...	...	...	...	4
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	5	5	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...	4	4	...	...	...	...	...
9. Trains running over cattle on the line.	...	4	4	...	...	...	...	...	...	122	122	...	...	...	...	...
10. Trains running over obstructions on the line.	1	1	...	...	...	...	...
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines.
12(a). The bursting of tubes, etc., of engines.	1	27	28	...	...	...	...	1
13. The failure of machinery, springs, etc., of engines.	18	18	...	...	...	...	...
14. The failure of tyres.
15. Ditto of wheels.
16. Ditto of axles.	1	1	...	...	...	...	...
17. Ditto of brake apparatus.	1	1	...	...	...	...	...
18. Ditto of couplings.	13	13	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails.
21. The flooding of portions of permanent-way.	1	1	...	...	...	...	...
22. Slips in cuttings or embankments.
23. Fire in trains.
24. Fire at stations, or involving injury to bridges or viaducts.
25. Other accidents.	1	1	...	...	...	...	...
Total all classes.	...	5	5	...	...	...	...	...	...	2	204	206	...	...	...	5

DIX 30—concl'd.

ended the 31st March 1913, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

UDAIPUR-CHITORGARH.											TOTAL. % 6 and % 0 GAZETS.								Number of headings.
Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Number of passengers and others.		Number of servants.		Total all classes.			
Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.		Injured.
...	1	
...	2	3	5	...	...	...	4	...	2	
...	1	1	...	...	...	...	...	3	
...	4	
...	2	2	...	...	...	...	...	98	104	202	91	†1	...	4	1	8	
...	3	97	100	...	...	...	...	...	12	
...	4	...	...	...	...	...	...	...	...	1	7	8	...	...	...	...	...	7
...	2	2	...	...	...	...	...	8	
...	19	19	...	...	...	...	...	4	30	94	...	...	...	...	...	9	
...	3	3	...	...	...	...	...	3	23	26	...	...	...	...	...	10	
...	11	
...	12	
...	1	...	...	...	...	...	...	...	...	...	17	17	...	...	...	...	...	13 (a)
...	2	2	...	...	...	...	...	...	77	77	...	...	...	...	...	13	
...	14	
...	1	...	1	...	...	...	...	...	15	
...	2	7	9	...	...	...	...	...	16	
...	3	3	...	...	...	...	...	17	
...	10	64	74	...	...	...	...	...	18	
...	19	
...	2	5	7	...	...	...	...	...	20	
...	6	15	21	...	...	...	...	...	21	
...	5	9	14	...	...	...	...	...	22	
...	9	9	...	...	...	2	...	23	
...	1	3	4	...	...	...	...	...	24	
...	6	26	32	...	‡2	...	2	...	25	
...	5	...	26	26	...	...	...	...	...	144	562	706	91	56	...	12	1	18

*Not a passenger.
 †Out of these three were not passengers.
 ‡Out of these one was not a passenger.
 §Out of these four were not passengers.

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1930, i.e., serious accidents.		Number of other accidents.		Total number of accidents.	
	1916-17.	1917-1.	1916-17.	1917-18.	1916-17.	1917-18.
1. Collisions between passenger trains or parts of passenger trains	5	2	5	2	10	4
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	24	22	38	34	62	56
3. Collisions between goods trains or parts of goods trains	14	13	179	206	193	219
4. Collisions between light engines	1	2	38	61	39	63
5. Passenger trains or parts of passenger trains leaving the rails	116	143	149	201	265	344
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	11	5	808	1,126	909	1,131
7. Trains or engines travelling in the wrong direction through points	14	4	140	150	154	154
8. Trains running into stations or sidings at too high a speed	5	1	40	52	45	53
9. Trains running over cattle on the line	20	11	7,528	6,798	7,548	6,809
10. Trains running over obstructions on the line	17	29	200	205	217	234
11. Trains running through gates at level-crossings	...	1	17	27	17	28
12. The bursting of boilers of engines	...	...	...	4	...	4
12 (a). The bursting of tubes, etc., of engines	1	1	337	432	338	433
13. The failure of machinery, springs, etc., of engines	2	...	981	913	983	913
14. The failure of tyres	2	1	7	11	9	12
15. Ditto of wheels	2	1	14	8	16	9
16. Ditto of axles	8	8	37	58	45	65
17. Ditto of brake apparatus	1	1	18	11	19	12
18. Ditto of couplings	15	21	931	1,813	976	1,834
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	17	1	17	1
20. Broken rails	2	3	321	311	323	314
21. The flooding of portions of permanent-way	44	43	177	171	221	214
22. Slips in cuttings or embankments	13	9	91	85	104	94
23. Fire in trains	6	5	357	388	363	393
24. Fire at stations, or involving injury to bridges or viaducts	3	1	126	113	129	114
25. Other accidents	38	31	1,003	946	1,041	977
Total	364	358	13,679	14,127	14,043	14,485

Mean mileage worked	36,743
Number of servants employed	653,965
Train-mileage of all descriptions	157,036,000
Number of passengers carried	430,269,000
Passenger-mileage	16,204,392,000
Per mean mile open—	
Train-mileage of all descriptions	4,274
Number of passengers carried	11,710
Passenger mileage	441,020
Total passengers—	
Killed per million of passengers	0.126
Injured per million of passengers	0.551
Killed per million of passenger-miles	0.003
Injured per million of passenger-miles	0.015

DIX 31.

1916-17 and 1917-18, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL ALL CLASSES.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.	1916-17.	1917-18.
...	2	7	5	...	...	4	2	...	2	11	8
11	45	85	177	1	3	27	68	12	53	112	545
...	...	36	58	2	3	15	43	5	3	21	50
...	...	...	...	...	...	0	13	...	...	6	13
2	53	56	112	1	...	5	5	3	3	61	17
...	...	...	...	...	...	6	3	...	...	6	2
...	...	42	...	...	...	6	3	...	...	45	3
...	...	...	4	...	...	4	...	...	...	4	4
...	...	...	...	1	...	...	2	...	...	...	2
19	14	29	136	4	6	10	11	23	20	39	47
...	...	...	...	1	...	...	...	1	...	...	...
...
...	...	...	...	...	...	5	4	...	...	5	4
...	...	...	...	...	...	3	1	...	...	3	1
...
...	...	...	1	...	1	...	...	...	1	...	1
...	...	...	3	...	3	10	9	...	6	10	12
...
...	...	1	...	...	...	...	...	...	...	1	...
...	...	...	...	...	2	6	4	...	2	6	4
...	...	...	...	2	...	2	...	2	...	2	...
2	1	24	3	...	6	3	14	2	7	27	17
...	1	...	...	5	1	4	...	5	2	6	...
...	...	1732	535	5	2	23	19	11	6	54	54
147	70	1286	5284	23	40	133	206	69	110	426	490

* Not (a) passenger (s).
 † Of these thirty-two were not passengers.
 ‡ Of these two were not passengers.
 § Of these five were not passengers.
 ¶ Of these forty-five were not passengers.
 †† Of these one was not a passenger.
 ‡‡ Of these sixteen were not passengers.
 ††† Of these three were not passengers.
 †††† Of these thirty-four were not passengers.
 ††††† Of these forty-seven were not passengers.
 †††††† Of these ten were not passengers.

APPENDIX 32.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)*Simla, the 14th November 1913.*

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

- (i) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.
- (ii) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.
- (iii) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.
- (iv) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 32—*cont.*

- (v) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.
- (vi) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.
- (vii) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—
- (a) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of $3\frac{1}{2}$ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.
- (b) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.
- (viii) (a) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.
- (b) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who 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 other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.
- (c) If a branch line company, which has been granted financial assistance under clause *vii* (a) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

APPENDIX 32—*contd.*

half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

- (ix) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.
- (x) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.
- (xi) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.
- (xii) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.
- (xiii) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.
- In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.
- (xiv) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.
- (v) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows:—
- (a) if the branch line company works its own line, as part of the working expenses of the line;

APPENDIX 32—*contd.*

- (b) if the company's line is worked by the main line administration,
- (1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency;
 - (2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.
- (xvi) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.
- (xvii) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.
- (xviii) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.
- (xix) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.
- (xx) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:
- (1) When the Government of India consider it desirable that the gauge of the branch line should be altered.
 - (2) When it is desired to convert the branch line into a line of through communication.
 - (3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

- (xxi) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters

APPENDIX 32—*contd.*

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (iv)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.

The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore and Chief Commissioner, Coorg.

The Honourable the Chief Commissioners of the Central Provinces and Assam.

The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.

The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.

The Accountant General, Railways.

The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

T. RYAN,
Secretary, Railway Board.

APPENDIX 32—contd.

Enclosure No. I (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

- (a) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge, the weight of rails, etc.;
- (e) motive power to be employed;
- (f) the maximum tolls, rates, and fares proposed to be charged on the projected railway;
- (g) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;
- (h) the charges proposed by the applicants for floating the branch company;
- (i) the charges proposed on account of the general administration of the branch company's affairs;
- (j) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 32—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

Nature of particulars to be specified.	Particulars.
1 The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2 The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	
3 The length, as far as known, of the proposed railway.	
4 The gauge proposed and weight of rails, etc.	
5 The motive power to be employed.	
6 The maximum tolls, rates, and fares intended to be charged on the proposed railway.	<i>Reference to an Appendix (vide Appendix A) may be here given if necessary.</i>
7 Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8 The charges proposed by the applicants for floating the branch company.	
9 The charges proposed on account of the general administration of the branch company's affairs.	
10 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 32—contd.

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger fares—</i>		
1st class . . . . .	...	...
2nd class . . . . .	...	...
Intermediate class . . . . .	...	...
3rd or lowest class . . . . .	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Carriages—</i>		
Single carriage . . . . .	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck . . . . .	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Horses—</i>		
Single horse . . . . .	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
<i>Dogs—</i>		
Each . . . . .	...	...
<i>Parcels and luggage—</i>		
<p>If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.</p>		
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
<i>Goods rates—</i>		
5th class . . . . .	...	...
4th „ . . . . .	...	...
3rd „ . . . . .	...	...
2nd „ . . . . .	...	...
1st „ . . . . .	...	...
Special class . . . . .	...	...
X class (Explosives, including dangerous goods) . . . . .	...	...

APPENDIX 32—*concl'd.*

Enclosure No. II to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such applications shall specify—

- (a) the company, person, or syndicate by whom the application is preferred ;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment ;
- (c) the length, so far as known, of the proposed railway ;
- (d) the gauge and the motive power to be employed ;
- (e) the intentions of the applicants as to the construction and working of the railway.
If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 33.

No. 969 R.P. of 1914.

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 13th March 1914.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P., dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—For the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (vi) of the Resolution of 1913, substitute the following:—

"A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system."

After clause 3 (vii) (b) of the Resolution add the following new clause:—

"(c) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms."

The Secretary to the Government of Madras, Public Works Department, Railways.

The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore and Chief Commissioner, Coorg.

The Honourable the Chief Commissioners of the Central Provinces and Assam.

The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.

The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.

The Accountant General, Railways.

The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolu-

tion be forwarded for information to

the Local Governments and Adminis-

trations, to the officers and to the

Chambers of Commerce noted in the

margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

APPENDIX 34.

RESOLUTION No. 1894 P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable, is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of $3\frac{1}{2}$ per cent contemplated in clause 3 (VII) (a) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to $4\frac{1}{2}$ per cent on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam Administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

RAILWAY DEPARTMENT
GOVERNMENT OF INDIA
RAILWAY BOARD

Railways in India

Administration Report for the year

1918-19



VOLUME I
(REPORT)

SIMLA
GOVERNMENT CENTRAL PRESS
1919

Price Rs. 1/4/- or 2s. 3d.