

DEPARTMENT OF INDIA
SOCIAL
RAILWAY DEPARTMENT
GOVERNMENT OF INDIA
RAILWAY BOARD

Railways in India

Administration Report for the year
1913-14



VOLUME II
(APPENDICES)

SIMLA
GOVERNMENT CENTRAL PRESS
1914

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RAILWAY DEPARTMENT
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RAILWAY BOARD

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CONTENTS.

	Page.
1.—History of railways constructed and in progress on the 31st March 1914	1
2.—Details of mileage open and sanctioned for construction	234
3.—(i) Capital outlay during the year and (ii) total capital outlay to end of the financial year 1913-14	256
4.—Capital liability on account of railways classed as State railways and of the Hardwar-Dehra railway at the end of 1913-14	272
5.—Details of gross earnings of each railway system for the years 1909 to 1913-14	276
6.—Details of working expenses of each railway system for the years 1909 to 1913-14	292
7.—General results of working each railway system for the years 1909 to 1913-14	306
8.—Statistical results of working the various classes of railways during the financial year 1913-14	313
9.—Main results of working of all Indian railways treated as one system for the years 1909 to 1913-14	314
10.—Railways and tramways projected up to the 31st March 1914	315
11.—Principal commodities carried by railways and the earnings therefrom during the financial year 1913-14.	328
12.—Analysis of working of each railway system during each half of the financial year 1913-14	404
13.—Coal and wood fuel consumed by locomotives on each railway system, and price paid per ton, during the calendar years 1909 to 1912 and the financial year 1913-14	462
14.—Quantity of (i) Indian coal mined during the calendar years 1891 to 1913, quantity of coal consumed by locomotives on the railways in India and the quantity of Indian coal exported by sea to Indian ports and to foreign ports outside India including Burma, and quantity of foreign coal imported into India, during the calendar years 1891 to 1912 and during the financial year 1913-14	472
15.—Details of working of State collieries worked by either Railway Companies or the State for the years 1909 to 1913-14	474
16.—Rolling-stock under different heads on each railway on the 31st March 1914	476
17.—Number of, outlay on, and work done by, rolling-stock during the financial year 1913-14	496
18.—Rolling-stock fitted with automatic brakes on the 31st March 1914	512
19.—Rolling-stock lighted by either gas or electricity on the 31st March 1914	516
20.—Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1914	517
21.—Carriages provided with means of communication between passengers and railway servants on the 31st March 1914	518
22.—Railways on which points and signals were interlocked on the 31st March 1914	520
23.—Railways on which block instruments were used for train signalling on the 31st March 1914	522
24.—Train accidents and casualties on railways treated as one system during the financial year 1913-14	524
25.—Number of servants of all races employed on each railway system (open lines only), and the amounts deposited by them in the Provident Fund, at the close of the financial year 1913-14	526
26.—Number of men enrolled in Railway Volunteer Corps on the 31st March 1914	528
27.—Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines), for the financial year 1913-14	530
28.—Transactions of the Fine Funds for the financial year 1913-14	531
29.—Railway, and railway-aided, schools on the 31st March 1914	532
30.—Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies. (Resolution No. 457 R. P. of 1913)	534
31.—Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies. (Resolution No. 969 R.P. of 1914).	543

APPENDIX 1.

History of railways constructed and in progress.

Index.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working or constructing agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
A						
Agra-Delhi Chord ...	A.D.C.	5	(b)	5' 6"	G. I. P. Ry. Co. ...	69
Ahmedabad-Dholka ...	A.D.	2	(g)	3' 3 $\frac{3}{4}$ "	} B. B. and C. I. Ry. Co. {	27
Ahmedabad-Parantij ...	A.P.	2	(h)	3' 3 $\frac{3}{4}$ "		29
Ambaji-Taranga Light ...	A.T.	26	(a)	2' 6"	A. T. Light Ry. Co. ...	197
Amritsar-Patti ...	A.P.T.	8	(b)	5' 6"	N. W. Ry. ...	110
Arrah-Sasaram Light ...	A.S.	27	(a)	2' 6"	A. S. Light Ry. Co. ...	197
Assam-Bengal ...	A.B.	11	(a)	3' 3 $\frac{3}{4}$ "	A. B. Ry. Co. ...	148
B						
Bangalore-Chickballapur Light ...	B.C.	23	(a)	2' 6"	Mysore Durbar ...	199
Baran-Kotah ...	B.K.	5	(c)	5' 6"	G. I. P. Ry. Co. ...	70
Barasat-Basirhat Light ...	B.B.L.	29	(a)	2' 6"	B. B. L. Ry. Co. ...	200
Barsi Light ...	B.L.	30	(a)	2' 6"	B. L. Ry. Co. ...	202
Bengal and North-Western ...	B.&N.W.	12	(a)	3' 3 $\frac{3}{4}$ "	B. & N. W. Ry. Co. ...	151
Bengal Dooars ...	B.D.	13	(a)	3' 3 $\frac{3}{4}$ "	} B. D. Ry. Co. ... {	159
Bengal Dooars Extensions ...	B.D.E.	13	(b)	3' 3 $\frac{3}{4}$ "		161
Bengal-Nagpur ...	B.N.	1	(a)	5' 6"	B. N. Ry. Co. ...	5
Bezwada Extension ...	B. E.	7	(b)	5' 6"	N. G. S. Ry. Co. ...	101
Bezwada-Masulipatam ...	B.M.	6	(d)	3' 3 $\frac{3}{4}$ "	M. & S. M. Ry. Co. ...	86
Bhavnagar ...	B.N.G.	14	(a)	3' 3 $\frac{3}{4}$ "	Bhavnagar Durbar ...	162
Bhopal-Itarsi ...	B.I.	5	(d)	5' 6"	} G. I. P. Ry. Co. ... {	71
Bhopal-Ujjain ...	B.U.	5	(e)	5' 6"		73
Billimora-Kalamba ...	B.K.B.	2	(p)	2' 6"	Baroda Durbar ...	41
Bina-Goonna-Baran ...	B.G.B.	5	(f)	5' 6"	G. I. P. Ry. Co. ...	74
Birur-Shimoga ...	B.S.G.	6	(e)	3' 3 $\frac{3}{4}$ "	M. & S. M. Ry. Co. ...	87
Bombay, Baroda and Central India (5' 6" gauge).	B.B. & C.I.	2	(a)	5' 6"	} B. B. & C. I. Ry. Co. ... {	15
Bombay, Baroda and Central India (3' 3 $\frac{3}{4}$ " gauge).	B.B.&C.I.M.	2	(f)	3' 3 $\frac{3}{4}$ "		25
Bombay Port Trust ...	B.P.T.	...	...	5' 6"	Bombay Port Trust ...	42
Bowringpet-Kolar ...	B. P. K.	31	(a)	2' 6"	Mysore Durbar ...	204
Broach-Jambusar Branch ...	B.J.	2	(g)	2' 6"	B. B. & C. I. Ry. Co. ...	41
Bukhtiarpore-Bihar Light ...	B.B.	32	(a)	2' 6"	B. B. Light Ry. Co. ...	205
Burdwan-Katwa ...	B.K.T.	33	(a)	2' 6"	B. K. T. Ry. Co. ...	207
Burma ...	B.	15	(a)	3' 3 $\frac{3}{4}$ "	} B. Rys. Co.... ... {	164
Burma Extensions ...	B.E.E.	15	(b)	3' 3 $\frac{3}{4}$ "		167
Buthidaung-Maungdaw ...	B.M.W.	34	(a)	2' 6"	B. M. W. Ry. Co. ...	207
C						
Calcutta Port Commissioners' ...	C.P.T.	...	...	5' 6"	Calcutta Port Commissioners ...	42
Cawnpore-Banda ...	C.B.D.	9	(b)	5' 6"	O. & R. Ry. ...	130
Cawnpore-Burhwal link ...	C.B.M.	9	(d)	3' 3 $\frac{3}{4}$ "	B. & N. W. Ry. Co. ...	132
Champaner-Shivrajpur Light ...	C.S.	35	(a)	2' 6"	Shivrajpur Syndicate of Bombay. ...	208
Cooch Behar ...	C.B.	3	(c)	3' 3 $\frac{3}{4}$ "	E. B. Ry. ...	48
Cutch ...	C.	36	(a)	2' 6"	Cutch Durbar... ...	209
D						
Darjeeling-Himalayan ...	D.H.	47	(a)	2' 0"	} D. H. Ry. Co. ... {	223
Darjeeling-Himalayan Extensions ...	D.H.E.	47	(b)	2' 0"		224
Dehri-Rohitas Light ...	D.R.	37	(a)	2' 6"	D. R. Light Ry. Co. ...	210
Delhi-Umballa-Kalka ...	D.U.K.	4	(b)	5' 6"	E. I. Ry. Co. ...	58
Dholpur-Bari ...	D.B.	38	(a)	2' 6"	Dholpur Durbar ...	211
Dhond Karamati ...	D.B.M.	5	(c)	2' 6"	G. I. P. Ry. Co. ...	78
Dhone-Kurnool ...	D.K.	6	(f)	3' 3 $\frac{3}{4}$ "	M. & S. M. Ry. Co. ...	89
Dhrangadra ...	D.H.R.	14	(b)	3' 3 $\frac{3}{4}$ "	Bhavnagar Durbar ...	163
Dibru-Sadiya ...	D.S.	16	(a)	3' 3 $\frac{3}{4}$ "	Assam Rys. & Tradg. Co. ...	170
Dwara-Therria Light ...	D.T.	39	(a)	2' 6"	Khasia Hills (Assam) Co. Ltd. ...	211

APPENDIX 1—contd.

History of railways constructed and in progress.

Index—contd.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working or constructing agency.	Page.	
		Main head.	Sub-head.				
1	2	3	4	5	6	7	
E							
Eastern Bengal, 5' 6" gauge ...	E.B.	3	(a)	5' 6"	} E. B. Ry. ...	43	
Eastern Bengal, 3' 3 $\frac{1}{2}$ " " ...	} E.B.M.	3	(b)	3' 3 $\frac{1}{2}$ "		46	
Eastern Bengal, 2' 6" " ...		4	(a)	2' 6"		48	
East Indian ...	E.I.	4	(a)	5' 6"	E. I. Ry. Co. ...	52	
G							
Gaekwar's Dabhoi ...	G.D.	2	(m)	2' 6"	} B. B. & C. I. Ry. Co. ...	38	
Gaekwar's Mehsana ...	G.M.	2	(i)	3' 3 $\frac{1}{2}$ "		31	
Godhra-Lunavada ...	G.L.D.	40	(a)	2' 6"		Guzerat Rys. Co. ...	212
Gondal-Porbandar ...	G.P.	17	(a)	3' 3 $\frac{1}{2}$ "		Gondal and Porbandar Durbars,	173
Gondia-Chanda Extension ...	G.C.	1	(b)	2' 6"	B. N. Ry. Co. ...	9	
Great Indian Peninsula ...	G.I.P.	5	(u)	5' 6"	G. I. P. Ry. Co. ...	64	
Gwalior Light ...	G.L.	48	(a)	2' 0"	Gwalior Durbar ...	226	
H							
Hardwar-Dehra ...	H.D.	9	(c)	5' 6"	O. & R. Ry. ...	130	
Hindupur (Yesvantpur-Mysore Frontier).	H.	6	(g)	3' 3 $\frac{1}{2}$ "	M. & S. M. Ry. Co. ...	90	
Hingoli Branch ...	H.B.	7	(c)	3' 3 $\frac{1}{2}$ "	N. G. S. Ry. Co. ...	103	
Howrah-Amra Light ...	H.A.	49	(a)	2' 0"	H. A. Light Ry. Co. ...	227	
Howrah-Shenkhala Light ...	H.S.	50	(a)	2' 0"	H. S. Light Ry. Co. ...	229	
Hyderabad-Godavari Valley ...	H.G.V.	7	(d)	3' 3 $\frac{1}{2}$ "	N. G. S. Ry. Co. ...	104	
J							
Jacobabad-Kashmore ...	J.B.K.	8	(s)	2' 6"	Upper Sind Lt. Rys. Co. ...	126	
Jagadhri Light ...	J. L.	51	(a)	2' 0"	J. L. Ry. Co. ...	231	
Jaipur ...	J.S.M.	2	(j)	3' 3 $\frac{1}{2}$ "	B. B. & C. I. Ry. Co. ...	33	
Jakhal-Hissar ...	J.L.H.	8	(c)	5' 6"	} N. W. Ry. ...	111	
Jammu and Kashmir (Native State section).	J.K.	8	(d)	5' 6"		112	
Jamnagar ...	J.N.	18	(a)	3' 3 $\frac{1}{2}$ "	Jamnagar Durbar ...	176	
Jessore Jhenidah Light ...	J.J.	41	(a)	2' 6"	J. J. Ry. Co. ...	214	
Jetalsar-Rajkot ...	J.R.	17	(b)	3' 3 $\frac{1}{2}$ "	Gondal and Porbandar Durbars.	173	
Jind-Panipat (Native State section)	J.P.	4	(e)	5' 6"	D. U. K. Ry. Co. ...	63	
Jodhpur-Bikaner (Jodhpur section).	J.B.	19	(a)	3' 3 $\frac{1}{2}$ "	} J. B. Ry. ...	177	
" " (Bikaner section).	J.B.B.	19	(b)	3' 3 $\frac{1}{2}$ "		179	
Jodhpur-Hyderabad (British section).	J.H.	19	(c)	3' 3 $\frac{1}{2}$ "		180	
Jorhat (Provincial) ...	J.	52	(a)	2' 0"	Assam. Administration ...	232	
Jubbulpore-Gondia Extension ...	J.G.E.	1	(c)	2' 6"	B. N. Ry. Co. ...	10	
Jullundur Doab ...	J.D.	8	(e)	5' 6"	N. W. Ry. ...	113	
Jullundur-Mukerian ...	J.M.	8	(p)	5' 6"	Hoshiarpur Doab Beh. Rys. Co.	126	
Junagad ...	J.N.D.	20	(a)	3' 3 $\frac{1}{2}$ "	Junagad Durbar ...	185	
K							
Kalka-Simla ...	K.S.	8	(l)	2' 6"	} N. W. Ry.	123	
Khanpur-Chachran ...	K.C.	8	(f)	5' 6"		114	
Khijadia-Dhari ...	K.D.	17	(c)	3' 3 $\frac{1}{2}$ "		Gondal and Porbandar Durbars.	175
Kohat-Thal ...	K.T.	8	(m)	2' 6"	N. W. Ry. ...	124	
Kolar Gold-fields ...	K.G.	6	(b)	5' 6"	} M. & S. M. Ry. Co. ...	83	
Kolhapur ...	K.	6	(h)	3' 3 $\frac{1}{2}$ "		91	
Kosamba-Zankhvay ...	K.Z.	2	(n)	2' 6"		B. B. & C. I. Ry. Co. ...	39

APPENDIX 1—contd.

History of railways constructed and in progress.

Index—contd.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working or constructing agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
L						
Ledo and Tikak-Margherita Colliery.	L.T.	16	(b)	3' 3 $\frac{3}{8}$ "	Assam Rys. & Tradg. Co....	171
Lucknow-Bareilly ...	L.B.	24	(b)	3' 3 $\frac{3}{8}$ "	R. & K. Ry. Co. ...	193
Ludhiana-Dhuri-Jakhal ...	L.D.J.	8	(g)	5' 6"	N. W. Ry. ...	116
M						
Madaya Light ...	M.	42	(a)	2' 6"	M. Tramway Co. ...	216
Madras and Southern Mahratta ...	M.&S.M.	6	(a)	5' 6"	} N. & S. M. Ry. Co. ... {	80
Madras and Southern Mahratta ...	M.&S.M.M.	6	(o)	3' 3 $\frac{3}{8}$ "		85
Mandra-Bhon ...	M.B.N.	8	(g)	5' 6"	N. W. Ry. ...	126
Matheran Light ...	M.T.H.	5	(h)	2' 0"	G. I. P. Ry. Co. ...	77
Mirpur Khas-Jhudo ...	M.K.	19	(d)	3' 3 $\frac{3}{8}$ "	} J. B. Ry. ... {	181
Mirpur Khas-Khadro ...	M.K.K.	19	(e)	3' 3 $\frac{3}{8}$ "		183
Morappur-Dharmapuri ...	M.D.	10	(j)	2' 6"	S. I. Ry. Co. ...	145
Mourbhanj ...	M.B.	1	(d)	2' 6"	B. N. Ry. Co. ...	11
Morvi ...	M.R.W.	21	(a)	{ 3' 3 $\frac{3}{8}$ " 2' 6"	} Morvi Durbar ...	186
Murtajapur-Ellichpur ...	M.E.	5	(g)	2' 6"	} G. I. P. Ry. Co. ... {	77
Murtajapur-Yeotmal ...	M.Y.	5	(j)	2' 6"		79
Mymensingh-Jamalpur-Jagan-nathganj.	M.J.J.	3	(d)	3' 3 $\frac{3}{8}$ "	E. B. Ry. ...	50
Mysore-Arsikere ...	M.A.	22	(a)	3' 3 $\frac{3}{8}$ "	Mysore Durbar ...	187
Mysore-Nanjangud ...	M.N.	6	(e)	3' 3 $\frac{3}{8}$ "	} M. & S. M. Ry. Co. ... {	92
Mysore section (Madras and Southern Mahratta).	M.S.	6	(e)	3' 3 $\frac{3}{8}$ "		92
N						
Nadiad-Kapadvanj ...	N.K.	43	(a)	2' 6"	Guzerat Rys. Co. ...	217
Nagda-Ujjain ...	N.U.	2	(b)	5' 6"	B. B. & C. I. Ry. Co. ...	19
Nagpur-Ohhindwara Extension ...	N.C.	1	(e)	2' 6"	B. N. Ry. Co. ...	12
Nilgiri ...	N.	10	(e)	3' 3 $\frac{3}{8}$ "	S. I. Ry. Co. ...	137
Nizam's Guaranteed State ...	N.G.S.	7	(a)	5' 6"	N. G. S. Ry. Co. ...	99
North Western ...	N.W.	8	(a)	5' 6"	} N. W. Ry. ... {	106
Nowshera-Durgai ...	N.D.	8	(n)	2' 6"		124
O						
Okhamandal ...	O.K.M.	23	(a)	3' 3 $\frac{3}{8}$ "	Baroda Durbar ...	187
Oudh and Rohilkhand ...	O.&R.	9	(a)	5' 6"	O. & R. Ry. ...	127
P						
Palanpur-Deesa ...	P.D.	2	(k)	3' 3 $\frac{3}{8}$ "	B. B. & C. I. Ry. Co. ...	35
Parlakimedi Light ...	P.L.L.	1	(f)	2' 6"	B. N. Ry. Co. ...	12
Peralam-Karaikkal ...	P.K.	10	(d)	3' 3 $\frac{3}{8}$ "	S. I. Ry. Co. ...	138
Petlad-Cambay (Anand-Tarapur section).	P.C. A.	2	(e)	5' 6"	} B. B. & C. I. Ry. Co. ... {	20
Petlad-Cambay (Tarapur-Cambay section).	P.C.T.	2	(d)	5' 6"		21
Petlad-Vaso ...	P.V.	2	(r)	2' 6"	Baroda Durbar ...	41
Phagwara-Rahon ...	P.R.H.	8	(r)	5' 6"	Hoshiarpur Doab Beh. Rys. Co. ...	126
Pipar Road-Bhavi Light ...	P.B.	19	(f)	2' 0"	J. B. Ry. ...	184
Podanur-Pollachi ...	P.P.	10	(l)	3' 3 $\frac{3}{8}$ "	} S. I. Ry. Co. ... {	147
Pondicherry ...	P.	10	(e)	3' 3 $\frac{3}{8}$ "		139
Powayan Light ...	P.W.L.	24	(c)	2' 6"	R. & K. Ry. Co. ...	194
Purulia-Ranchi Branch ...	P.R.	1	(g)	2' 6"	B. N. Ry. Co. ...	13

APPENDIX 1—contd.

History of railways constructed and in progress.

Index—concl'd.

Railway.	Abbreviations of names of railways.	NUMBER.		Gauge.	Working or constructing agency.	Page.
		Main head.	Sub-head.			
1	2	3	4	5	6	7
R						
Raipur-Dhamtari Branch ...	R.D.	1	(h)	2' 6"	B. N. Ry. Co....	14
Rajppla ...	R.	2	(o)	2' 6"	B. B. & C. I. Ry. Co.	40
Rajpura-Bhatinda ...	R.B.	8	(h)	5' 6"	N. W. Ry. ...	117
Rohilkund and Kumaon ...	R.&K.	24	(a)	3' 3½"	R. & K. Ry. Co.	188
S						
Sangli ...	S.	6	(k)	3' 3½"	M. & S. M. Ry. Co.	94
Sara-Serajanj ...	S.S.	3	(e)	5' 6"	E. B. Ry. ...	51
Secunderabad-Gadwal ...	S.G.	7	(e)	3' 3½"	N. G. S. Ry. Co.	105
Shahdara (Delhi)-Saharanpur Light.	S.S.L.	44	(a)	2' 6"	S. S. Light Ry. Co.	218
Shoranur-Cochin ...	S.C.	10	(f)	3' 3½"	S. I. Ry. Co. ...	141
South Bihar ...	S.B.	4	(o)	5' 6"	E. I. Ry. Co. ...	60
South Indian ...	S.I.	10	(a)	5' 6"	} S. I. Ry. Co. ... }	133
South Indian ...	S.I.M.	10	(b)	3' 3½"		134
Southern Punjab ...	S.P.	8	(s)	5' 6"	} N. W. Ry. }	118
Southern Punjab "Ludhiana" Extension.	S.P.E.	8	(j)	5' 6"		121
Southern-Shan States ...	S.S.S.	15	(c)	3' 3½"	B. Rys. Co. ...	169
Sutlej Valley ...	S.V.	8	(k)	5' 6"	N. W. Ry. ...	122
T						
Tanjore District Board ...	T.D.B.	10	(g)	3' 3½"	S. I. Ry. Co. ...	142
Tapti Valley ...	T.V.	2	(e)	5' 6"	B. B. & C. I. Ry. Co.	23
Tarikere-Yedahalli ...	T.Y.	53	(a)	2' 0"	Mysore Durbar	233
Tarkeasur ...	T.	4	(d)	5' 6"	E. I. Ry. Co. ...	62
Tarkeasur-Magra Light ...	B.P.	45	(a)	2' 6"	B. P. Ry. Co. ...	220
Tenali-Repalli ...	T.R.	6	(m)	5' 6"	M. & S. M. Ry. C	98
Tezpor-Balipara Light ...	T.B.	46	(a)	2' 6"	T. B. Light Ry. Co.	222
Tinnevelly-Quilon (Travancore) (British section).	T.Q.B.	10	(h)	3' 3½"	} S. I. Ry. Co. ... }	143
Tinnevelly-Quilon (Travancore) (Native State section).	T.Q.N.	10	(i)	3' 3½"		145
Tirhoot ...	T.S.	12	(b)	3' 3½"	B. & N. W. Ry. Co.	156
Tirupattur-Krishnagiri ...	T.K.	10	(k)	2' 6"	S. I. Ry. Co. ...	146
Trans-Indus (Kalabagh-Banna) ...	K.B.	8	(o)	2' 6"	N. W. Ry. ...	125
U						
Udaipur-Chitorgarh ...	U.C.	25	(a)	3' 3½"	Udaipur Durbar	196
V						
Vijapur-Kalol-Kadi ...	V.K.K.	2	(l)	3' 3½"	B. B. & C. I. Ry. Co.	36
W						
West of India Portuguese ...	W.I.P.	6	(l)	3' 3½"	M. & S. M. Ry. Co.	95

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1913-14 were 3·437, 3·412, 3·358, 3·384, 3·377, 3·401, 3·500 and 3·388 per cent, respectively.

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

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

Chairman—SIR SAMUEL HOARK, BART.

Managing Director—ROBERT MILLER, ESQ.

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

Date of registration of the Company—23rd February 1887.

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

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) { Bengal-Nagpur railway proper (5' 6" gauge) 1,554·91 } { East Coast railway, Northern section (5' 6" gauge)* 321·55 }	1,876·46	272·67	2,149·13
(b) Gondia-Chanda Extension, Bengal-Nagpur railway (2' 6" gauge)	216·06	2·26	218·32
(c) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2' 6" gauge)	310·97	8·43	319·40
(d) Mourbhanj railway (2' 6" gauge)	32·41	...	32·41
(e) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2' 6" gauge)	97·60	...	97·60
(f) Parlakimedi Light railway (2' 6" gauge)	24·62	...	24·62
(g) Purulia-Ranchi branch, Bengal-Nagpur railway (2' 6" gauge)	115·29	...	115·29
(h) Raipur-Dhantari branch, Bengal-Nagpur railway (2' 6" gauge)	56·94	...	56·94
Total	2,730·35	283·36	3,013·71

Running powers—

Home line over Foreign lines :—

At Katni, East-Indian railway	} for passenger and goods trains.	0·30
At Asansol and Katrasgarh, East Indian railway		
At Howrah, East Indian railway, for passenger trains only		1·16
At Nagpur, Great Indian Peninsula railway		1·00
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern	} for passenger and goods trains.	0·65
Mahratta railway (5' 6" gauge)		
Total		8·08

Foreign line over Home line :—

Great Indian Peninsula railway at Katni, for passenger trains only	1·60
--	------

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

The Bengal-Nagpur Railway Company was formed in 1887 and took over the Nagpur-Chhattisgarh State railway and constructed other lines, embracing in all a system of railways known as the Bengal-Nagpur railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
<i>Main line—</i>					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Gollkera	15-5-90	20·90			
Gollkera to Jharsuguda	1-2-91	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	68·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1890, '81 & '82†	145·26	629·87		
<i>Branches—</i>					
<i>Sanctoria coal branch—</i>					
Damoodur to the Sanctoria collieries	12-6-89	8·11	8·11		
<i>Chaurashi branch—</i>					
Kamkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52	8·52		
<i>Sambalpur branch—</i>					
Jharsuguda to Sambalpur	1-2-93	29·90	29·90		
Carried over . . . . .	...	...	...	670·49	

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward .					
<i>Katni branch—</i>	...	...	...	676.40	
Bilaspur to Birsinghpur	1-2-91	142.32			
Birsinghpur to Umaria	11-5-90	18.46			
Umaria to Katni	2-11-96	85.88			
Katni to Marwara Junction	1-1-01	0.65			
Kanhan to Dattapahar	26-9-07	17.39	197.31		
<i>Calcutta extension—</i>			17.39		
Sini to Khargpur	1-6-99	100.02			
Khargpur to Khal Bridge	17-12-98	86.57			
Khal Bridge to Rajapur Khal	24-5-00	18.80			
Rajapur Khal to Howrah	14-12-00	15.31			
Fort Gloster branch 1.56, Lawrence Mill 0.83 and East Roop Narain Bank 0.81 and Kidderpore Port line 0.60	14-12-00	3.80		174.50	
<i>Shalimar branch—</i>			3.15		
Santagaohi to Shalimar	15-3-01	3.15		3.15	
<i>Cuttack extension—</i>			182.26		
Khargpur to Balasore	17-12-98	71.86			
Balasore to Cuttack	10-1-99	110.40			
<i>Jharia extension—</i>			150.77		
Khargpur to Cossya river	20-12-09	6.40			
Right bank of the Cossya river to Midnapore	8-6-01	1.55			
Midnapore to Bhojudih	1-2-03	114.95			
Bhojudih to Gomoh	1-1-07	26.15			
Sudamdih block hut to Bhowrah block hut	17-2-14	1.72			
<i>Branches and extensions on the Jharia Coal-fields—</i>			19.11		
<i>Bhojudih-Bhaga-Mohuda loop—</i>			3.08		
Bhojudih to Bhaga	20-4-03	6.98			
Bhaga to Malkera	1-9-03	8.78			
Malkera to Mohuda	15-8-04	3.37			
<i>Bhowra branch—</i>			0.86		
Bhowra branch	14-5-03	3.08			
<i>Bhojudih-Pathardihi link</i>			0.86		
Bhojudih-Pathardihi link	1-2-06	0.86			
<i>Katras connections—</i>			2.44		
Malkera to Katras	24-8-03	0.58			
Khanoodih to Katras	1-1-07	1.86			
<i>Murulidih branch—</i>			2.65		
Mohuda to Murulidih collieries	1-1-07	2.65			
<i>Jamadoba loop—</i>			5.42		
Jamadoba loop	16-9-03	5.42			
<i>Kendua branch—</i>			2.60		
Kendua branch	10-10-99	2.60			
<i>Aldih branch—</i>			2.54		
Aldih branch	1-2-06	2.54			
<i>Vizianagram-Parvatipuram extension—</i>			48.38		
Vizianagram to Bobbili	24-12-03	33.18			
Bobbili to Parvatipuram	8-3-09	15.20			
<i>Bobbili-Salur branch—</i>			10.37		
Bobbili to Salur	1-5-13	10.37			
<i>Kalimati-Gorumahisani extension—</i>			40.10		
Kalimati to Onlajori	1-2-11	34.12			
Onlajori to Gorumahisani	6-4-11	5.98			
<i>Bokharo Ramgarh extension—</i>			11.70		
Mohuda to Chandrapura	27-11-13	11.70			
<i>Kalamna-Itwari-Nagpur section—</i>			3.88		
Kalamna via Itwari to Nagpur	15-3-11	3.88			
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	...	878.51	
EAST COAST RAILWAY, NORTHERN SECTION—				1,554.91	
<i>Main line—</i>					
Cuttack to Bhubaneswar	1-2-97	17.13			
Bhubaneswar to Khurda Road	20-7-90	11.75			
Khurda Road to Bamba	1-3-96	61.60			
Bamba to Berhampore-Ganjam	1-9-95	29.54			
Berhampore-Ganjam to Palasa	1-4-95	45.99			
Palasa to Parlakimedi Road (Naupada)	17-12-94	15.97			
Parlakimedi Road (Naupada) to Vizianagram	20-7-94	72.36			
Vizianagram to Waltair	15-7-93	37.78			
Naupada salt branch . . . . .	...	2.37			
Carried over . . . . .	...	...	294.49		
			294.49	1,554.91	

* Opened for goods traffic only.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	294.49	1,554.91	
<i>Puri branch—</i> Khurda Road to Puri	1-2-97	27.06	27.06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION . . . . .	...	...	...	321.55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5' 6" GAUGE.	...	...	...	1,876.46	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260.67	260.67		
BOHARO-BANGARH EXTENSION—					
Chandrapura to Jurungdeeh (sanctioned on 17th May 1912).	...	12.00	12.00	272.67	
GRAND TOTAL, BENGAL-NAGPUR, 5' 6" GAUGE.	...	...	...	2,149.18	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Sautragachi	12-12-00	3.42			
Sautragachi to Bauria	17-6-02	10.80			
Bauria to Khargpur	15-3-07	55.86			
Shalimar branch . . . . .	...	3.15			
TOTAL DOUBLE LINE . . . . .	...	...	73.23		

Details of construction—

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

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

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

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

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

Contracts—

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

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

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

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

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

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

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number

Main head 1	BENGAL-NAGPUR RAILWAY SYSTEM— <i>contd.</i>
Sub-heads (a) to (h)	

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

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

Dated the 4th March 1914 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903, 1910 and 1912) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

- (i) *Land.*—Provided by the Government at the cost of capital.
- (ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on this ordinary capital and on any further ordinary capital that may be required, the guarantee to be 3½ per cent.

(iii) *Distribution of profits:—*

(A) *Up to 31st December 1913.*—The net earnings for any complete calendar year up to December 1912, and thereafter for any complete financial year, after providing for:—

(a) payment to Government of interest on advances made by Government for capital expenditure on the Company's extensions and on over-drafts of capital in connection with open line capital expenditure, at 3½ per cent per annum up to and including 30th June 1909, and thereafter at 3¼ per cent per annum (except for advances of capital expenditure on the Company's old extensions, interest on which continued to be paid at 3½ per cent per annum),

(b) repayment of interest paid by Government to the Company for that year, and

(c) payment of interest on capitalized interest under clause 21 of the supplemental contract, dated 23rd January 1902,

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

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

(B) *From 1st January 1914.*—With effect from the 1st January 1914, the net earnings attributable to the two half-years of a financial year, less—

(a) interest (not charged to capital under the provisions of the contract of 22nd February 1910) on debentures or debenture stock of the Company,

(b) guaranteed interest on Company's open line capital, and

(c) interest at 3½ per cent on the Secretary of State's open line capital,

shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

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

(a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(b) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

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

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of contracts—concl'd.

The contracts of 23rd January 1902 and 22nd February 1910 provide for the construction, maintenance and working of the new lines as part of the Company's undertaking, and are to remain in force until the original contract of 1887 shall be determined.

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

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

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

TABLE I.							TABLE II.			
Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and the Jubbulpore-Gondia Extensions and the Purulia-Baneshi and the Raipur-Dhamtari branches.										
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888	224.50	5,23,92,291	15,83,293	5,17,461	0.99	23,62,947	...	-18,45,486	136	67.82
1889	348.18	7,08,75,456	20,40,944	4,03,160	0.57	29,98,304	...	-25,93,204	112	80.25
1890	586.01	8,14,66,762	28,64,578	5,47,463	0.67	33,88,852	...	-28,41,389	91	80.89
1891	881.58	9,08,04,164	54,57,356	26,84,453	2.96	35,03,676	...	-8,21,223	126	50.81
1892	881.58	9,56,14,736	60,83,562	30,08,166	3.15	39,08,345	...	-8,97,179	141	50.55
1893	862.33	9,80,08,424	64,17,751	32,82,320	3.33	43,97,664	...	-11,35,374	144	49.17
1894	860.88	9,81,73,789	66,90,648	32,53,414	3.32	45,80,993	...	-13,28,579	149	51.80
1895	860.38	9,88,94,777	68,74,740	35,41,444	3.68	48,56,800	...	-13,15,356	153	48.49
1896	860.88	11,05,30,319	63,68,525	29,27,869	2.65	48,27,504	...	-18,99,635	142	54.03
1897	860.88	13,04,53,784	62,00,309	29,79,559	2.28	51,35,240	...	-21,55,681	138	51.94
1898	1,087.41	14,67,03,520	68,79,193	33,63,854	2.29	54,23,186	...	-20,59,332	124	51.10
1899	1,190.16	16,85,90,365	90,73,460	47,21,814	2.83	59,75,853	...	-12,64,039	147	47.96
1900	1,264.35	17,41,74,604	1,29,75,223	77,13,050	4.43	64,90,637	2,61,276	+ 9,61,137	194	40.56
1901	1,609.22	21,28,65,061	1,30,77,769	61,48,648	2.89	79,93,163	...	-19,39,515	156	53.93
1902	1,602.24	23,05,09,659	1,42,18,227	69,37,743	3.01	85,44,311	...	-16,06,569	170	51.21
1903	1,811.65	24,97,58,940	1,55,47,702	70,45,255	2.82	89,66,131	...	-19,20,876	165	54.69
1904	1,965.63	26,14,35,453	1,69,12,137	95,67,326	3.67	95,41,624	...	+ 45,702	185	49.81
1905	1,969.47	27,33,72,570	2,44,70,900	1,34,04,052	4.90	1,00,32,318	6,94,126	+ 26,77,608	238	45.23
1906	1,996.50	28,49,43,582	2,69,47,181	1,41,51,252	4.97	1,03,41,779	7,94,920	+ 30,14,553	259	47.49
1907	2,118.85	30,91,90,534	2,89,80,537	1,48,46,149	4.80	1,08,35,545	9,07,039	+ 31,03,515	263	48.77
1908	2,300.86	32,39,77,888	2,71,55,960	1,14,06,971	3.52	1,12,34,518	...	+ 1,72,453	237	57.99
1909	2,348.63	33,91,49,381	2,87,72,437	1,31,42,676	3.83	1,16,99,565	2,63,982	+ 11,54,129	236	54.32
1910	2,395.39	34,75,04,066	3,08,52,867	1,50,33,327	4.33	1,20,04,393	6,06,023	+ 24,21,911	248	51.23
1911	2,488.92	35,50,06,842	3,39,70,044	1,68,21,823	4.73	1,22,61,552	9,33,416	+ 36,21,855	262	50.48
1912	2,489.92	36,36,14,944	4,02,62,849	2,18,48,526	6.01	1,24,73,206	19,91,432	+ 73,78,888	311	45.74
1st yr. of 1913	2,499.92	36,86,24,074	1,15,26,259	59,47,752	1.61	31,56,237	...	+ 27,91,515	358	48.40
1913-14	2,678.32	38,74,52,167	4,20,59,343	2,15,03,714	5.55	1,35,53,825	5,67,500	+ 73,84,369	303	43.87

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gondia to Nagbhir	10-11-08	80.67	216.06	
Nagbhir, via Itwari, to Motibagh	10-11-08	65.47		
Line at Itwari	15-3-11	0.90		
Nagbhir to Rajoli	1-12-10	1.49		
Rajoli to Babupeth	1-4-13	31.66		
Total open mileage . . . . .	...	...	216.06	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Babupeth to Chanda (sanctioned on 26th August 1904) . . . . .	...	2.26	2.26	
Grand total . . . . .	...	...	...	218.32

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Details of construction—

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

Contracts—

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

Statistics of working—

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Nainpur to Gondia	18-1-03	73.78	141.05	
Nainpur to Jubbulpore.	5-7-04 7-4-05	67.32		
<i>Branches—</i>				
Nainpur to Garha Mandla	15-3-05	26.40	169.92	
Nainpur to Seoni	15-3-09	47.10		
Seoni to Chhindwara	12-2-04	40.18		
Chhindwara to Khirsadoh	27-7-04	16.18		
Khirsadoh to Barkuhi	1-9-04	5.80		
Balaghat to Katangi	15-3-06	28.98		
Ram Rama Branch	21-3-07	5.58		
	1-5-13			
	1-11-18			
Total open mileage 1	...	...	9.43	310.97
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	...	8.43	8.43
Grand total . . . . .	...	...	...	319.40

Details of construction—

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

Contracts—

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

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	TABLE I.		TABLE II.		
			Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76.95	85,92,012	45,807	20,527	0.24	16	54.69
1904	218.77	1,05,77,313	2,41,318	64,293	0.61	29	73.36
1905	228.77	1,24,34,733	5,09,764	1,27,408	1.02	44	74.99
1906	245.05	1,45,82,197	7,59,895	2,44,105	1.69	60	67.58
1907	250.10	1,89,72,328	10,02,418	3,65,276	1.93	77	63.56
1908	397.67	2,86,27,804	10,91,600	3,05,552	1.29	53	72.01
1909	428.46	2,61,54,689	11,86,745	1,87,544	0.64	53	85.88
1910	458.57	2,78,45,635	14,02,244	2,90,059	1.04	59	79.31
1911	507.59	3,21,83,455	15,64,717	3,59,177	1.12	59	77.05
1912	508.66	3,47,04,985	18,00,931	5,19,768	1.50	68	71.14
1st qr. of 1913	508.66	3,53,01,500	6,11,057	2,31,399	0.63	92	63.77
1913-14	624.63	3,73,01,570	23,21,318	6,11,012	1.64	71	73.63

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

1 (d) Mourbhanj railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rupsa to Baripada station	20-1-05	32.41	32.41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sal sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

- (i) *Land.*—Provided by the Mourbhanj State at the cost of capital.
- (ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.
- (iii) *Terms of working.*— } The total amount of actual working expenses of the line, including
- (iv) *Distribution of profits.*— } cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.
- (v) *Rates and fares.*—Controlled by the Company.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores—
- (b) Government bullion and coin and the persons in charge thereof— } None specified.
- (vii) *Power of the Maharaja to determine agreement.*— } The agreement is terminable on 31st December
- (viii) *Power of the Company to surrender agreement.*— } of any year on three months' previous notice given by either party to the other.
- (ix) *Term of agreement [if not determined under (vii) or (viii)].*—Not specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32.41	6,22,160	31,494	9,444	1.50	20	70.01
1906	32.41	6,76,547	44,825	21,898	3.22	27	51.17
1907	32.41	7,12,785	43,532	21,567	3.03	26	50.46
1908	32.41	7,18,970	50,791	28,633	3.98	30	43.62
1909	32.41	7,19,675	55,490	24,369	3.37	33	56.26
1910	32.41	7,19,735	53,333	25,256	3.51	35	56.79
1911	32.41	7,20,259	62,154	33,430	4.65	37	46.18
1912	32.41	7,20,259	51,390	22,806	3.18	30	55.43
1st qr. of 1913	32.41	7,20,259	17,506	9,935	1.39	42	43.16
1913-14	32.41	7,23,469	66,942	37,274	5.15	40	44.32

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

1 (e) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Itwari to Lodhikhera	1-1-11	38.88		
Lodhikhera to Sansar	10-5-11	7.40		
Sansar to Chhindwara	20-10-13	42.58	88.86	
<i>Branches—</i>				
Saoner to Khapa	1-1-11	4.66	4.66	
Katchidhans branch	20-10-13	4.08	4.08	
Total . . . . .	...	...	...	97.60

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sal sleepers.*Ballast.*—Cuttings are fully ballasted and banks are being moormed throughout.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve is of 636.6 feet radius.*Gradients.*—The ruling gradient is 1 in 80.

Contracts—

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

Statistics of working—

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

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

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur Railway Company from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24.62	24.62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.*Ballast.*—The line is ballasted throughout with laterite, gravel and stone.*Fencing.*—Short lengths of fencing have been provided in a few places where the railway runs in cuttings alongside the road.*Curves.*—There are no curves of less than 1,000 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Agreement—

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

Main provisions of agreement—

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreement—concl'd.

- (vi) Special obligations as to the conveyance of.—
 (a) Mails, troops, police, high Government officials and Government stores.— } None specified.
 (b) Government bullion and coin, and the persons in charge thereof.— }
 (vii) Power of the Raja to determine agreement.— } The agreement is terminable on 31st December
 of any year on three months' previous notice
 (viii) Power of the Company to surrender agreement.— } given by either party to the other.
 (ix) Term of agreement [if not determined under (vii) or (viii)].—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to and of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24.68	7,10,974	17,425	-14,312	...	14	185.00
1903	24.62	7,10,974	16,633	-9,267	...	18	155.71
1904	24.62	7,10,974	20,675	-1,301	...	16	106.29
1905	24.62	7,12,466	27,181	4,479	0.68	21	88.52
1906	24.62	7,12,466	21,494	-9,702	...	17	145.14
1907	24.62	7,12,602	25,440	-5,877	...	20	128.10
1908	24.62	7,13,374	26,365	837	0.12	21	96.82
1909	24.62	7,16,528	25,830	6,961	0.97	20	73.05
1910	24.62	7,23,690	27,134	8,277	1.14	21	69.50
1911	24.62	7,36,061	33,186	10,374	1.41	26	68.74
1912	24.62	7,43,584	39,954	11,788	1.59	31	70.50
1st qr. of 1913	24.62	7,53,792	15,118	8,858	1.18	47	41.39
1913-14	24.62	7,54,914	50,679	13,288	2.42	40	63.91

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

Progress in opening—

Sections of railway.	Date of opening.		Miles.	Total.
	1	2		
Purulia to Ranchi		15-11-07	72.68	
Ranchi to Lohardaga		6-10-13	42.61	
Total		115.29

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.*Ballast.*—The line is ballasted with stone and gravel.*Fencing.*—Only the important level crossings have posts and chains padlocked.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 80.

Contracts—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72.45	34,48,245	54,108	43,404	1.26	114	19.78
1908	72.68	41,71,748	3,43,484	2,28,979	5.37	91	33.81
1909	72.68	47,56,235	3,38,520	1,86,930	3.93	90	44.78
1910	72.68	48,51,707	3,62,940	1,68,155	3.88	96	48.14
1911	72.68	53,71,766	3,62,864	1,95,681	3.64	96	46.07
1912	72.68	60,03,197	4,69,592	2,79,732	4.66	124	40.43
1st qr. of 1913	72.63	62,20,959	1,21,837	77,271	1.24	129	36.58
1913-14	115.29	67,92,815	5,06,262	2,80,043	4.21	84	43.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	
1	2	3	4	5	
<i>Main line—</i>					
Raipur to Kurud	10-9-00	31·50	45·54	56·94	
Kurud to Dhamtari	17-12-00	14·04			
<i>Branch—</i>					
Abhanpur to Rajim	18-10-00	11·40	11·40		
Total	---	---	---	---	

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sal sleepers.*Ballast.*—Moorum or sand and stone in a few cuttings.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 409 feet radius, at Raipur station.*Gradients.*—The ruling gradient of the line is 1 in 200.

Contracts—

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

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

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	43,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·88
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99
1912	56·94	14,79,887	1,75,687	81,031	5·48	59	53·88
1st qr. of 1913	56·94	14,84,100	55,565	29,538	1·99	75	46·85
1913-14	56·94	14,83,688	1,96,572	1,11,930	7·54	66	43·06

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 2} _{Sub-heads (a) to (r)}. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*Chairman.*—COLONEL SIR W. S. S. BISSET, K.C.I.E.*Secretary.*—C. A. R. CROMMELIN, Esq.*Offices.*—Gloucester House, 110, Bishopsgate, London, E.C.*Date of registration of the former company.*—1855.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined, the Company was re-constituted and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bombay, Baroda and Central India railway (5' 6" gauge)	996'23	...	996'23
(b) Nagda-Ujjain railway (5' 6" gauge)	34'32	...	34'32
(c) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)	21'50	...	21'50
(d) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)	12'30	...	12'30
(e) Tapti Valley railway (5' 6" gauge)	155'48	...	155'48
(f) Bombay, Baroda and Central India railway (3' 3½" gauge)	1,815'64	...	1,815'64
(g) Ahmedabad-Dholka railway (3' 3½" gauge)	33'54	...	33'54
(h) Ahmedabad-Parantij railway (3' 3½" gauge)	88'70	...	88'70
(i) Gaekwar's Mehsana railway (3' 3½" gauge)	138'00	70'13	208'13
(j) Jaipur railway (3' 3½" gauge)	72'84	36'00	108'84
(k) Palanpur-Deesa railway (3' 3½" gauge)	17'28	...	17'28
(l) Vijapur-Kalol-Kadi railway (3' 3½" gauge)	46'11	...	46'11
(m) Gaekwar's Dabhoi railway (2' 6" gauge)	141'98	39'73	181'71
(n) Kosamba-Zankhvav railway (2' 6" gauge)	26'12	22'57	48'69
(o) Rajpipla railway (2' 6" gauge)	37'37	...	37'37
(p) Billimora-Kalamba railway (2' 6" gauge)	...	35'00	35'00
(q) Broach-Jambusar branch railway (2' 6" gauge)	...	29'78	29'78
(r) Petlad-Vaso railway (2' 6" gauge)	...	15'59	15'59
Total	3,637'41	248'71	3,886'12

Running powers—

Home lines over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4'39
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	89'59
Total	93'98

Foreign line over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1'00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0'24
" " " Dádár Junction to Colába (for goods trains only)	7'25
" " " at Agra (for passenger and goods trains)	2'89
Total	11'38

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

Sections of railway*	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Colába to Marine lines	18-1-70	2-00		
Marine lines to Charni Road	19-6-69	0-75		
Charni Road to Grant Road	13-9-68	0-76		
Grant Road to Bulsár	28-11-64	121-00		
Bulsár to Navsári	2-9-61	24-25		
Navsári to Sachin	20-5-61	9-25		
Sachin to Surat	18-3-61	9-00		
Surat to Amroli	19-11-60	2-25		
Amroli to Anklesvar	10-2-60	26-75		
Anklesvar to the Nerbudda	5-12-60			
Nerbudda to Broach	22-6-60	5-56		
Broach to Baroda	9-1-61	43-75		
Baroda to Dholia	22-4-61	11-25		
Dholia to Mehmadaabad and Kaira Road	2-9-62	33-25		
Mehmadaabad and Kaira Road to Ahmedabad	21-1-63	17-39		
Ahmedabad to Sábarmati	1-1-70	3-75		
Sábarmati to Sánand	24-5-71	13-75		
Sánand to Virangám	30-11-71	22-98		
			350-13	
Branches and sections—				
Godhra branch—				
Anand to Dákor	8-4-74	16-75		
Dákor to Rukhyal	6-1-75	1-75		
Rukhyal to Hungari	6-12-76	9-00		
Hungari to Sevalia	29-1-77	4-71		
Sevalia to Godhra	26-2-82	17-00		
			49-21	
Pátri branch—				
Kháraghoda to Virangám	12-5-73	22-12		
			22-12	
Godhra-Baroda chord—				
Baroda to Godhra	23-12-08	43-67		
			43-67	
Godhra-Rutlam-Nagda section—				
Godhra to Limkhera	16-1-93	25-09		
Limkhera to Dohad	7-3-94	19-55		
Dohad to Rutlam	22-10-94	70-46		
Rutlam to Nagda	11-5-96	26-04		
			141-14	
Nagda-Muttra section—				
Nágdá to Morak	15-7-07	101-51		
Morak to Kotah City	26-2-08	35-12		
Kotah City to Kotah Junction	1-5-09	3-48		
Kotah Junction to Siwai Mádhapur	1-5-09	67-38		
Siwai Mádhapur to Gangapur City	1-6-09	39-00		
Gangapur City to Hindann City	1-10-09	26-84		
Hindann City to Muttra Junction	15-6-09	66-02		
			389-35	
Agra branch—				
Bayana to Agra	1-12-13	50-61		
			50-61	
TOTAL	...	...	...	996-23
DOUBLE LINE—				
Colába to Marine lines	18-1-70	2-00		
Marine lines to Charni Road	19-6-69	0-75		
Charni Road to Grant Road	13-9-68	0-76		
Grant Road to Máhim	20-7-65	5-44		
Máhim to Báudra	23-2-66	1-07		
Báudra to Santa Cruz	23-5-66	1-83		
Santa Cruz to Andheri	29-8-67	2-71		
Andheri to Bháyndar	27-4-35	13-33		
Bháýndar to Virár	1-10-85	10-84		
Virár to Pálghar	1-12-97	19-28		
Pálghar to Dáhánu Road	17-1-98	20-37		
Dáhánu Road to Gholvad	20-4-00	7-00		
Gholvad to Daman Road	18-10-00	23-19		
Daman Road to Bulsár	29-1-02	16-44		
Bulsár to Sachin	21-4-02	33-50		
Sachin to Kankra Khari	4-7-87	6-30		
Kankra Khari to Surat	5-6-88	2-70		
Surat to Utran	9-10-67	2-15		
Utran to Sáyan	25-5-98	6-40		
Sáyan to Kim	1-10-98	6-30		
Kim to Anklesvar	11-12-99	16-15		
Anklesvar to Nerbudda bridge	7-2-13	4-17		
Broach to Miyágám	15-10-99	25-25		
Miyágám to Itola	15-9-97	7-75		
Itola to Baroda	7-6-95	10-75		
Bárejadi to Ahmedabad	2-6-87	10-14		
Total double line	...	...	256-07	

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

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

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

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

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

Fencing.—Excepting the Pátri branch the line is fenced throughout. One hundred and thirty-seven miles of the Godhra-Rutlam-Nagda section and only the station yards on the rest of the line, are fenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius and on the Nagda-Muttra section of 1,275 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

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

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

Dated the 24th October 1913 (supplemental to the contracts of 1907 and 1908), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, for continuing with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907.

Main provisions of contracts—

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

(ii) **Government aid.**—The Government guarantee to pay to the Company interest at the rate of 3 per cent per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £11,685,581, also on the amount which shall for the time being have been paid to the credit of the Secretary of State in respect of any further ordinary stock which the Company may issue with his sanction.

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

(iii) **Terms of working.**—

(iv) **Distribution of profits.**— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking and all other charges to Revenue account properly attributable to each half-year, the remainder, together with the interest to be credited by the Secretary of State in respect of any balance of unexpended capital in his hands under clause 19 of the contract of the 24th October 1913, being the net receipts,

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of contracts—concl'd.

The net receipts of the undertaking for each half-year, after deducting payments of net earnings to subsidiary lines, allowances for rebate, direction and other deductions are applied in repayment of interest for the half-year on any debentures or debenture stock of the Company and in payment to the Secretary of State and the Company of interest at 4 per cent per annum on the Secretary of State's preferred capital and on the average amount to the credit of the Company's Capital Account. Next in making good any deficiency in the net receipts of the first half-year of any year as compared to the payment chargeable thereon and mentioned above. The surplus of the two half-years of any year is next applied in payment of interest for the year at 4 per cent on the deferred capital of the Secretary of State and the balance if any remaining is divided between the Secretary of State and the Company in proportion to the average amounts standing to the credit of the Secretary of State and the Company respectively in the Government Capital Account and the Company's Capital Account, including in the Secretary of State's Capital both his preferred and deferred capital. The interest payable by the Secretary of State under the guarantee of 3 per cent is to be deducted from the interest at 4 per cent per annum payable to the Company on the average amount to the credit of the Company's capital account.

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

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

(a) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(b) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—Contract may be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

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

(ix) *Term of contract [if not determined under (vii) and (viii)].*—30 years.

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

INCLUDES THE GODHRA-BUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS from 1912.

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs. *	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906	504.35	12,63,16,478	1,99,81,754	1,05,39,688	8.34	72,58,353	3,95,833	+ 28,85,502	809	47.27
1907	504.35	12,96,92,431	2,10,78,442	1,18,80,851	9.16	71,98,558	4,52,599	+ 42,29,694	852	43.48
1908	504.35	13,43,94,409	2,04,49,999	97,63,719	7.24	72,93,728	1,50,000	+ 23,19,967	780	52.25
1909	504.35	14,19,69,493	2,21,36,727	1,17,56,514	8.29	75,19,552	1,52,517	+ 40,84,445	844	46.89
1910	504.35	14,32,24,042	2,40,62,075	1,24,94,573	8.72	77,49,590	4,30,787	+ 43,14,196	917	48.07
1911	504.35	14,92,98,743	2,47,34,178	1,28,43,704	8.27	76,64,428	4,42,388	+ 40,41,888	948	50.07
1912	945.85	21,95,74,123	3,27,92,584	1,61,93,080	7.38	99,59,957	6,58,709	+ 55,75,014	667	50.62
1st qr. of 1913.	945.85	22,35,94,288	88,37,064	46,83,922	2.09	25,74,807	2,22,340	+ 18,76,775	719	47.00
1913-14.	906.23	23,56,10,283	3,60,65,069	1,83,83,393	7.80	1,10,96,208	5,41,271	+ 67,45,914	721	49.03

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nagdá to Ujjain	15-7-96	34-32	34-32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

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

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

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

Main provisions of agreement and contracts—

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

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

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

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

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

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

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

(vii) *Power of the Durbar to determine agreement.*—
 (viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Statistics of working. (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	34.32	22,41,231	1,23,654	66,141	2.96	69	46.27
1905	34.32	22,40,441	1,71,435	99,907	4.46	96	41.72
1906	34.32	22,40,441	1,71,491	91,060	4.06	96	46.90
1907	34.32	22,40,441	1,99,985	1,06,620	4.76	112	46.69
1908	34.32	22,40,441	1,95,491	83,228	3.71	109	57.43
1909	34.32	22,40,441	2,50,437	1,21,895	5.44	140	51.33
1910	34.32	22,40,600	2,59,830	1,34,098	5.98	146	48.36
1911	34.32	22,40,600	2,89,814	1,43,929	6.42	162	50.34
1912	34.32	22,40,600	3,21,131	1,61,593	7.35	180	48.75
1st qr. of 1913	34.32	22,40,600	75,347	41,074	1.33	169	45.49
1913-14	34.32	22,42,194	3,26,870	1,65,627	7.39	183	49.33

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Anand to Petlad	5-5-90	13.17	
Petlad to Tarapur	20-6-01	8.33	
TOTAL		21.50	

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

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

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

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (c) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—concl'd.

Main provisions of agreements and contract—

- (i) *Land.*—Provided free of cost by the Baroda Durbar.
- (ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5' 6" and 3' 3½" gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.
- (v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5' 6" gauge).
- (vi) *Special obligations as to the conveyance of—*
- (a) *Mails, troops, high Government officials and Government stores.*—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
- (b) *Government bullion and coin, and the persons in charge thereof.*—Not specified.
- (vii) *Power of the Durbar to determine agreement.*—
- (viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 calendar months' notice to the other.
- (ix) *Term of agreement [if not determined under (vii) and (viii)].*—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	21.50	11,46,552	1,20,974	64,876	5.66	108	46.37
1905	21.50	11,31,273	1,40,463	81,936	7.25	126	47.65
1906	21.50	11,30,873	1,39,209	73,634	6.51	124	47.11
1907	21.50	11,30,869	1,66,978	89,288	7.81	149	47.13
1908	21.50	11,31,294	1,86,283	80,125	7.08	167	50.90
1909	21.50	11,31,692	1,88,012	90,705	8.01	168	51.76
1910	21.50	11,33,233	2,19,645	1,13,378	10.00	196	48.58
1911	21.50	11,39,453	2,39,635	1,19,183	10.46	214	50.26
1912	21.50	11,46,073	2,54,949	1,29,527	11.30	228	49.19
1st qr. of 1913	21.50	11,47,125	62,414	33,937	2.96	223	45.55
1913-14	21.50	11,50,073	2,43,277	1,21,580	10.60	218	49.90

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12.30	12.30

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (d) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.*Ballast.*—The line is ballasted with gravel.*Fencing.*—Only station yards are fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

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

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

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

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

Main provisions of agreements and contract—

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

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

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

(vii) *Power of the Durbar to determine agreement.*—(viii) *Power of the Company to determine agreement.*—(ix) *Term of agreement [if not determined under (vii) and (viii)].*—As noted under 2 (c),
Petlad-Cambay rail-
way (Anand-Tarapur
section) (5' 6" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	10'92	7,68,728	32,199	17,276	2'25	57	46'35
1905	10'92	8,06,482	33,638	19,603	2'49	59	47'72
1906	12'30	8,11,255	34,531	18,265	2'25	54	47'11
1907	12'30	8,10,876	42,318	22,355	2'76	66	47'17
1908	12'30	8,10,876	44,098	18,932	2'33	69	57'07
1909	12'30	8,50,220	43,431	20,982	2'47	68	51'69
1910	12'30	8,57,150	51,709	26,668	3'11	81	48'43
1911	12'30	8,65,463	57,830	28,728	3'33	90	50'23
1912	12'30	8,66,068	57,833	29,157	3'37	90	49'53
1st qr. of 1913	12'30	8,66,068	15,617	8,492	0'88	96	45'62
1913-14	12'30	8,66,999	53,711	27,045	3'12	84	49'65

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Date of registration of the Company.—17th June 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kankra Khari to Vyāra	1-12-98	35.59	
Vyāra to Chinchpāda	10-7-99	36.55	
Chinchpāda to Nandurbār	8-10-99	25.20	
Nandurbār to Dondaiche	11-11-99	21.44	
Dondaiche to Nardāna	25-11-99	19.78	
Nardāna to Amalner	15-3-00	16.92	
Total . . . . .	...	...	155.48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—Only station yards and important level crossings are fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Contracts—

- Dated the 28th August 1896 (called the principal contract), between the Secretary of State and the Tapti Valley Railway Company ;
- Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), between the Secretary of State and the Bombay, Baroda and Central India Railway Company ;
- Dated the 1st February 1901, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.
- Dated the 16th January 1902, between the Secretary of State and the Tapti Valley Railway Company, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.
- Dated the 8th April 1907, between the Secretary of State and the Bombay, Baroda and Central India Railway Company, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.
- Dated the 26th August 1907, between the Secretary of State and the Tapti Valley Railway Company, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.
- Dated the 10th July 1908, between the Secretary of State and the Bombay, Baroda and Central India Railway Company ;
- Dated the 12th November 1908, between the Secretary of State and the Tapti Valley Railway Company ;

as to the construction, management, maintenance and working of the Tapti Valley railway.

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

Main provisions of contracts—

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (e) Tapti Valley railway (5' 6" gauge)—concl'd.

Main provisions of contracts—concl'd.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway, 5' 6" and 3' 9 3/4" gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5' 6" gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5' 6" gauge).

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

(a) Mails, troops, high Government officials, and Government stores.— } As in the case of 2 (a),
(b) Government bullion and coin, and the persons in charge thereof.— } Bombay, Baroda and
Central India railway
(5' 6" gauge).

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

(a) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(b) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

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

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

Statistics of working—

TABLE I.									TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Milos.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35.91	82,70,413	2,836	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48.70
1899	138.88	1,21,09,183	2,42,593	...	...	...	...	73		47.40
1900	155.45	1,22,31,291	6,68,475	...	...	...	...	85		47.68
1901	155.48	1,29,18,730	6,00,553	3,42,243	2.65	33,228	3,75,469	2.90		74	48.01
1903	155.48	1,29,70,581	8,26,485	4,63,242	3.57	45,196	5,08,438	3.92	102	42.95	
1903	155.48	1,30,02,400	8,62,758	4,83,142	3.72	40,258	5,23,400	4.03	107	44.00	
1904	155.48	1,30,77,018	6,58,740	3,68,894	2.82	28,441	3,97,335	3.04	81	44.00	
1905	155.48	1,30,83,629	10,11,222	5,86,921	4.49	2,928	5,89,849	4.61	125	41.96	
1906	155.48	1,30,82,853	11,34,712	6,35,460	4.86	...	6,35,460	4.86	140	44.00	
1907	155.48	1,30,97,237	10,34,612	5,79,383	4.42	...	5,79,383	4.42	128	44.00	
1908	155.48	1,30,90,929	9,98,927	5,59,899	4.27	...	5,59,899	4.27	124	44.00	
1909	155.48	1,31,10,300	11,06,564	6,19,676	4.73	...	6,19,676	4.73	197	44.00	
1910	155.48	1,31,20,549	11,85,910	6,64,110	5.06	...	6,64,110	5.06	147	44.00	
1911	155.48	1,31,37,174	12,91,825	7,23,422	5.51	...	7,23,422	5.51	160	44.00	
1912	155.48	1,31,41,972	14,36,446	8,04,410	6.12	...	8,04,410	6.12	178	44.00	
1st qr. of 1913.	155.48	1,31,42,608	4,01,816	2,25,017	1.71	...	2,25,017	1.71	...	199	44.00
1913-14.	155.48	1,31,47,512	15,92,836	8,91,988	6.78	...	8,91,988	6.78	...	197	44.00

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (7)

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1.	2.	3.	4.	5.	6.
RAJPUTANA SECTION—					
<i>Main line—</i>					
Delhi to Rewari	14-2-78	51-21			
Rewari to Alwar	15-9-74	48-10			
Alwar to Bandikui	7-12-74	37-51			
Bandikui to Deusa	20-4-74	17-84			
Deusa to Jaipur	12-10-74	38-14			
Jaipur to Phulera	1-8-75	34-20			
Phulera to Ajmer	1-8-75	49-98			
Ajmer to Beawar	15-5-78	32-41			
Beawar to Haripur	12-8-79	20-85			
Haripur to Sojat Road	20-10-80	20-54			
Sojat Road to Palanpur	1-1-81	148-44			
Palanpur to Ahmedabad	15-11-79	22-36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sebarmati	12-2-08	0-66			
			580-18		
<i>Branches and extensions—</i>					
<i>Virangam-Wadhwan section—</i>					
Virangam to Wadhwan*	14-12-02	39-05			
			39-05		
<i>Farukhnagar Salt branch</i>					
	14-2-78	7-64			
			7-64		
<i>Agra branch—</i>					
Bandikui to Bharatpur	20-4-74	60-28			
Bharatpur to Agra Fort	11-8-78	38-24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1-50			
			95-02		
<i>Sambhar Lake Salt branch</i>					
	1-2-75	4-50			
<i>Jagoh extension</i>					
	0-10-76	4-50			
<i>Extension of Sambhar branch to Jhousra</i>					
	20-12-79	17-00			
<i>Kankaroola siding</i>					
	15-2-81	1-25			
<i>Additional salt sidings in the Sambhar lake</i>					
	1-9-91	6-18			
			38-43		
<i>5' 6" gauge lines—</i>					
Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	† 8-07			
At Delhi	12-11-03	0-09			
			8-16		
MALWA SECTION—					
<i>Main line—</i>					
Khandwa to Sanawad	1-2-74	34-25			
Sanawad to Mortakka	1-4-74	9-50			
Mortakka to Ghoral	20-1-75	20-50			
Ghoral to Mhow	1-1-78	15-69			
Mhow to Indore	2-8-78	13-00			
Indore to Fatehabad Junction	3-8-76	25-28			
Fatehabad Junction to Ratlam	11-7-78	48-75			
Ratlam to Jaora	25-2-80	20-50			
Jaora to Mandasaur	8-4-80	31-75			
Mandasaur to Neemuch	2-7-80	30-25			
Neemuch to Nimbahera	10-8-81	16-40			
Nimbahera to Chitorgarh	19-3-81	17-65			
Chitorgarh to Nasirabad	1-12-81	100-65			
Nasirabad to Ajmer	14-2-76	14-15			
			892-27		
<i>Ujjain branch—</i>					
Fatehabad to Ujjain	3-8-78	12-00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	13-68			
			11-68		
CAWNPORE-AHNERA SECTION—					
<i>Main line—</i>					
Cawnpore Mill line	26-4-00	2-34			
Cawnpore to Kanauj	15-12-80	49-20			
Kanauj to Farukhabad	1-2-81	36-71			
Farukhabad to Kasganj	14-4-84	66-78			
Kasganj to Hathras Road	1-7-84	34-04			
Hathras Road to Muttra Cantonment	19-10-75	29-11			
Jumna bridge	1-7-84	1-00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2-32			
Old connection to Ahnera	7-11-81	20-95			
			242-45		
Carried over				1,408-08	

* This section was opened on the 4' 6" gauge from 25th May 1872 and converted to, and opened on, the 3' 3½" gauge, from 14th December 1903.

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (f) Bombay, Baroda and Central India railway (5' 3½" gauge)—contd.

Progress in opening—conold.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	1,408.08	
Branches—					
Brahmavart branch	10-11-85	4.78			
Brindaban branch	26-3-89	7.25	12.03		
REWARI-BHATINDA-FAZILKA SECTION—					
Main line—					
Rewari to Hissar	20-3-88	88.20			
Hissar to Sirsa	1-1-84	50.75			
Sirsa to Kot Kapura	1-10-84	78.24			
Kot Kapura to Fazilka	1-1-85	50.26	262.45		
Rewari-Phulera Chord—					
Rewari to Narnaul	11-12-04	32.55			
Narnaul to Phulera	15-5-05	100.53	133.08	407.56	
TOTAL ...	...	...	...	1,815.64	
DOUBLE LINE, RAJPUTANA SECTION—					
3' 3½" gauge—					
Agra Fort to Idgah Junction (Agra)	11-8-73	1.14			
At Delhi	25-12-02	1.78	2.92		
5' 6" gauge—					
At Delhi	27-2-05	0.09	0.09		
Total double line . . . . .	...	...	...	3.01	

*Of this 26.28 miles, between Bhatinda and Kot Kapura, are of mixed (5' 6" and 3' 3½") gauge.

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41½-lb. and 50-lb. steel flat-footed, rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *via* the Rewari-Phulera chord, 518.91 miles; Rewari-Bandikui-Phulera loop, 173.76 miles, and branches, 94.61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97.85 miles, and branch, 2.17 miles; (3) Cawnpore-Achnera section, main line, 148.23 miles and Brindaban branch, 2.69 miles; and (4) Rewari-Fazilka section, 114.23 miles, including stations.

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

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (f) Bombay, Baroda and Central India railway (3' 3½" gauge)—concl'd.

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

TABLE I.							TABLE II.			
INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION up to 1911 AND VIRANGAM-WADEWAN SECTION from 1912.										
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1906	1,915-50	16,65,57,367	2,80,04,905	1,47,43,830	8-35	65,99,940	Included with 2 (a), Bombay, Baroda and Central India railway (5' 6" gauge).	+ 81,13,500	281	47-35
1907	1,919-20	16,85,98,587	2,87,22,171	1,43,93,903	8-54	53,09,968		+ 40,58,989	288	40-83
1908	1,918-54	17,64,93,727	2,47,43,850	94,10,603	5-33	60,67,232		+ 33,43,381	249	61-97
1909	1,919-72	19,04,84,544	2,51,98,999	1,08,92,636	6-14	61,19,498		+ 47,79,138	252	56-75
1910	1,919-64	18,18,68,774	2,85,10,644	1,44,84,804	7-96	61,72,944		+ 83,11,860	286	49-20
1911	1,917-73	18,28,81,723	3,08,25,507	1,50,88,603	8-27	63,40,819	+ 87,42,784	309	51-07	
1912	1,815-64	16,55,41,245	3,15,97,819	1,61,10,247	9-73	59,67,519	+ 1,01,42,728	335	49-01	
1st qr. of 1913.	1,815-64	16,66,23,866	81,31,086	45,29,216	2-72	14,56,507	+ 30,72,709	345	44-32	
1913-14.	1,815-64	16,78,56,869	2,95,50,716	1,47,44,027	8-78	53,64,259	+ 93,79,775	316	50-61	

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

2 (g) Ahmedabad-Dholka railway (3' 3½" gauge)—

Date of registration of the Company.—22nd July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sabarmati to Bavla	23-2-03	24-75	
Bavla to Dholka	1-4-03	8-79	
TOTAL	...	...	33-54

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.**Ballast.**—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings; elsewhere sand is used with stone top dressing. The line has since been ballasted with stone.**Fencing.**—Only station yards are fenced.**Curves.**—The sharpest curve is of 1,146 feet radius.**Gradients.**—The ruling gradient is 1 in 300, except for 400 feet near Sabarmati, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

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

Dated the 25th March 1902, between the Secretary of State and the Ahmedabad-Dholka Railway Company;

Dated the 18th July 1902, between the Secretary of State and the Bombay, Baroda and Central India Railway Company;

as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Contracts—contd.

Dated the 17th September 1902, between the Secretary of State and the Ahmedabad-Dholka Railway Company, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

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

Dated the 10th July 1908, between the Secretary of State and the Bombay, Baroda and Central India Railway Company; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from inter-

Dated the 12th November 1908, between the Secretary of State and the Ahmedabad-Dholka Railway Company; } changed traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—

(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During

the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5' 6" and 3' 3½" gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line be worked by State agency, such percentage as the Secretary of State may consider just or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

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

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

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

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (g) Ahmedabad-Dholka railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

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

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

Statistics of working—

TABLE I								TABLE II		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	33-50	10,02,173	64,261	35,986	3-59	...	35,986	3-59	45	44-00
1904	33-50	10,17,308	99,044	55,465	5-45	...	55,465	5-45	57	44-00
1905	33-50	10,44,995	98,214	57,203	5-47	...	57,203	5-47	56	41-76
1906	33-50	10,68,722	1,00,743	56,418	5-21	...	56,418	5-21	58	44-00
1907	33-50	11,11,380	1,15,159	64,489	5-80	...	64,489	5-80	66	44-00
1908	33-50	10,91,212	1,28,206	71,795	6-58	...	71,795	6-58	74	44-00
1909	33-54	11,05,386	1,30,149	6,283	6-09	...	67,283	6-09	69	44-00
1910	33-54	11,10,997	1,29,669	7,615	6-54	...	72,615	6-54	74	44-00
1911	33-54	11,17,717	1,32,107	73,980	6-62	...	73,980	6-62	76	44-00
1912	33-54	11,17,717	1,33,740	74,895	6-70	...	74,895	6-70	77	44-00
1st qr. of 1913	33-54	11,17,717	28,868	15,886	1-42	...	15,886	1-42	65	44-00
1913-14	33-54	11,17,443	1,24,609	69,781	6-24	...	69,781	6-24	71	44-00

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

Date of registration of the Company.—6th January 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	33-82	
Talod to Parantij	2-7-97	7-83	
Parantij to Himmatnagar	28-10-97	14-05	
Himmatnagar to Khed Brahma	1-7-11	34-00	
TOTAL . . . . .	...	...	88-70

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

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

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Contracts—consold.

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

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

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

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

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

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

Main provisions of contracts—

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

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

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Parantij Railway Company in respect of each year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5' 6" and 3' 3½" gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parantij railway, as will, together with the net earnings of the Ahmedabad-Parantij Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmahed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmahed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

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

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

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (b) Ahmedabad-Parantij railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

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

(a) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

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

(vii) *Power of the Company to surrender contract.*—Nil.(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897	54.59	19,42,211	69,089	36,665	1.89	...	36,665	1.89	46	46.92
1898	54.59	19,42,971	1,49,790	85,836	4.42	...	85,836	4.42	53	49.70
1899	54.70	19,49,616	2,10,334	1,21,687	6.24	...	1,21,687	6.24	74	42.23
1900	54.70	19,55,305	2,65,103	1,55,952	7.98	...	1,55,952	7.98	93	41.17
1901	54.70	19,49,355	1,77,438	99,365	5.10	...	99,365	5.10	62	44.00
1902	54.70	19,70,012	1,79,794	1,00,685	5.11	...	1,00,685	5.11	63	44.00
1903	54.70	19,88,859	1,50,112	84,063	4.23	...	84,063	4.23	53	44.00
1904	54.70	19,89,045	1,86,227	1,04,287	5.24	...	1,04,287	5.24	65	44.00
1905	54.70	19,91,753	1,98,713	1,15,469	5.80	...	1,15,469	5.80	70	41.89
1906	54.70	19,98,023	2,20,934	1,23,727	6.19	...	1,23,727	6.19	78	44.00
1907	54.70	20,08,966	2,61,637	1,48,197	7.38	...	1,48,197	7.38	93	44.00
1908	54.70	20,26,012	2,95,664	1,65,572	8.17	...	1,65,572	8.17	104	44.00
1909	54.70	20,32,797	3,04,864	1,70,735	8.40	...	1,70,735	8.40	107	44.00
1910	54.70	26,71,739	3,21,710	1,80,158	6.27	...	1,80,158	6.27	113	44.00
1911	88.70	36,40,022	3,52,475	1,97,386	5.42	...	1,97,386	5.42	94	44.00
1912	88.70	36,64,696	3,47,122	1,94,383	5.30	...	1,94,383	5.30	75	44.00
1st qr. of 1913	88.70	36,83,679	1,08,425	57,918	1.57	...	57,918	1.57	90	44.00
1913-14	89.70	37,08,874	4,02,382	2,25,334	6.09	...	2,25,334	6.08	87	44.00

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Virangam-Mehsana-Taranga Hill section—				
Virangam to Mehsana	1-2-91	40.21		
Mehsana to Vadnagar	21-3-87	20.73		
Vadnagar to Kheralu	12-12-88	7.00		
Kheralu to Taranga Hill	20-8-09	7.79		
			75.73	
Palan extension—				
Mehsana to Patan	20-7-91	24.69	24.69	
Harij branch—				
Manund Road to Harij	28-10-08	20.95	20.95	
Becharji extension—				
Chanasama to Becharji	28-10-08	16.63	16.63	
TOTAL OPEN MILEAGE	...	...	...	138.00
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Patan to Kakoshi (sanctioned on 15th March 1912)	...	25.01		
Khalipur to Khakhal (sanctioned on 15th March 1912)	...	17.12		
Wagrod to Khareda (sanctioned on 14th January 1913)	...	28.90	70.13	70.13
GRAND TOTAL	...	...	...	208.13

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 2
Sub-heads (a) to (r) BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*2 (i) Gaekwar's Mehsana railway (3' 3½") gauge—*contd.*

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41½-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

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

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

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

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varethha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Manund Road-Harij section it is 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

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

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

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

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

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

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

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

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

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

Main provisions of agreements and contract—

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreements and contract—concl'd.

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

Statistics of working. (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	92-63	38,95,678	3,82,249	2,04,906	6-06	79	46-89
1905	92-63	34,36,885	4,52,184	2,62,904	7-65	94	41-86
1906	92-63	42,76,898	4,20,777	2,24,124	5-25	87	46-74
1907	92-63	50,55,731	4,34,903	2,30,317	4-56	90	47-04
1908	130-21	53,16,404	4,55,749	1,93,036	3-70	88	57-64
1909	138-01	53,43,871	5,57,732	2,58,206	4-79	78	54-08
1910	138-00	55,89,610	6,30,415	3,13,759	5-61	66	50-25
1911	138-00	57,02,244	6,48,429	3,20,799	5-63	90	50-37
1912	138-00	57,16,157	6,61,472	3,36,647	5-89	92	49-11
1st qr. of 1913	138-00	57,23,067	1,53,077	86,974	1-51	85	45-36
1913-14	138-00	57,80,979	6,58,981	3,30,495	5-72	92	49-85

2 (j) Jaipur railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Sanganer to Nawai	10-11-05	32-18		
Nawai to Sivai-Madhapur	17-10-07	40-66		
TOTAL OPEN MILEAGE . . . . .	...	...	72-84	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Jaipur to Reengus (sanctioned on 12th December 1913) . . . . .	...	36-00	36-00	
GRAND TOTAL . . . . .	...	...	...	108-84

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.*Ballast.*—The line is ballasted with stone.*Fencing.*—The line is unfenced except at stations and at points where the line crosses the main road.*Curves.*—The sharpest curve is of 2,865 feet radius.*Gradients.*—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (j) Jaipur railway (3' 3½" gauge)—concl'd.

Agreement—

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

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

Main provisions of agreement—

- (i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.
- (ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3' 3½" gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line, from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.
- (iii) *Terms of working.*— } Excluding the cost of making good damages due to extraordinary
- (iv) *Distribution of profits.*— } casualty which is borne by the Durbar and is chargeable against capital, the Jaipur railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtained for similar expenditure on that system. The balance in favour of or against the Jaipur Durbar is paid over to, or by, it as the case may be.
- (v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores)
- (b) Government bullion and coin, and the persons in charge thereof.—Not specified.
- (vii) *Power of the Durbar to determine agreement.*— } After 2 years from the date of opening (*vis.*, the
- (viii) *Power of the Company to determine agreement.*— } 17th October 1907) of the Jaipur railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th June or 31st December of any year.
- (ix) *Term of agreement [if not determined under (vii) and (viii)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1905	Miles. 32.18	Rs. 13,20,421	Rs. 12,299	Rs. 6,779	0.51	Rs. 52	44.88
1906	32.18	14,77,186	68,048	36,617	2.48	41	46.89
1907	72.84	23,42,018	97,734	49,708	2.12	46	49.14
1908	72.84	24,01,041	1,16,415	49,648	2.07	31	57.35
1909	72.84	24,02,410	1,44,902	68,820	2.86	38	52.51
1910	72.84	24,03,971	2,14,761	1,10,290	4.59	57	48.65
1911	72.84	24,09,763	2,70,081	1,33,743	5.55	71	50.48
1912	72.84	24,09,763	3,13,550	1,58,641	6.58	63	49.49
1st qr. of 1913	72.84	24,14,338	96,283	52,189	3.16	102	45.82
1913-14	72.84	24,17,723	3,12,429	1,57,262	6.35	82	49.66

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
	2	3	4
Palanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 8 miles of the line which are laid with 4½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and still dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

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

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

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

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

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

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

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

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

Main provisions of contracts—

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

(ii) **Government aid.**—The railway is owned jointly by the Government and the Palanpur Durbar, and the former provide any further open line capital funds. It was constructed, and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3' 3½" gauge).

(iii) **Terms of working.**—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Palanpur-Deesa railway.

(iv) **Distribution of profits.**—The net earnings, after deducting the working expenses as in (iii) above, in any half-year, are to be divided between the Government and the Palanpur Durbar in proportions to the capital provided by each, after excluding (so long as the line remains a 3' 3½" gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5' 6" gauge sub-structure.

(v) **Rates and fares.**—

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

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

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

As under 2 (f), Bombay, Baroda and Central India railway (3' 3½" gauge).

(vii) **Power of the Government to determine contract.**—

(viii) **Power of the Company to determine contract.**—

(ix) **Term of contract.**—

The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3' 3½" gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (k) Palanpur-Deesa railway (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.											TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
		(i) lines open, and	(ii) lines partly or wholly under construction.		Contributed by the Palanpur Durbar.	Contributed by Government.	Attributable to the Durbar.	Attributable to Government.				
1	2	3	4	5	6	7	8	9	10	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17-28	1,85,000	1,78,953	4,436	1,335	1,110	0-72	0-62	5,371	-4,261	39	44-68
1894	17-28	1,85,000	2,14,601	37,544	11,365	11,781	6-14	5-49	8,783	+2,998	43	38-85
1895	17-28	1,85,000	2,15,374	38,182	11,833	11,512	6-13	5-35	8,378	+3,134	42	40-17
1896	17-28	1,85,000	2,32,746	51,629	14,101	15,072	7-62	6-48	9,149	+5,923	57	48-49
1897	17-28	1,85,000	2,33,264	48,264	10,883	12,243	5-88	5-25	9,305	+2,938	48	46-55
1898	17-28	1,85,000	2,33,264	38,199	10,334	11,623	5-59	4-99	9,331	+2,297	43	42-51
1899	17-28	1,85,000	2,33,264	44,628	12,102	13,618	6-54	5-84	9,330	+4,288	50	42-37
1900	17-28	1,85,000	2,33,264	47,669	12,636	14,218	6-83	6-10	9,380	+4,888	53	43-07
1901	17-28	1,85,000	2,33,264	36,805	9,375	10,548	5-07	4-52	9,330	-1,218	41	45-87
1902	17-28	1,85,000	2,36,786	33,690	8,329	9,521	4-50	4-02	9,408	+118	37	47-01
1903	17-28	1,85,000	2,37,069	29,734	7,141	8,181	3-86	3-45	9,432	-1,251	33	48-47
1904	17-28	1,85,000	2,37,069	29,185	7,280	8,340	3-94	3-52	9,474	-1,134	33	46-48
1905	17-28	1,85,000	2,37,069	35,178	9,469	10,848	5-12	4-58	9,472	+1,376	39	42-25
1906	17-28	1,85,000	2,39,155	40,154	9,862	11,376	5-33	4-76	9,531	+1,945	45	47-11
1907	17-28	1,85,000	2,39,155	42,061	10,266	11,878	5-55	4-97	7,323	+4,555	47	47-35
1908	17-28	1,85,000	2,47,156	45,680	9,097	10,728	4-93	4-34	8,213	+2,515	51	56-60
1909	17-28	1,85,000	2,45,700	53,828	11,757	14,084	6-36	5-71	8,259	+5,775	59	51-63
1910	17-28	1,85,000	2,45,700	58,152	18,663	6,291	7-39	6-63	8,216	+8,075	65	48-49
1911	17-28	1,85,000	2,45,700	62,775	11,943	14,248	6-46	5-80	8,332	+5,916	59	50-86
1912	17-28	1,85,000	2,45,700	51,837	11,891	14,177	6-43	5-77	8,400	+5,777	58	49-71
1st qr. of 1913	17-28	1,85,000	2,45,700	14,813	3,677	4,384	1-99	1-78	2,089	+2,295	66	45-58
1913-14	17-28	1,85,000	2,45,700	37,949	13,258	15,608	7-17	6-43	8,324	+7,484	64	49-64

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Vijapur to Kalol	10-6-02	29-44	
Kalol to Kadi	13-7-03	11-93	
Kadi to Bhoyani Road	1-4-12	4-74	
TOTAL			46-11

Details of construction—

Permanent-way.—21 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with stone and kunker.

Fencing.—Only station yards and 11-07 miles of the Vijapur-Kalol section are fenced.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

2 (i) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—concl'd.

Details of construction—concl'd.

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1,910 feet on the Kadi-Bhoyani Road section.

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

Agreements and contract—

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

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

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

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

Agreement, dated the 17th June 1913, between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company, as to the management, maintenance and working of the Kadi-Bhoyani extension, subject to further modifications of the agreement of the 23rd November 1903.

Main provisions of agreements and contract—

As noted under 2 (i), Gaekwar's Mehsana railway (3' 3½" gauge), charges for repairs or renewals of way, works and stations on the Kadi-Bhoyani extension, due to defective design or construction of the extension or to defective materials used in the works constructed are to be paid for by the Durbar.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,556	87,131	50,496	3·83	40	42·05
1906	41·37	13,24,825	95,660	50,645	3·83	44	47·05
1907	41·37	13,65,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,843	51,993	3·96	56	56·00
1909	41·37	13,08,388	1,17,211	56,498	4·82	54	51·80
1910	41·37	13,29,176	1,32,202	68,019	5·12	61	48·65
1911	41·37	15,14,364	1,35,991	67,582	4·46	63	50·27
1912	46·11	15,63,509	1,34,917	68,345	4·37	58	49·35
1st qr. of 1913	46·11	15,61,365	34,840	18,981	1·22	58	45·52
1913-14	46·11	15,71,787	1,45,014	72,768	4·63	60	49·82

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
<i>Chandod-Dabhoi-Masor Road section—</i>				
Chandod to Dabhoi	15-1-79	10.62		
Dabhoi to Goya Gate	1-7-80	17.00		
Goya Gate to Vishvamitri	24-1-81	1.68		
Vishvamitri to Padra	1-7-87	7.14		
Padra to Mobha	10-7-03	9.20		
Mobha to Masor Road	1-11-04	6.48		
			52.07	
<i>Jarod extension—</i>				
Dabhoi to Jarod	15-11-13	23.88		
			23.83	
<i>Bodeli extension—</i>				
Dabhoi to Sankheda Bahadarpur	17-9-79	9.64		
Sankheda Bahadarpur to Bodeli	16-6-90	12.77		
			22.41	
<i>Miyagam branch—</i>				
Dabhoi to Miyagam	8-4-73	20.00		
			20.00	
<i>Malsar extension—</i>				
Miyagam to Malsar	15-1-12	23.67		
			23.67	
TOTAL OPEN MILEAGE				
	...	...	...	141.98
<i>UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—</i>				
Jarod to Samlaya (sanctioned on 9th April 1913) . . . . .	...	5.35		
Motipura to Tankhola (sanctioned on 25th February 1914) . . . . .	...	24.67		
Gantoli to Songir (sanctioned on 25th February 1914) . . . . .	...	2.48		
Masor Road to Jambusar (sanctioned on 26th March 1914) . . . . .	...	7.22		
			39.72	
				39.73
GRAND TOTAL				
	...	...	...	181.71

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road. Miyagam-Malsar section is laid with 30-lb. rails on wooden sleepers.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

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

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Agreement and contract—

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

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

Main provisions of agreement and contract—

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreement and contract—concl'd.

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907—)

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	94.49	24,64,832	2,93,906	1,26,426	5.18	65	57.70
1905	94.40	24,72,909	3,72,467	2,04,004	8.25	76	45.23
1906	94.48	24,75,537	2,94,817	1,78,665	7.22	80	54.75
1907	94.48	25,62,795	4,60,515	2,62,120	10.23	95	44.17
1908	94.48	25,94,874	4,66,069	2,44,526	9.42	95	47.53
1909	94.48	25,99,530	4,96,122	2,81,813	10.84	101	43.43
1910	94.48	31,41,668	5,95,304	3,46,177	11.01	121	41.85
1911	94.48	37,35,219	6,22,730	3,59,443	9.62	127	42.28
1912	118.15	42,85,146	6,07,931	3,31,317	7.73	100	45.50
1st qr. of 1913	118.15	34,52,593	1,57,000	71,910	2.09	102	54.20
1913-14	141.93	43,78,401	6,67,371	3,37,708	7.71	101	49.40

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grant total.
1	2	3	4	5
Kosamba to Zankhvar.	1-5-12	26.12		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Zankhvar to Bardipada (sanctioned on 23rd March 1914)	...	22.57	26.12	
GRAND TOTAL	...	...	...	48.69

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. steel rails laid on jarrah and half-round jungle teak sleepers.*Ballast.*—Metal ballast has been provided between stations and sand ballast in station yards.*Fencing.*—No fencing has been provided.*Curves.*—The sharpest curve is of 600 feet radius.*Gradients.*—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.

Agreement—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	26.12	12,37,218	12,999	—11,207	...	14	186.21
1st qr. of 1913	26.12	12,69,586	6,152	—4,273	...	18	169.42
1913-14	26.12	12,79,032	25,382	—12,545	...	19.4	149.42

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (r)**2 (o) Rajpipla railway (2' 6" gauge)—**
Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
	2	3	4
	1-7-97	19-03	
Anklesvar to Raj-Pardi	19-1-99	4-95	
Raj-Pardi to Umalla	1-6-99	7-85	
Umalla to Amletha	20-7-99	5-54	
Amletha to Nándod			
TOTAL	...	...	37-37

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

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

Gradients.—The ruling gradient is 1 in 150.

Agreement and contract—

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

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

Main provisions of agreement and contract—

- (i) **Land.**—Provided free of cost by the Rajpipla State.
- (ii) **Government aid.**—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.
- (iii) **Terms of working.**— } The Rajpipla railway is debited with the actual cost of working plus a sum equal to 12½ per cent. on total working expenses (but not less than
- (iv) **Distribution of profits.**— } Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8. The balance in favour of, or against, the Rajpipla State is paid over to, or by it, as the case may be.
- (v) **Rates and fares.**—
- (vi) **Special obligations as to the conveyance of.**— } As under 2 (m), Gaekwar's Dabhoi railway (2' 6" gauge).
(a) Mails, troops, high Government officials and Government stores.— }
(b) Government bullion and coin and the persons in charge thereof.— }
- (vii) **Power of the Rajpipla State to determine agreement.**— } The agreement may be determined by either party, at the end of any calendar half-year, on
- (viii) **Power of the Company to determine agreement.**— } one year's notice from either side.
- (ix) **Term of agreement [if not determined under (vii) and (viii)].**—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	37-37	13,04,522	49,207	16,890	1-29	25	65-68
1905	37-37	13,04,522	62,017	28,194	2-16	32	54-54
1906	37-37	13,04,867	67,137	32,326	2-49	35	51-55
1907	37-37	13,51,850	50,183	42,828	3-17	41	46-59
1908	37-37	13,53,352	81,269	27,462	2-03	42	68-18
1909	37-37	13,61,118	83,439	28,888	2-12	43	65-38
1910	37-37	13,64,149	1,02,324	41,189	3-02	53	59-75
1911	37-37	13,90,221	1,23,490	54,836	3-94	64	55-59
1912	37-37	13,90,293	1,19,151	44,460	3-20	61	62-69
1st qr. of 1913	37-37	14,13,423	43,567	24,677	1-75	90	43-36
1913-14	37-37	14,18,501	1,29,663	45,365	3-20	97	65-01

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

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

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Billimora to Kalamba (sanctioned on 5th July 1911)	35.00	35.00

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar (sanctioned on 28th April 1911)	29.78	29.78

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

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

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Petlad to Vaso (sanctioned on 7th June 1911)	15.50	15.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

BOMBAY PORT TRUST RAILWAY (5' 6" gauge)—

Sanction to the construction of this line by the Bombay Port Trust was conveyed in Railway Board's Notification No. 152, dated the 28th May 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Junction of Mahim chord with Harbour branch of the Great Indian Peninsula railway to the Docks (sanctioned on 28th May 1913).	...	6.00	6.00

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

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Lines on the Calcutta Foreshore—</i>				
<i>Main line—</i>				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1.14		
Bagh Bazar to Meerbohur Ghât	1-11-75	1.76		
Meerbohur Ghât to Jetties	1-6-78	0.84		
Jetties to Chandpal Ghât	1-12-80	0.32		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2.16		
Graving Dock to Chetla	0-0-93	3.20		
			9.42	
<i>Branches—</i>				
Graving Dock to Majherat	0-0-93	2.34		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1.35		
			3.09	
<i>Line on the Howrah Foreshore—</i>				
Telkul Ghât via Bhurpara Khal to Shalimar	31-12-01	...		
			2.23	
TOTAL . . . . .	...	...	...	15.34

Details of construction—

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

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

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

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

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

Contract—

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

Statistics of working.—Not available.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

The lines owned by the late Eastern Bengal Guaranteed Railway Company were acquired by the State on the 1st July 1884, with which the Northern Bengal State and the Calcutta and South Eastern railways were amalgamated for working by the State as one undertaking under the name of the Eastern Bengal State railway.

Date of registration of the late guaranteed company.—1857.

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

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(a) Eastern Bengal railway (5' 6" gauge)	507.20	61.99	571.59
(b) Eastern Bengal railway (3' 3½" gauge)	1,039.13	...	1,039.13
(b) Eastern Bengal railway (2' 6" gauge)	35.10	...	35.10
(c) Cooch Behar railway (3' 3½" gauge)	38.09	...	38.09
(d) Mymensingh-Jamalpur-Jagannathganj railway (3' 3½" gauge)	55.23	...	55.23
(e) Sara-Seraiganj railway (5' 6" gauge)	...	49.20	49.20
Total	1,669.74	113.59	1,783.33

Running powers—

Foreign line over home line :—

East Indian railway	{ Naihati to Majherat, including Kakurgachi Chord Dum Dum Junction to Chitpore	{ for goods trains only	{ 33.25 1.87
			<u>35.12</u>

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

Progress in opening.—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
EASTERN SECTION—					
<i>Main line—</i>					
Calcutta to Ranaghat	29-9-62	45.25			
Ranaghat to Jagati Junction	15-11-62	61.83			
Jagati Junction to mile 145	1-1-71	37.93			
Mile 145 to Pachooria Junction	20-6-11	0.73			
Pachooria Junction to new Goalundo	1-4-90	3.16			
	22-10-98	5.00		153.90	
<i>Branches—</i>					
<i>Kakurgachi Chord—</i>					
Kakurgachi Road to Gobra	1-2-07	2.26			
	25-8-73	0.82		2.26	
<i>Chitpore branch—</i>					
	18-4-88	0.12			
<i>Chitpore Terminus Extension—</i>					
Belgaohhi bridge to Cossipore	1-3-03	0.68		0.94	* For goods traffic only.
	1-9-03	0.98			
<i>Dum Dum-Chitpore low level connection—</i>					
	10-12-13	1.18		1.66	
Pattipooker-Chitpore connection	4-12-10	1.17		1.18	
<i>Murshidabad branch—</i>					
Ranaghat to Bhagwangola	1-9-05	88.85			
Bhagwangola to Krishnapur	10-11-05	5.90			
Krishnapur to Lalgola Ghat	15-7-07	2.75		97.50	
<i>Kushtia branch—</i>					
Jagati Junction to river Ganges	16-2-64	3.77			
Kushtia loop line	1-8-81	1.83		5.10	
<i>Faridpur branch—</i>					
Pachooria Junction to Shivarampore	20-10-93	3.77			
Shivarampore to Faridpur	9-4-99	7.21		15.98	
<i>Durgapur Ghat line—</i>					
	1-7-07	4.51		4.51	
<i>Fakirabad Ghat line</i>					
	5-7-12	3.45		3.45	
<i>Churni Extension—</i>					
	1-1-02	1.50		1.50	
<i>Damukdia branch—</i>					
Poradaha to Bhairamara	19-1-78	11.79			
Bhairamara to Golabuggur (Damukdia)	8-12-83	6.64			
Golbathan Extension	1-1-02	1.05		19.48	
TOTAL, EASTERN SECTION	...	...	...	308.63	
SOUTHERN SECTION—					
<i>Main line—</i>					
Calcutta (Beliaghata) to Sonarpur	2-1-62	10.00			
Sonarpur to Baraipur	10-6-82	5.30			
Baraipur to Magra Hat	18-12-82	9.55			
Magra Hat to Diamond Harbour	23-4-83	12.69			
Diamond Harbour towards Hara Fort	25-4-83	0.42			
Junction with Eastern section	15-8-85	0.41		38.37	
Total, carried over	...	...	...	38.37	
				308.63	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	38.87	308.63	
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-62	5.00			
Champahati to Port Canning	15-5-63	12.79			
Bansra diversion extension	5-3-00	0.25			
	17-11-02	0.81			
			18.85		
Budge-Budge branch—					
Ballygunge to Budge-Budge	1-5-90	13.63			
			13.66		
TOTAL, SOUTHERN SECTION . . . . .	...	...	...	79.88	
CENTRAL SECTION—					
Main line—					
Dum Dum Junction to Dattapukur	2-4-83	14.25			
Dattapukur to Gobardanga	7-12-83	17.00			
Gobardanga to Bongong	22-4-84	12.00			
Bongong to Khooina	16-2-84	61.26			
			104.51		
Branches—					
Ranaghat to Bongong	16-10-82	20.50			
Dum-Dum Cantonment to Pattipooker	1-8-04	2.68			
			23.18		
TOTAL, CENTRAL SECTION . . . . .	...	...	...	127.69	
TOTAL OPEN MILEAGE . . . . .	...	...	...	507.20	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Lower bridges—Bhairamara to Junction with Eastern Bengal railway near Gopalpur (sanctioned on 10th December 1905).	...	14.22			
Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910).	...	1.66			
Sara to Santahar (sanctioned on 28th December 1911).	...	48.51			
			64.39	64.39	
GRAND TOTAL . . . . .	...	...	...	571.59	
DOUBLE LINE, EASTERN AND SOUTHERN SECTIONS—					
Calcutta to Naihati	1-8-86	2.55			
Naihati to Kanchrapara	21-3-87	0.26			
Kanchrapara to Ranaghat	20-4-92	4.69			
Ranaghat to Aranghata	12-11-92	17.56			
Aranghata to Bogoola	7-8-97	5.50			
	17-9-97	6.75			
	3-11-97	6.65			
Bogoola to Shibnibash	17-11-98	0.75			
	29-11-09	0.15			
Shibnibash to Dursuna	17-9-97	9.50			
Dursuna to Poradaha	7-8-87	27.58			
	27-11-09	0.24			
Dum Dum Canal Junction low level connection	10-12-13	1.18			
Chitpore branch—					
Kakurgachi to Gobra	19-4-88	0.82			
Sealdah to Ballygunge	1-2-07	2.26			
	20-10-88	3.50			
	19-9-90	0.36			
Ballygunge to Jadabpur	10-10-13	1.85			
Ballygunge to Majherat	20-11-93	4.00			
Total double line . . . . .	...	...	95.65		
QUADRUPLE LINE, EASTERN SECTION—					
Kakurgachi to Dum Dum	1-2-07	3.13			
Dum Dum to Barrackpore	12-12-12	10.30			
Barrackpore to Kankinara	21-11-12	7.25			
			20.68		

* Excluding 1 the quadruple length.

Details of construction—

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

On the Eastern section, 90-lb. flat-footed rails with wooden sleepers are laid on the newly opened double track, between Dum Dum Junction and Kakurgachi, on the low level lines between Dum Dum Junction and Chitpore, on the Pattipukur-Chitpore connection, on the up and down tracks, between Naihati and Poradaha (excepting a few short lengths where cast iron sleepers have been used) and on the lines between Poradaha and Bhairamara, Pachooria and Faridpur, Ranaghat and Krishnagar, from mile 130½ to 137, mile 143½ to 150½ and from mile 114½ to 118½ of the Rajbari branch; 85-lb. bull-headed rails on Denbam and Olphert's cast iron sleepers with wooden sleepers at joints and continuous joint pattern combined fish plates and chairs on the original double line between Calcutta and Naihati and the Kakurgachi-Tiljala chord; 75-lb. flat-footed new

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$ EASTERN BENGAL RAILWAY SYSTEM—contd.

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

Details of construction—concl'd.

pattern rails with wooden sleepers on the line between Krishnagar and Lalgalaghat; 75-lb. double-headed rails with Denham and Olphert's cast iron sleepers on portions of the line between Dum Junction and Chitpore, and between Poradaha and Goalundo, including the Kushtia branch, but excluding the lengths between miles 114½ and 118½, 130½ and 137 and 143½ and 150½; and second-hand 62-lb. flat-footed rails with wooden sleepers on the line between Ranaghat and Churni.

On the Central section, 90-lb. flat-footed rails with wooden sleepers are laid between Dum Dum Junction and Khoolna, Dum Dum Cantonment and Pattipooker and Bongong and Ranaghat.

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

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

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

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

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

Contracts.—

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

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

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

TABLE I.										TABLE II.	
INCLUDES THE EASTERN BENGAL RAILWAY 3' 3½" AND 2' 6" GAUGE SECTIONS, 3 (b).											
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.	
1	2	3	4	5	6	7	8	9	1	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Ra.		
1888	673-21	9,36,43,486	1,05,19,210	55,25,424	5-90	28,83,744	20,11,011	+ 6,90,569	283	47-47	
1889	746-40	9,73,16,143	1,11,76,674	61,91,625	6-36	30,18,703	20,48,953	+ 11,28,969	282	44-60	
1890	763-90	10,04,93,109	1,14,78,382	60,70,323	6-04	30,96,150	18,14,110	+ 11,60,063	271	47-12	
1891	776-57	10,19,64,737	1,26,75,440	65,32,100	6-40	32,01,166	19,48,198	+ 13,82,736	294	48-47	
1892	813-35	10,48,66,143	1,15,56,446	62,33,727	5-94	33,53,707	21,86,396	+ 6,93,624	270	46-06	
1893	812-71	10,56,47,715	1,20,51,147	66,35,188	6-28	33,88,241	22,14,254	+ 10,82,646	253	44-94	
1894	812-96	10,61,71,400	1,40,15,726	83,53,859	7-87	34,72,411	25,21,063	+ 23,60,085	314	40-40	
1895	813-65	10,76,16,616	1,45,09,739	89,74,474	8-34	35,12,105	25,10,875	+ 29,51,494	328	38-15	
1896	814-39	11,02,05,096	1,50,81,670	90,02,286	8-17	35,15,987	23,46,898	+ 31,40,001	344	40-31	
1897	817-88	11,51,93,689	1,47,62,238	80,66,993	7-00	37,20,343	22,18,436	+ 21,38,212	336	45-35	
1898	827-37	11,82,79,103	1,47,17,879	83,35,064	7-05	38,62,725	21,01,651	+ 23,70,688	334	43-37	
1899	832-18	12,20,74,261	1,56,12,436	83,01,083	6-80	39,79,133	20,83,534	+ 22,38,416	348	46-88	
1900	843-04	12,62,77,100	1,71,04,460	92,46,424	7-32	41,82,083	20,87,252	+ 29,77,139	376	45-93	
1901	854-39	13,24,19,708	1,65,99,440	83,08,281	6-27	43,55,321	20,93,467	+ 18,59,493	360	49-95	
1902	898-18	14,04,06,863	1,78,93,096	91,48,340	6-52	46,69,423	20,86,413	+ 23,90,504	381	48-87	
1903	897-87	15,21,86,102	1,81,52,429	88,57,094	5-82	50,13,535	20,87,434	+ 17,56,325	375	51-20	
1904	971-31	16,55,23,769	1,94,63,098	88,23,372	5-83	54,62,375	20,87,434	+ 12,39,966	374	54-67	
1905	1,234-98	19,08,88,052	2,03,73,194	96,19,904	5-04	59,23,924	20,87,434	+ 16,08,546	348	52-78	
1906	1,271-29	20,23,06,593	2,46,31,081	1,06,08,661	5-24	68,54,092	20,87,434	+ 16,07,135	360	56-93	
1907	1,273-61	21,54,21,452	2,65,68,569	1,03,15,781	4-79	63,94,610	20,87,434	+ 18,33,737	369	61-17	
1908	1,274-47	22,87,26,095	2,73,15,420	81,99,105	3-58	70,30,092	20,87,434	- 9,18,421	412	69-98	
1909	1,503-09	24,27,44,601	2,77,24,064	97,10,666	4-00	73,15,941	20,87,434	+ 3,07,291	355	64-97	
1910	1,507-73	25,55,91,026	2,83,74,562	1,16,98,257	4-58	75,34,551	20,87,434	+ 20,70,272	366	58-77	
1911	1,509-62	27,11,51,904	3,15,19,633	1,17,55,233	4-33	79,48,531	20,87,434	+ 17,19,268	402	62-70	
1912	1,569-83	29,00,69,252	3,43,33,589	1,39,40,687	4-31	84,00,069	20,87,434	+ 34,63,184	429	59-40	
1st qr. of 1913	1,571-68	27,69,63,503	89,52,207	34,79,977	1-26	21,70,558	5,21,859	+ 7,87,560	438	61-13	
1913-14	1,581-43	32,69,88,602	3,75,42,065	1,66,52,046	5-09	1,04,87,669	20,87,434	+ 40,76,943	460	55-64	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles:	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Sara to Siliguri—					
Sara to Atrai	19-1-78	38-75			
Atrai to Jalpaiguri	28-6-77	134-25			
Jalpaiguri to Siliguri	10-6-78	23-85			
			196-85		
Manihari Ghat to Gauhati—					
Manihari Ghat to Katihar	1-4-87	27-12			
Junction with the Bengal and North-Western railway at Katihar.	8-3-01	0-69			
Katihar to Rayganj	1-7-89	37-49			
Rayganj to Dinagepore	15-2-88	32-68			
Dinagepore to Chirir Bandar	16-5-84	8-75			
Chirir Bandar to Parbatipur Junction	1-7-83	10-01			
Parbatipur Junction to Shampur	19-5-78	15-74			
Shampur to Bungalow	2-7-78	7-50			
Bungalow to Kania	1-6-79	11-25			
*Kania to Mogalhat (including Teesta Bridge)	1-4-01	17-19			
Mogalhat to Gitaldaha Junction	2-1-02	1-86			
Gitaldaha to Golakganj	23-9-02	24-91			
Golakganj to Kokrajhar	1-2-06	35-75			
Kokrajhar to Sorbhog	1-3-09	39-73			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67-27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5-00			
			342-94		
Loop Line—					
Santahar to Bogra	1-4-89	24-50			
Bogra to Mohimaganj	5-4-00	22-02			
Mohimaganj to Bonarpara	1-8-00	4-60			
Bonarpara to Kania	1-7-05	44-47			
			95-59		
Branches and extensions—					
Kosi branch—					
Katihar to Kasba	1-4-87	22-10			
Kasba to Forbesganj	1-7-89	37-97			
Forbesganj to Jogbani	15-2-08	7-40			
			67-47		
Godagari extension—					
Katihar to Godagari	1-1-09	105-11			
			105-11		
Kissengunge branch—					
Barsoi to Kissengunge	15-12-92	35-11			
			35-11		
Total carried over . . . . .	...	...	...	848-07	

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Progress in opening—conold.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	...	843.07	* This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge up to Raja Bhatkhawa from 13th April 1910 and up to Jainti from 1st May 1910.
* <i>Santrabari extension of the Cooch Behar railway (British section)—</i>					
South bank of Kaljani river to Alipur Duar	18-1-00	0.64			
Alipur Duar to Raja Bhat Khawa	5-4-00	9.97			
Raja Bhat Khawa to Jainti	1-2-01	9.18		19.79	
<i>Dhubri branch—</i>					
Golakganj to Dhubri	23-9-02	18.60		18.60	
<i>Fulchhari branch—</i>					
Bonarpara to Fulchhari	1-9-00	8.25		8.25	
<i>Dalsingpara extension—</i>					
Raja Bhat Khawa to Kalchini	1-4-12	7.84			
Kalchini to Hasmara	1-1-13	6.66			
Hasmara to Dalsingpara	15-1-14	3.52		17.52	
<i>Tangla extension—</i>					
Rangiya to Tangla	1-8-12	24.32		24.32	
<i>Dacca section—</i>					
<i>Main line—</i>					
Narayanganj to Dacca	4-1-85	10.25			
Dacca to Jaydebpur	1-8-85	20.10			
Jaydebpur to Gafargaon	1-8-85	32.50			
Gafargaon to Mymensingh	1-8-85	23.52		86.37	
<i>Fulchhari extension—</i>					
Singhjani to Fulchhari	18-8-12	26.21		26.21	
				192.54	
TOTAL . . . . .	...	...	...	1,039.18	

Details of construction—

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

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

Details of construction—concl'd.

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

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

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

Contracts—

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

Statistics of working—

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

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

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2' 6" gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharila branch. The line from Teesta Junction to Mogalhat has been converted to the 3' 3½" gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
<i>Ranaghat-Krishnagar branch—</i> Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar .	5-4-99	20.25	
<i>Teesta-Kurigram branch—</i> Teesta Junction to Kurigram	18-7-81	14.85	
TOTAL . . . . .	...	...	35.10

Details of construction—

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

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

Fencing.—No lines on the 2' 6" gauge are fenced.

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

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts—

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

Statistics of working—

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

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
<i>Main line—</i> Gitaldaha to Manshahi Junction	15-9-93	18.31			This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910.
Manshahi Junction to the town of Cooch Behar .	15-12-98	3.22			
Torsa Bridge	16-5-00	0.11	21.64		
<i>Cooch Behar-Santrabari extension (Native State section)—</i> Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10.96			
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani river.	18-1-00	0.49	11.45		
TOTAL . . . . .	...	...	...	33.09

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. EASTERN BENGAL RAILWAY SYSTEM—contd.

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

Details of construction—

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

Agreement—

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

Main provisions of agreement—

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

Statistics of working (Those for the periods prior to 1904 will be found in appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
1	2	3	4	5	6	1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.		
1904	33'60	14,71,331	1,47,575	86,996	5'91	84	41'05	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907 having been written back to capital in 1909. † The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1905	33'60	14,82,493	1,48,488	86,233	5'82	85	41'20	
1906	33'60	14,87,786	1,68,754	77,815	5'23	97	53'69*	
1907	33'60	15,20,857	1,78,263	91,484	6'01	103	48'97*	
1908	33'60	15,17,033	1,96,254	1,14,833	7'57	112	41'48	
1909	33'60	17,71,553	1,91,077	1,39,144	7'85	109	27'17*	
1910	33'27	20,45,687	2,03,510	1,08,039	5'28	118	46'91†	
1911	33'09	19,08,477	2,61,711	1,18,360	6'20	152	45'23	
1912	33'09	19,30,969	2,71,097	1,46,019	7'56	167	46'13	
1st qr. of 1913	33'09	10,49,585	77,277	41,562	8'52	180	46'34	
1913-14	33'09	10,22,791	3,00,374	1,63,808	8'05	175	45'46	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Date of registration of the Company.—9th June 1899.

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

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-98	33.32	
Singhjani to Jagannathganj	15-10-99	21.90	
TOTAL	...	...	55.22

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on s&al sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

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

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

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Main provisions of agreements and contract—concl'd.

- (v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—
- (a) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or
- (b) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

TABLE I.								TABLE II.			
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
1	2	3	4	5	6	7	8		1	2	3
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	33.07	10,41,638	7,660	4,213	0.40	...	4,213	0.40	27	45.00	
1899	53.37	16,11,248	66,499	36,575	2.27	...	36,575	2.27	35	45.00	
1900	53.37	13,78,395	1,62,023	89,116	4.74	...	89,116	4.74	58	45.00	
1901	53.37	20,81,346	1,67,756	92,265	4.43	...	92,265	4.43	60	45.00	
1902	53.14	22,85,677	2,05,251	1,12,888	4.94	...	1,12,888	4.94	74	45.00	
1903	52.70	23,28,917	2,22,825	1,19,573	5.13	...	1,19,573	5.13	82	*46.34	
1904	51.37	23,51,113	2,21,168	1,18,336	5.03	...	1,18,336	5.03	81	*46.49	
1905	50.69	23,66,029	2,16,642	1,18,748	4.98	...	1,18,748	4.98	81	*45.19	
1906	53.22	24,15,248	2,72,920	1,50,030	6.21	...	1,50,030	6.21	103	*45.03	
1907	53.90	24,34,018	3,31,673	1,82,402	7.50	...	1,82,402	7.50	122	45.00	
1908	53.91	24,50,870	3,94,866	2,17,176	8.86	...	2,17,176	8.86	141	45.00	
1909	54.55	24,84,174	3,80,917	2,09,504	8.43	...	2,09,504	8.43	134	45.00	
1910	55.51	25,31,451	3,78,228	2,08,025	8.22	...	2,08,025	8.22	138	45.00	
1911	55.22	25,72,135	3,96,262	2,17,944	8.47	...	2,17,944	8.47	137	45.00	
1912	55.22	26,27,077	3,96,790	2,18,235	8.31	...	2,18,235	8.31	138	45.00	
1st qr. of 1913.	55.22	26,46,049	99,527	51,575	2.06	...	51,575	2.06	138	45.00	
1913-14.	55.22	26,39,250	5,11,305	2,57,198	9.74	...	2,57,198	9.74	178	+19.71	

3 (e) Sara-Serajganj railway (5' 6" gauge)—

Date of registration of the Company—1913.

The construction of this line by the Eastern Bengal railway on behalf of a Branch Line Company was sanctioned in Railway Board's Notification No. 277, dated the 10th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Iahardi to Serajganj (sanctioned on 10th October 1913)	...	43.20	49.20

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

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

Secretary.—Charles W. Young, Esq.

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

Date of registration of the old guaranteed company.—1849.

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

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) East Indian railway (5' 6" gauge)	2,424.20	44.18	2,468.38
(b) Delhi-Umballa-Kalka railway (5' 6" gauge)	192.12	14.81	206.93
(c) South Bihar railway (5' 6" gauge).	79.19	...	79.19
(d) Tarkessur railway (5' 6" gauge)	22.21	...	22.21
(e) Jind-Panipat railway (Native State Section) (5' 6")	...	28.80	28.80
Total	2,717.72	87.79	2,805.51

Running powers—

Home line over Foreign lines :—

	Miles.
Idgah Agra to Agra Fort, Bombay, Baroda and Central India (3' 3½" gauge) railway, for goods trains only	1.24
Naihati to Majherat, Eastern Bengal railway	31.25
Canal Junction to Chitpore "	1.75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10.00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1.46
Total	45.70

Foreign lines over Home line :—

Bengal-Nagpur railway at Katni	} for passenger and goods trains	0.80
" " " at Katrasgarh		0.66
" " " at Aansol		0.50
" " " at Howrah, for passenger trains only		1.00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0.97 mile and for goods trains 0.52 mile		1.49
" " " at Katni, for goods trains only		0.38
" " " at Manikpur	} for passenger and goods trains.	0.63
North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi		18.00
Total		17.86

4 (a) East Indian railway (5' 6" gauge)—

The lines owned by the late East Indian Guaranteed Railway Company were purchased by the State in 1879, and all the contracts then subsisting between the Secretary of State and the company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000, and it was provided that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000) constitute the present East Indian Railway Company. Since the purchase certain state branch lines were incorporated in the undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-8-54	23.23		
Hooghly to Pundooah	1-9-54	14.81		
Pundooah to Khana Junction	3-2-55	36.94		
Khana Junction to Baneengunge	3-2-55	45.71		
Baneengunge to Siarsol (near Aansol)	21-7-63	1.70		
Siarsol (near Aansol) to Sitarampur	1-1-65	15.15		
Sitarampur to Luckeeserai Junction	1-1-71	125.82		
Luckeeserai to Dinapore	17-11-62	82.42		
Dinapore to Moghal Sarai	22-12-62	125.92		
Moghal Sarai to Mirzapur	1-1-64	39.28		
Mirzapur to South Bank, Jumna	4-4-64	52.64		
Jumna Bridge to Allahabad	15-8-65	2.75		
Allahabad to Cawnpore	3-2-59	119.47		
Cawnpore to Etawah	1-7-61	86.48		
Etawah to Shikohabad	13-11-61	34.39		
Shikohabad to Tundla Junction	1-4-62	22.92		
Tundla Junction to Aligarh	1-3-63	48.58		
Aligarh to Chola (Bulandshahr Road)	1-4-64	85.54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41.29		
Delhi Terminals	1-1-67	1.78		
			956.28	
Loop line—				
Khana Junction to River Adjai	3-10-58	19.00		
River Adjai to Sainthia	3-9-59	25.12		
Sainthia to Tinpohar	15-10-60	76.12		
Tinpohar to Bhagalpur	1-11-61	69.15		
Bhagalpur to Jamalpur	10-2-62	33.03		
Jamalpur to Kial	17-11-62	26.00		
			250.42	
Carried over	...	...	...	1,206.70

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (a) East Indian railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	1,206'70
Grand Chord—				
Sitarampur to Barakar	1-1-65	5'43		
Barakar to Dhanbaid	20-5-94	25'75		
Dhanbaid to Paharpur	1-1-07	103'69		
Paharpur to Manpur	15-8-06	17'42		
Gya to Moghal Sarai	1-8-00	126'11		
			278'40	
Branches—				
Bhadreswar branch—				
Bhadreswar Junction to the river bank	6-12-82	2'60		2'60
Hooghly bridge branch—				
Hooghly Junction to Naihati	15-3-87	4'47		4'47
Ondal loop—				
Ondal to Baboisoie	1-5-64	2'08		
Baboisoie to Mangalpur	1-1-63	2'74		
Mangalpur to Toposi	2-2-63	2'65		
Toposi to Ikrah Junction	15-4-94	2'42		
Ikrah Junction to Gaurangdi	1-6-95	14'16		
Gaurangdi to Rupnarainpur	30-8-95	7'54		
			31'54	
Ikrah branch—				
Ikrah Junction to Barabani	15-4-94	8'40		
Barabani to Sitarampur	15-4-02	6'98		
			15'38	
Katras branch—				
Dhanbaid to Katrasgarh	20-5-94	9'11		9'11
Salanpur branch—				
Salanpur to Shamdi	7-9-94	4'29		
	1-1-97	1'24		
			5'53	
Chanch branch—				
Chanch block hut to mile 197'90	1-2-93	2'83		
	5-8-96	1'00		
			3'83	
Barabani extension—				
Toposi to Barabani	15-6-08	3'79		3'79
Ondal-Sainthia Chord—				
Ondal to Sainthia	1-1-07	48'91		48'91
Shikohabad-Farukhabad branch—				
Shikohabad to Mainpuri	1-3-05	29'71		
Mainpuri to Bhongaon	17-8-05	8'63		
Bhongaon to Farukhabad	1-1-06	27'61		
			65'95	
Hapur branch—				
Khurja to Hapur	15-4-07	38'81		38'81
Pandra branch—				
From Pandra block hut to mile 151'41 on Pandra branch	26-11-00	2'66		2'66
Pathardihi extension—				
Kasunda to Jharis	30-6-95	4'60		
Jharis to Pathardihi	30-6-95	3'40		
	15-7-96	1'77		
			9'77	
Pathardihi-Pradhankhunta Chord—				
Pathardihi to Pradhankhunta	1-1-13	9'59		9'59
Giridih branch—				
Madhupur Junction to Giridih	1-1-71	26'70		26'70
Colliery lines—				
Katras-Khanoodih extension—				
Katrasgarh to Khanoodih	7-3-03	7'17		
Dhanbaid-Jharis Chord—				
Dhanbaid to Jharis	1-5-08	3'75		
Katras-Mulkeri cross connection—				
Northern half of connection	15-8-03	0'66		
Kusunda-Tetulmari extension (including portion of Chandur branch).	20-4-07	3'15	11'58	
			3'15	566'82½
Carried over	...	...	...	1,778'52

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (a) East Indian railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward				1,773.52
<i>Mokameh Ghât branch—</i>	...	...	...
Tal Junction to Mokameh Junction <i>via</i> Mokameh Ghât	1-5-83	3.70	3.70	
<i>Patna-Gya branch—</i>				
Bankipore Junction to Bankipore	2-6-79	0.25		
Bankipore to Jehanabad	21-4-79	28.95		
Jehanabad to Gya	2-6-79	28.48	57.68	
<i>Barun-Daltanganj branch—</i>				
Sone East Bank (Barun) to Rajhara	3-5-02	67.30		
Rajhara to Daltanganj	15-12-02	10.72	78.02	
<i>Digha Ghât branch—</i>				
Bankipore Junction to Digha Ghât	2-4-85	5.53	5.53	
<i>Tarighat branch—</i>				
Dildarnagar Junction to Tarighat	5-10-80	12.00	12.00	
<i>Patna Ghât branch—</i>				
Patna to Patna Ghât	17-11-63	0.87	0.87	
<i>Benares chord—</i>				
Dihwa Block hut to Beohpur (Oudh and Rohilkhand railway.)	14-5-10	1.18	1.18	
<i>Jubbulpore branch—</i>				
Naini Junction to Jubbulpore	1-8-67	224.49	224.49	
<i>Allahabad Fort branch</i>	3-3-59	2.33	2.33	
<i>Gawnpore city branch</i>	15-2-79	0.88	0.88	
<i>Agra branch—</i>				
Tundla Junction to Jumna bridge	1-4-62	18.35		
Jumna bridge to Agra city (Agra direct access)	1-1-08	1.64	14.99	
<i>Hathras city branch</i>	1-11-98	5.58	5.58	
<i>Branches on the loop line—</i>				
<i>Azimganj branch—</i>				
Nalhati to Azimganj	15-7-92	27.23	27.23	
<i>Rajmehal branch—</i>				
Tinpahar Junction to Rajmehal	15-10-60	7.00	7.00	
<i>Sakrigali branch—</i>				
Sakrigali Junction to the river Ganges	1-1-94	1.45	1.45	
<i>Mirza Chowki branch—</i>				
Mirza Chowki to river side	1-3-09	0.33	0.33	
<i>Sullangunge branch</i>	6-5-95	1.16	1.16	
<i>Barharwa-Bandel branch—</i>				
Barharwa to Dhulian Ganges	19-1-11	16.72		
Dhulian Ganges to Jangipur Road	1-2-13	18.24		
Jangipur Road to Katwa	1-5-13	65.20		
Katwa to Nabadwip	15-5-12	23.75		
Nabadwip to Bandel Junction	1-4-12	41.00	164.91	
<i>Monghyr branch—</i>				
Jamalpur Junction to Monghyr	10-4-62	5.68	5.68	
Carried over . . . . .	...	...	...	615.01
				2,388.53

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (a) East Indian railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Brought forward	...	...	...	2,388.53	
<i>Bausi branch—</i> Bhagalpur to Mandar Hill	1-10-11	31.35	31.35		
<i>Deoghur branch—</i> Jasidih Junction to Baidyanathdham.	* 23-12-82	4.13	4.13	35.67	
TOTAL OPEN MILEAGE.	...	...	...	2,424.20	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—	...	...	...
<i>Toposi-Baraboni chord—</i> Toposi to Baraboni (sanctioned on 28th May 1913).	...	6.41			
<i>Howrah-Burdwan direct line—</i> Saktigar near Burdwan to Kamarkunda (sanctioned on 27th May 1913).	...	37.77	44.18	44.18	
GRAND TOTAL	...	...	...	2,468.38	
DOUBLE LINE—					
<i>On the main line—</i>					
Lilloah to Uttarpara	10-3-57	3.07			
Sheoraphuli to Chandernagore	1-2-58	† 5.82			
Chandernagore to Hooghly	1-5-58	8.11			
Hooghly to Magra	1-10-58	5.49			
Magra to Pundooah	25-2-59	8.82			
Pundooah to Burdwan	1-10-59	† 26.44			
Burdwan to Khana	1-1-59	8.22			
Khana to Durgapur	1-6-70	31.35			
Durgapur to Raneegunge	2-9-70	14.36			
Raneegunge to Sitarampur	19-12-70	† 5.55			
Sitarampur to Luckeeserai	1-1-71	123.46			
Luckeeserai to Burhee	22-6-60	9.82			
Burhee to Barh	22-2-63	27.10			
Barh to Futwah	11-1-68	25.87			
Futwah to Dinapore	20-3-67	19.63			
Dinapore to Bihta	13-8-68	10.93			
Bihta to Arrah	28-3-70	13.50			
Arrah to Buxar	13-8-68	42.67			
Buxar to Dildarnagar	15-4-82	22.40			
Dildarnagar to Zamania	20-5-82	8.59			
Zamania to Sakaldiha	20-9-82	16.28			
Sakaldiha to Moghal Sarai	10-8-82	11.49			
Moghal Sarai to Ahraura Road	10-8-07	7.92			
Ahraura Road to Kyalahat	8-12-08	4.95			
Kyalahat to Chunar	29-12-08	5.22			
Chunar to Dagnapur	19-2-09	4.91			
Dagnapur to Pahara	27-2-09	4.91			
Pahara to Jhingura	16-1-08	4.61			
Jhingura to Mirzapur	6-8-07	6.76			
Mirzapur to Bindhaachal	6-7-11	3.86			
Bindhaachal to Birohe	12-7-11	2.54			
Birohe to Gaipura	26-9-11	8.95			
Gaipura to Jigna	10-10-11	4.09			
Jigna to Mandah Road	16-11-11	4.47			
Mandah Road to Unchdih	30-11-11	4.44			
Unchdih to Meja Road	23-11-11	4.56			
Meja Road to Tonsa bridge	26-10-11	2.83			
Tonsa bridge to Bheerpur	10-4-11	4.67			
Bheerpur to Kerehana	9-4-11	6.00			
Kerehana to Chheoki	6-8-09	5.61			
Chheoki to Naini	31-1-07	1.25			
Naini to Allahabad	15-1-06	3.86			
Allahabad to Subadargunge	4-10-13	0.60			
Ghaziabad to Shahdara	27-1-09	3.50			
Shahdara to east side of Jumna bridge near Delhi	20-2-02	8.13			
East side of Jumna bridge to Delhi	1-7-02	2.57			
	6-3-13	3.24	553.68		
<i>On the branches—</i>					
Hooghly bridge branch	15-3-87	4.47			
Sitarampur to Barakar	1-7-04	8.26			
Portion of Jharia branch	6-3-01	0.17			
Lodna to Pathardihi	1-1-04	1.45			
Chanch to Mugma	26-9-12	0.45			
Mugma to Futka	1-1-13	3.78			
Futka to Kaloobathan	29-9-05	3.16			
Kaloobathan to Ohota Ambona	29-1-06	5.00			
Ohota Ambona to Pradhankhunta	21-3-06	3.38			
	17-10-05	3.68			
Carried over	...	83.80	553.68	...	

* This is the date of opening on the 3' 8 1/2" gauge; the date of opening on the 5' 6" gauge is 13th September 1913.

† Excluding the triple length.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$ EAST INDIAN RAILWAY SYSTEM—contd.

4 (a) East Indian railway (5' 6" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Brought forward . . . . .	...	33'80	553'68	...	...
<i>Double line—concl'd.</i>					
<i>On the branches—concl'd.</i>					
Pradbankhunta to Dhanbaid	20-3-06	2'76			
	1-7-06	2'04			
Gurpa to Gujhandi (on the Gya-Katrasgarh line).	11-3-07	13'62			
			52'22		
Total double line . . . . .	...	...	...	605'90	
<i>TRIPLE LINE—</i>					
Uttarpara to Serampore	3-6-12	6'07			
Sheoraphuli to Baidyabati	18-9-13	0'87			
Debipur to Boinchee	1-1-03	2'29			
Raneegunge to Asansol	22-7-07	11'30			
			20'58		
<i>QUADRUPLER LINE—</i>					
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2'08			
Sherampore to Sheoraphuli	26-6-13	1'50			
			3'58		
<i>SIXTUPLE LINE—</i>					
Howrah station to Bengal-Nagpur railway Junction cabin	1-1-08	0'85			
			0'85	3'58	
				0'85	

Details of construction—

Permanent way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Barharwa-Bandel and Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few lengths aggregating 298'94 miles laid with 88½-lb. bull-headed rails, and 2 short lengths of about 2 miles laid with 75-lb. double headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails and the sections Fatehpur to mile 610 and Cawnpore to Jhijnhak, with 88½-lb. rails. The rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line, between Sitarampur and Gurpa, is laid with 85-lb. rails, between Gurpa and mile 310 (near Ismailpur) and mile 395 and Moghal Sarai, with 88½-lb. rails, and the remainder with 75-lb. double-headed rails.

The Deoghur branch is laid with 75-lb. double-headed rails.

As at present laid, about thirty per cent of the sleepers are wooden and the remainder iron. The wooden sleepers principally consist of sal and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line, with the exception of the Barharwa-Bandel branch, is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Barharwa-Bandel, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient on the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves); with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Shikohabad-Farukhabad branch is 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250. On the Barharwa-Bandel branch, the Loop line, the Monghyr branch, the Ondal-Sainthia Chord, the Bhagalpur-Bausi branch, the Khurja-Hapur branch and the Jubbulpore branch, it is 1 in 200; on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (a) East Indian railway (5' 6" gauge)—contd.

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899), *between the Secretary of State and the East Indian Railway Company*.

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of *1s. 4d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of the undertaking.

Main provisions of contracts and agreement—

- (i) *Land*.—Provided by the Government at the cost of capital.
- (ii) *Government aid*.—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.
- (iii) *Distribution of profits*.—The surplus profits in each half-year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—
Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.
- (iv) *Rates and fares*.—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.
- (v) *Special obligations as to the conveyance of*.—
(a) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.
(b) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.
- (vi) *Power of the Government to determine contract*.— } By the contract of the 14th November 1899 the
(vii) *Power of the Company to surrender contract*.— } Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)
- (viii) *Term of contract [if not determined under (vi) and (vii)]*.—50 years from 1st January 1880.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (a) East Indian railway (5' 6" gauge)—concl'd.

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.											TABLE I	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain to the State pertaining to each year.	Earnings per mile per week.	Proportion of expense to earnings	
1	2	3	4	5	6	7	8	9	10	1	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		
1880.	1,504.25	34,18,12,052	4,29,45,116	2,84,66,874	8.33	1,96,03,398a	...	17,72,690	70,90,786	549	33.71	
1881.	1,506.75	34,67,27,455	4,54,11,472	3,06,38,827	8.84	30,27,492	1,72,92,000	20,63,967	82,55,468	578	32.53	
1882.	1,506.77	34,83,42,743	4,71,17,594	2,94,15,386	8.44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37.57	
1883.	1,509.46	35,02,20,413	4,94,67,085	3,08,77,691	8.82	33,68,151	1,75,10,887	19,99,731	79,98,923	630	37.58	
1884.	1,509.46	35,34,09,667	4,33,38,714	2,70,76,204	7.66	34,79,206	1,77,35,384	11,72,323	46,89,391	558	38.24	
1885.	1,514.99	35,61,22,471	4,63,86,889	2,97,35,295	8.35	36,22,093	1,79,65,714	16,29,502	65,17,966	569	35.90	
1886.	1,514.86	35,80,42,570	4,66,70,853	3,02,20,362	8.44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35.25	
1887.	1,513.86	35,85,11,962	4,60,65,661	3,09,98,517	8.65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32.71	
1888.	1,513.45	35,82,32,469	4,54,36,902	3,00,27,370	8.88	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33.91	
1889.	1,525.44	35,98,56,817	4,49,57,901	2,91,14,970	8.09	39,98,237	2,09,60,000	8,81,347	33,25,388	557	35.24	
1890.	1,525.44	36,00,54,709	4,34,39,355	2,95,24,546	8.20	39,95,919	2,03,43,530	10,37,919	41,48,078	538	32.03	
1891.	1,525.44	35,94,69,179	4,04,85,280	3,56,54,312	9.92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27.95	
1892.	1,610.27	36,51,42,775	4,88,55,105	3,48,16,719	9.54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28.73	
1893.	1,610.73	37,17,65,626	5,08,44,654b	3,60,94,293	9.71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29.01	
1894.	1,664.11	37,50,81,624	5,26,89,485	3,64,26,405	9.71	43,37,968	2,43,89,582	15,39,767	61,59,068	604	30.87	
1895.	1,700.19	38,08,79,764	5,41,50,856c	3,78,34,726c	9.93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30.13	
1896.	1,701.11	38,54,11,272	5,40,69,142d	3,67,77,682d	9.54	46,90,562	2,59,59,455	12,45,733	49,81,932	597	31.98	
1897.	1,705.09	39,66,36,442	5,88,28,013	4,14,93,460	10.46	48,20,238	2,47,34,406	23,87,763	95,51,058	649	29.47	
1898.	1,712.25	40,98,39,605	5,97,96,060	4,08,07,269	9.96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31.76	
1899.	1,710.67	42,96,85,477	6,35,45,974	4,26,60,018	9.93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32.87	
1900.	1,840.32	44,54,89,809	6,84,74,972	4,47,15,571	10.04	60,18,054	2,15,60,963	18,09,104	1,58,27,450	708	34.70	
1901.	1,898.04	45,95,76,136	7,03,96,686	4,57,13,311	9.95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35.06	
1902.	1,923.85	47,43,55,297	6,77,38,713	4,29,80,833	9.08	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36.55	
1903.	1,935.11	48,80,34,496	6,99,72,700	4,64,35,793	9.51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33.64	
1904.	1,932.87	50,26,09,029	7,59,71,544	5,08,03,115	10.07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33.39	
1905.	1,972.30	52,58,72,727	7,50,47,139	4,82,21,979	9.17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35.74	
1906.	2,165.04	54,79,28,490	8,02,50,910	4,87,53,855e	8.90	93,88,271	2,16,15,000	18,50,939	1,59,00,545	721f	38.65f	
1907.	2,208.29	56,77,47,625	8,11,29,807	4,84,10,858e	8.53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,244	673f	39.74f	
1908.	2,213.18	58,74,01,148	8,28,51,108	4,44,26,132e	7.56	1,09,27,833	2,16,15,000	14,58,887	1,04,24,422	682f	45.80f	
1909.	2,212.07	60,87,01,643	8,28,35,189g	4,77,90,911e	7.93	1,15,88,058	2,16,15,000	16,39,194	1,29,48,709	695f	41.78f	
1910.	2,212.77	60,88,23,218	8,64,42,147	5,20,01,256e	8.54	1,18,60,704	2,16,15,000	19,01,703	1,66,22,849	722f	39.01f	
1911.	2,285.86	62,03,94,930	9,22,36,385	5,59,09,018e	9.00	1,21,80,902	2,16,15,000	21,40,874	1,99,72,242	756f	38.87f	
1912.	2,331.09	63,49,50,982	10,15,50,003	6,32,20,565e	9.96	1,26,75,172	2,16,15,000	25,95,859	2,63,35,034	810f	37.27f	
1st qr. of 1913.	2,359.40	61,01,06,586	2,58,28,008	1,49,21,597e	2.38	32,55,583	54,03,750	5,84,149	56,78,085	814f	41.77f	
1913-14	2,424.20	66,70,44,170	10,26,92,832	6,13,38,092e	9.20	1,35,41,326	2,16,15,000	24,12,112	2,37,69,564	789f	39.81f	

a. Interest in 1880 includes annuity charges, which cannot be separated.

b. Includes arrear credits for substantial improvements, Rs. 10,49,127.

c. Includes Rs. 14,530 realised from Palmer's Trust Estate.

d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.

e. Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.

f. Includes the South Bihar railway.

g. Includes arrear credits for substantial improvements, Rs. 26,19,783.

4 (b) Delhi-Umballa-Kalka railway (5' 6" gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.

Secretary.—J. Lightfoot, Esq.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—25th January 1880.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line.—				
Delhi to Kalka	1-3-91	162.36		
Kaithal branch.—				
Thanesar to Kaithal	1-12-10	29.76		
Total open mileage	...	...	192.12	...
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Panipat to mile 14.81 (sanctioned on 11th September 1913)	...	14.81	14.81	...
GRAND TOTAL	...	...	...	206.93

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (b) Delhi-Umballa-Kalka railway (5' 6" gauge)—contd.

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), between the Secretary of State and the East Indian Railway Company, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.

Dated the 21st July 1896 (supplemental to the contract of 1889), between the Secretary of State and the East Indian Railway Company, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, guaranteeing interest at the rate of 3½ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), between the Secretary of State and the East Indian Railway Company; } as to the working and

Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), between the Secretary of State and the Delhi-Umballa-Kalka Railway Company; } construction, respectively, of the Thanesar-Kaithal branch.

Main provisions of contracts—

- (i) *Land.*—To be provided by the Government free of cost to the Company.
- (ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the
- (iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3½ per cent per annum on its share capital.
- (iv) *Distribution of profits.*—Surplus profits in any year in excess of 3½ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.
- (v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.— } Nil.
- (b) Government bullion and coin, and the persons in charge thereof.— } Nil.
- (vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract [if not determined under (vii)].*—Not specified.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

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

4 (b) Delhi-Umballa-Kalka railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I:									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1.	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162'24	1,55,44,692	9,07,697	4,72,002	3'04	...	4,72,002	3'04	128	48'00
1892	161'40	1,58,22,187	10,81,769	5,62,520	3'56	...	5,62,520	3'56	129	48'00
1893	161'40	1,55,24,600	11,98,508	6,23,224	4'01	...	6,23,224	4'01	143	48'00
1894	161'40	1,55,25,547	13,37,526	6,95,514	4'48	...	6,95,514	4'48	159	48'00
1895	161'40	1,55,06,120	14,60,519	7,59,470	4'90	...	7,59,470	4'90	174	48'00
1896	160'47	1,54,49,783	13,18,840	6,85,797	4'44	...	6,85,797	4'44	158	48'00
1897	162'24	1,53,26,585	15,78,319	8,18,126	5'34	...	8,18,126	5'34	186	48'00
1898	162'24	1,53,43,587	16,07,512	8,35,906	5'45	...	8,35,906	5'45	191	48'00
1899	162'24	1,53,01,272	14,49,378	7,53,677	4'93	...	7,53,677	4'93	172	48'00
1900	162'24	1,53,18,467	13,72,523	7,13,712	4'66	...	7,13,712	4'66	163	48'00
1901	162'24	1,52,92,648	18,05,858	9,39,046	6'14	...	9,39,046	6'14	213	48'00
1902	162'24	1,54,23,791	18,66,695	9,70,681	6'29	...	9,70,681	6'29	221	48'00
1903	162'36	1,55,49,998	18,30,960	9,52,099	6'12	...	9,52,099	6'12	216	48'00
1904	162'36	1,55,51,763	18,53,475	9,63,807	6'20	...	9,63,807	6'20	218	48'00
1905	162'36	1,56,07,499	20,16,936	10,48,807	6'72	...	10,48,807	6'72	238	48'00
1906	162'36	1,57,26,333	20,04,218	10,42,194	6'63	...	10,42,194	6'63	237	48'00
1907	162'36	1,58,23,198	23,04,659	11,88,423	7'57	...	11,88,423	7'57	272	48'00
1908	162'36	1,60,07,122	21,09,189	10,96,778	6'85	...	10,96,778	6'85	250	48'00
1909	162'36	1,66,56,595	22,90,710	11,91,169	7'15	...	11,91,169	7'15	271	48'00
1910	192'13	1,75,45,512	26,05,803	13,55,018	7'73	...	13,55,018	7'73	261	48'00
1911	192'12	1,77,78,158	31,53,021	16,39,571	9'22	...	16,39,571	9'22	316	48'00
1912	192'12	1,79,12,579	32,30,326	16,79,769	9'38	...	16,79,769	9'38	323	48'00
1st gr. of										
1913	192'12	1,79,84,924	33,36,556	16,43,009	9'43	...	16,43,009	9'43	335	48'00
1913-14	192'12	1,80,32,784	31,67,202	16,46,945	9'13	...	16,46,945	9'13	317	48'00

4 (c) South Bihar railway (5' 6" gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

Date of registration of the Company.—4th July 1895.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luckeesarai to Gya	5-7-99	79'19	79'19

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.**Ballast.**—The line is ballasted throughout with stone.**Fencing.**—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.**Curves.**—The sharpest curve is of 3,000 feet radius.**Gradients.**—The ruling gradient is 1 in 400.

Contracts—

Dated the 7th August 1895 (called the principal contract), between the Secretary of State and the South Bihar Railway Company, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), between the Secretary of State and the East Indian Railway Company, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), between the Secretary of State and the South Bihar Railway Company, as to the adoption of 1s. 4d per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), between the Secretary of State and the South Bihar Railway Company, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 4 EAST INDIAN RAILWAY SYSTEM—contd.
 Sub-heads (a) to (e)
 4 (c) South Bihar railway (5' 6" gauge)—concl'd.

Contracts—concl'd.

Dated the 16th January 1907, between the Secretary of State and the East Indian Railway Company, as to working the South Bihar railway as part of the Company's undertaking.

Main provisions of contracts—

- (i) *Land.*—Provided by the Government free of cost to the Company.
- (ii) *Government aid.*— } Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.
- (iii) *Terms of working.*— }
 (iv) *Distribution of profits.*— }
 With effect from the 1st January 1906 the South Bihar Railway Company leased its line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.
- As between the Government and the East-Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, high Government officials and Government stores.— As under 4 (a), East Indian railway (5' 6" gauge).
 (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.
- The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (a), East Indian railway (5' 6" gauge).
- (viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.
- (ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).
- (x) *Term of South Bihar Railway Company's contracts [if not determined under (vii)].*—Not specified.
- (xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

Statistics of working—

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78-83	1,18,16,730	2,03,328	1,32,163	1-12	33,403	1,65,566	1-40	100	35-00
1900	78-76	1,23,15,110	4,67,133	3,03,636	2-47	1,44,404	4,48,040	3-04	114	35-00
1901	78-76	1,23,66,533	5,14,870	3,06,822	2-50	1,28,082	4,36,904	3-53	125	40-02
1902	78-76	1,19,88,612	4,09,809	2,74,895	2-29	1,35,445	4,10,340	3-42	122	45-00
1903	78-76	1,20,01,897	5,24,605	2,88,533	2-40	1,57,708	4,46,241	3-72	128	45-00
1904	78-76	1,19,72,914	5,70,358	3,13,697	2-62	1,65,832	4,79,079	4-00	138	45-00
1905	78-76	1,19,77,154	5,55,199	3,05,360	2-55	1,72,721	4,73,081	3-99	135	45-00
1906	78-76	1,19,74,947								
1907	78-76	1,19,77,154								
1908	79-19	1,19,77,154								
1909	79-19	1,19,77,154								
1910	79-19	1,19,77,154								
1911	79-19	1,19,77,154								
1912	79-19	1,19,77,154								
1st qr. of 1913.	79-19	1,19,77,154								
1913-14	79-19	1,19,77,154								

See "terms of working" above.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 4} Sub-heads (a) to (e). **EAST INDIAN RAILWAY SYSTEM—*contd.*****4 (d) Tarkessur railway (5' 6" gauge)—***Date of registration of the Company.—1884.***Progress in opening—**

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sheoraphuli to Tarkessur	1-1-85	22-21	22-21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel rails laid on Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreements and contract—

Agreement, dated the 8th September 1883, *between the Secretary of State and the Tarkessur Railway Company*, as to construction by a syndicate formed for that purpose.

Contract, dated the 15th September 1887, *between the Secretary of State and the East Indian Railway Company*, working the Tarkessur line by the Company.

Agreement, dated the 1st March 1888, *between the Secretary of State and the Tarkessur Railway Company*.

As to maintenance and working of the Tarkessur line by the East Indian Railway Company.

Main provisions of agreements and contract—

- (i) *Land.*—Leased to the Company for 99 years at a peppercorn rent.
- (ii) *Government aid.*—No direct Government aid; but it was agreed by the contract of the 8th September 1883 that the Government would support the conclusion of an arrangement for the working by the East Indian Railway Company of the Tarkessur line [see (iii)].
- (iii) *Terms of working.*— } The East Indian Railway Company maintains, stocks and works the Tarkessur railway (which is the property of the Tarkessur Railway Company) in consideration of the following half-yearly payments:—
 - (a) working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole,
 - (b) five per cent of the gross earnings as hire of rolling-stock,
 - (c) a contribution to the East Indian Railway Provident Fund in accordance with the rules of that Fund (since limited to 1 per cent of the Tarkessur railway earnings, the revised rules of the Institution notwithstanding—the difference between this contribution and the increased contribution admissible under the revised rules being charged against the earnings of the East Indian Railway Company, *vide* Government of India letter No. 1900 R.E., dated the 23rd October 1903),
 - (d) the balance of the receipts [after deducting (a), (b) and (c)] is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.
- (v) *Rates and fares.*—Certain maxima have been fixed, within which the East Indian Railway Company is authorized to charge such rates and fares as may from time to time be mutually agreed upon.
- (vi) *Special obligations as to the conveyance of.*—
 - (a) Mails.—To be conveyed free of charge.
 - (b) Troops, police, high Government officials and Government stores.—To be conveyed at special rates.
 - (c) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates.
- (vii) *Power of the Government to determine contract and agreements.*—The contract of the 8th September 1883 may be determined by the Government giving 12 months' previous notice after the Tarkessur railway has been opened for 30 years, and thereafter at intervals of 10 years. Upon such determination the Government is to pay the Company a sum equal to the aggregate net profits of the line during the preceding 20 years.
The contract of the 15th September 1887 and agreement of the 1st March 1888 run concurrently with the East Indian Railway Company's principal contract of the 22nd December 1879 [see 4 (a), East Indian railway (5' 6" gauge)].

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 4} _{Sub-heads (a) to (e)} EAST INDIAN RAILWAY SYSTEM—concl'd.

4 (d) Tarkessur railway (5' 6" gauge)—concl'd.

Main provisions of agreements and contract—concl'd.

(viii) Power of Companies to surrender contracts and agreements.—Nil.

(ix) Term of contract of 1883.—99 years, i.e., till 7th September 1982.

(x) Term of contract of 1887 and of agreement of 1893.—As under (vii).

[Note.—The Secretary of State for India gave notice of his intention to purchase the Tarkessur Railway Company's property with effect from the 1st January 1915.]

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	22.23	17,97,555	3,30,685	1,63,606	9.07	284	50.70
1905	22.23	17,98,615	3,26,715	1,55,231	8.63	282	52.49
1906	22.23	17,99,166	3,51,888	1,58,989	8.84	304	54.82
1907	22.23	17,99,776	3,56,243	1,58,366	8.80	307	55.55
1908	22.21	18,02,130	3,65,102	1,45,592	8.08	316	60.12
1909	22.21	18,02,130	3,63,681	1,62,007	8.99	315	55.45
1910	22.21	18,02,730	3,65,024	1,72,995	8.60	333	55.07
1911	22.21	18,04,796	3,71,363	1,66,988	9.25	322	55.03
1912	22.21	18,06,360	3,66,199	1,78,461	9.86	364	53.79
1st qr. of 1913	22.21	18,06,379	98,256	41,914	2.22	340	57.31
1913-14	22.21	18,06,344	3,56,757	1,58,053	8.75	309	55.70

4 (e) Jind-Panipat railway (Native State Section) (5' 6" gauge)—

This line is the portion of the Jind-Panipat railway which lies within the limits of the Jind territory; the portion lying in the British territory forms an integral part of the Delhi-Umballa-Kalka railway. Its construction by the Agency of the Delhi-Umballa-Kalka Railway Company was authorised by the Railway Board in their letter No. 2477-R.C., dated the 11th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point, 14.81 miles, from Panipat to Jind (sanctioned on 11th September 1913)	28.80	28.80

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (j)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—

Chairman.—Colonel F. Firebrace.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E. C.

Date of registration of the former Guaranteed Company.—1853.

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

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Great Indian Peninsula railway (5' 6" gauge)	2,484·08	163·89	2,647·42
(b) Agra-Delhi Chord railway (5' 6" gauge)	125·89	...	125·88
(c) Baran-Kotah railway (5' 8" gauge)	40·29	...	40·29
(d) Bhopal-Itarsi railway (5' 6" gauge)	56·62	...	56·62
(e) Bhopal-Ujjain railway (5' 6" gauge)	113·27	...	113·27
(f) Bina-Goonna-Baran railway (5' 6" gauge)	145·61	...	145·61
(g) Murtajapur-Elliohpur railway (2' 6" gauge)	47·65	...	47·65
(h) Matheran Light railway (2' 0" gauge)	12·61	...	12·61
(i) Dhond-Baramati railway (2' 6" gauge) . . . . .	...	27·33	27·33
(j) Murtajapur-Yeotmal railway (2' 6" gauge) . . . . .	...	70·08	70·08
Total	3,025·98	260·80	3,286·76

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Bombay, Baroda and Central India (3' 3½" gauge) railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·40
From Cawnpore to Lucknow, Ondh and Rohilkhand railway, for passenger trains only	44·63
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·73
Total	57·99

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·08
East Indian railway, Belanganj Junction to Muttra Junction, for passenger trains only	31·72
Total	126·14

5 (a) Great Indian Peninsula railway (5' 6" gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company

*Company's stock at date of purchase	£ 34,859,218	of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined and a new Great Indian Peninsula Railway Com-
Debentures and debenture stock taken over from the former Guaranteed Company	5,922,350	pany was constituted. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.
Total	40,781,568	

pany was constituted. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

The contract between the Secretary of State and the Indian Midland Railway Company, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, between the Secretary of State and the Great Indian Peninsula Railway Company, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches. The Gwalior Light railway was worked by the Great Indian Peninsula Railway Company up to the 30th June 1913, after which date the working was taken over by the Gwalior Durbar.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

Sub-heads (a) to (j)

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
<i>Main line—</i>				
Victoria Terminus to Thana	18-4-53	20-77		
Thana to Kalyan	1-5-54	12-65		
Kalyan to Vasind	1-10-55	16-14		
Vasind to Asangaon	6-2-60	3-73		
Asangaon to Kasara	1-1-61	21-84		
Kasara to Igatpuri (Thull Ghat)	1-1-65	9-89		
Igatpuri to Nasik	23-1-61	31-43		
Nasik to Chalisgaon	1-10-61	87-24		
Chalisgaon to Jalgaon	6-10-62	57-48		
Jalgaon to Bhusaval	20-5-63	15-01		
Bhusaval to Burhanpur	20-11-65	53-57		
Burhanpur to Khandwa	3-9-66	42-78		
Khandwa to Bir	17-2-68	21-15		
Bir to Itarsi	1-1-70	89-27		
Itarsi to Sohagpur	1-2-70	30-69		
Sohagpur to Jubbulpore	8-3-70	121-65		
			615-31	
<i>Branches—</i>				
<i>Itarsi-Nagpur Branch—</i>				
Itarsi to Badnur	1-5-13	66-25		
<i>Bombay Harbour Branch—</i>				
Point of junction with Bombay Port Trust line to Kuria	12-12-10	7-17		
			66-25	
			7-17	
<i>Chalisgaon-Dhulia branch—</i>				
Chalisgaon to Dhulia	15-10-00	34-95		
			34-95	
<i>Jalgaon-Amalner branch—</i>				
Jalgaon to Erandol Road	20-2-00	18-26		
Erandol Road to Amalner	4-4-00	16-00		
			34-26	
<i>Nagpur branch—</i>				
Bhusaval Junction to Malkapur	20-5-63	30-05		
Malkapur to Shegaon	24-10-64	32-53		
Shegaon to Badnera	18-12-65	72-67		
Badnera to Pulgaon	16-7-68	40-29		
Pulgaon to Sindi	5-11-66	38-27		
Sindi to Nagpur	20-2-67	29-44		
			243-25	
<i>Khamgaon branch—</i>				
Jalamb to Khamgaon	4-3-70	7-97		
<i>Amraoti branch—</i>				
Badnera to Amraoti	16-2-71	5-49		
			7-97	
			5-49	
<i>Wardha Coal branch—</i>				
Wardha to mile 490-20	1-2-79	18-95		
Mile 490-20 to mile 512-64	24-12-75	22-44		
Mile 512-64 to Warora	26-4-76	4-00		
Warora-Chanda-Balharashah extension	1-2-08	87-12		
			82-51	
<i>Mohpani branch—</i>				
Gadarvada to Mohpani	3-9-72	12-47		
Mohpani to Gotitoria	2-11-96	1-07		
Mohpani to new coal-fields	3-6-00	0-14		
			13-68	
SOUTH-EAST LINE—				
<i>Main Line—</i>				
Kalyan to Palasdhari (Karjat)	12-5-56	30-61		
Palasdhari to Khandala (Bhore Ghat)	14-5-63	18-20		
Khandala to Poona	14-6-58	42-01		
Poona to Diksal	15-12-58	64-25		
Diksal to Barsi Junction	23-10-59	50-60		
Barsi Junction to Mohol	21-1-60	23-32		
Mohol to Sholapur	6-6-60	20-51		
Sholapur to Gulbarga	1-2-70	70-29		
Gulbarga to the Krishna	1-12-70	73-76		
Krishna to Raichur	1-5-71	15-31		
			408-86	
<i>Branches—</i>				
<i>Dhond-Manmad branch—</i>				
Dhond to Ahmednagar	15-3-78	50-41		
Ahmednagar to Manmad	17-4-78	95-03		
			145-44	
<i>Khopoli branch—</i>				
Palasdhari to Khopoli	12-5-56	7-24		
			7-24	
			561-54	
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER				
	...	...	...	1,672-88
CARRIED OVER				
	...	...	...	1,672-88

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} Sub-heads (a) to (j) . GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	...	1,672'38	
MIDLAND SECTION—					
<i>Main line—</i>					
Bhopal to Jhansi	1-1-89	179'92			
Jhansi to Gwalior	1-3-89	60'39			
Gwalior to Hetampur	20-12-79	32'40			
Hetampur to Dholpur	15-5-81	8'04			
Dholpur to Agra Cantonment	10-1-78	36'05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depot.	27-2-06	1'75			
Junction with Agra-Delhi Chord railway to Idgah	1-3-05	1'27			
			319'82		
<i>Branches—</i>					
<i>Manikpur branch—</i>					
Jhansi to Mau Ranipur	5-6-89	39'96			
Mau Ranipur to Banda	1-8-89	78'98			
Banda to Manikpur	15-2-89	61'45			
			180'37		
<i>Cawnpore branch—</i>					
Jhansi to Chaunrah	1-2-88	34'97			
Chaunrah to Cawnpore	1-4-86	40'93			
			135'90		
Moth quarry	26-7-07	2'78			
			2'78		
Bina to point of junction with Bina-Goonna-Baran railway.	1-5-95	2'00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0'21			
			2'21		
<i>Bina-Saugor-Katni branch—</i>					
Bina to Saugor	5-6-89	45'25			
Saugor to Damoh	26-8-98	47'83			
Damoh to Katni	1-1-99	67'87			
Katni Murwara to Junction with Bengal-Nagpur railway.	1-1-90	0'71			
Katni Murwara to Junction with East Indian railway Junction near east mouth of tunnel (mile 837'53) to East Indian railway down point of Agra city (mile 837'57).	1-1-99	0'34			
	3-2-13	0'04			
East Indian railway down point of Agra city (mile 837'57) to Junction with East Indian railway (mile 837'60).	3-2-13	0'03			
			162'07		
Ait to Kunch	7-12-03	8'50			
			8'50		
TOTAL OPEN MILEAGE, MIDLAND SECTION . . . . .	...	...	...	811'65	
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY. . . . .	...	...	...	2,484'08	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
<i>Itarsi-Nagpur branch—</i>					
Badnur to Amla . . . . .	...	14'45			
Amla to Pandhurna . . . . .	...	38'80			
Pandhurna to Nagpur . . . . .	...	64'94			
<i>Pench Valley Coal-fields branch—</i>					
Amla to Hirdagarh . . . . .	...	85'25			
Hirdagarh to Jamai . . . . .	...	6'69			
			118'19		
<i>Mahim Chord—</i>					
Bavali to Mahim (sanctioned on 17th February 1905)	...	1'30			
			41'84		
<i>Harbour Branch extension—overhead connection.</i>					
Tank Bundar to Victoria Terminus (sanctioned on 6th March 1912).	...	1'96			
			1'96		
				163'89	
GRAND TOTAL . . . . .	...	...	...	2,647'42	
DOUBLE LINE—					
NORTH-EAST LINE—					
<i>Main line—</i>					
Victoria Terminus to Thana	18-4-53	116'48			
Thana to Kalyan	1-5-54	12'65			
Kalyan to Vasind	22-10-66	16'14			
Vasind to Atgaon	20-2-67	9'65			
Atgaon to Kasara	25-4-67	15'94			
Kasara to Igatpuri	1-1-65	9'39			
Igatpuri to Kajgaon	10-1-69	130'54			
Kajgaon to Pachora	17-3-69	16'05			
Pachora to Maheji	27-5-69	9'14			
Maheji to Bhadli	6-3-73	27'59			
Bhadli to Bhusaval	6-6-73	7'84			
Bhusaval to Bhusaval Junction	1-7-82	0'77			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74'52			
Khandwa to Itarsi	16-10-05	110'42			
			457'62		
Carried over . . . . .	...	...	...	457'62	

†Excluding the quadruple length.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 · GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (j)

5 (a) Great Indian Peninsula railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	457·62		
DOUBLE LINE—contd. <i>Bombay Harbour Branch—</i> Point of junction with Bombay Port Trust line to Kurla.	2-12-10	7·17	7·17		
SOUTH-EAST LINE— <i>Main line—</i> Kalyan to Palasdhari	25-7-70	80·61			
Palasdhari to Khandala } Bhoré Ghat	14-5-68	13·20			
Khandala to Lonavla	14-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	18-5-08	18·46			
<i>Nagpur Branch—</i> Bhusaval Junction to Nandgaon	11-1-89	17·93			
Nandgaon to Shegaon	1-4-90	44·35			
<i>Midland section—</i> Agra cantonment to new Junction with Agra-Delhi Chord railway near Raja-ki-Mandi.	3-2-13	2·70			
Old Junction with Agra-Delhi Chord railway near Raja-ki-Mandi (mile 836·57) to down main line near Belanganj (mile 837·70).	3-2-13	1·13			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04			
Total Double line . . . . .	...	...	85·83		
QUADRUPLE LINE— Victoria Terminus to Curry Road	4-12-05	4·29	4·29	617·03	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 323·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhoré Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1,056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garbman where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1903 (supplemental to the contracts of 1900 and 1903), between the Secretary of State and the Great Indian Peninsula Railway Company, as to Debenture stock.

Dated the 1st August 1913 (supplemental to the contracts of 1900, 1903 and 1903), between the Secretary of State and the Great Indian Peninsula Railway Company, for working the Nerbudda colliery.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$ GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (a) Great Indian Peninsula railway (5' 6" gauge)—concl'd.

Main provisions of contracts—

(i) *Land.*—Originally, i.e., up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year are applied:—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company, or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{1}{3}$ ths to the former and $\frac{2}{3}$ th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$ th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

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

(a) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(b) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—

(vii) *Power of the Company to surrender contract.*— } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—

TABLE I.										TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901.	1,548.27	30,64,49,134	4,16,57,453	2,16,48,151	7.06	48,96,916	1,90,87,970	1,97,661*	-25,34,396	518	48.03
1902.	1,561.63	30,83,53,092	4,24,25,217	2,10,98,968	6.84	49,58,679	1,90,56,765	2,64,702	-81,81,198	523	50.19
1903.	1,561.63	31,08,53,055	4,68,61,531	2,38,12,514	7.66	50,67,701	1,90,28,730	3,79,633	-6,63,550	575	49.18
1904.	1,561.63	32,00,72,108	4,82,41,344	2,41,70,728	7.55	53,19,948	1,90,28,595	3,84,935	-5,53,750	592	49.88
1905.	1,561.63	32,65,20,022	5,22,33,877	2,70,20,162	8.28	57,60,859	1,90,28,535	5,28,413	+17,12,355	641	48.27
1906.	1,561.63	33,57,64,972	5,05,23,479	2,53,01,900	7.54	61,23,516	1,90,28,535	4,46,777	-2,96,928	623	49.92
1907.	1,561.63	35,22,04,887	5,28,77,202	2,49,15,559	7.07	61,14,699	1,90,28,340	4,28,268	-6,55,748	649	52.68
1908.	1,599.41	37,36,87,900	4,69,32,792	1,76,86,213	4.73	68,53,220	1,90,28,340	4,39,388	-82,59,645	563	62.24
1909.	1,599.58	37,23,51,484	5,27,26,707	2,23,43,394	6.08	72,68,545	1,90,28,340	...	-39,47,991	634	57.62
1910.	1,606.24	38,67,82,534	5,88,44,731	2,58,06,771	6.67	74,48,102	1,90,28,355	4,60,763	-11,30,449	705	56.14
1911.	2,420.40	52,81,05,122	7,21,04,593	3,21,75,319	6.09	1,32,37,381	1,90,21,899	2,11,031	-2,04,992	579	55.38
1912.	2,419.33	54,83,41,936	8,01,93,465	3,69,34,275	8.74	1,33,36,641	1,90,27,104	6,30,327	+39,40,203	638	54.00
1st qr. of 1913.	2,418.41	55,97,86,972	2,35,95,840	1,07,43,557	1.92	34,21,681	47,56,635	3,08,487	+22,56,754	751	54.47
1913.	2,418.03	59,49,23,570	8,57,95,516	3,40,52,063	5.73	1,49,18,233	1,90,28,043	4,01,512	-2,95,725	664	60.31

* From 1st July 1900 to 31st December 1901.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (j).

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1.	2.	3.	4.	5.
Main line—				
Raja-ki-Mandi (Agra) to Kosi	8-12-04	58'66		
Kosi to Delhi Sadr	15-11-04	62'62		
Delhi Sadr to Delhi	1-8-05	0'43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways.	15-10-11	0'22		
			119'93	
Branch—				
Kosi to Sanket	24-2-06	5'95	5'95	
Total				125'88
DOUBLE LINE—				
Junction point near Raja-ki-Mandi to centre of Bilochpura station.	3-2-13	0'65		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0'22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway.	0-0-12	1'91		
			2'78	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast-iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

- (i) **Land.**—Provided by the Government at the cost of capital.
- (ii) **Government aid.**—The line is the absolute property of the Government, which provide all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.
- (iii) **Terms of working.**—As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.
- (iv) **Distribution of profits.**—The whole of the net earnings of the railway belong to the Government.
- (v) **Rates and fares.**—
- (vi) **Special obligations as to the conveyance of.**—

(a) Mails, troops, police, high Government officials and Government stores.—	} As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).
(b) Government bullion and coin, and the persons in charge thereof.—	
- (vii) **Power of the Government to determine contract.**—
- (viii) **Power of the Company to surrender contract.**—
- (ix) **Term of contract.**—

the Company, on the 30th June or 31st December by giving to the other party not less than twelve calendar months' notice.	} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (j)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (b) Agra-Delhi Chord railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904	119.51	1,05,90,556	18,070	9,992	0.09	2,95,164	-2,85,172	22	41.70
1905	119.75	1,22,46,927	8,04,655	4,19,625	3.43	4,20,181	-556	140	47.85
1906	125.99	1,27,90,307	16,46,330	8,15,363	6.37	4,70,283	+3,45,080	254	50.47
1907	125.99	1,28,37,017	16,15,900	7,45,489	5.81	4,09,625	+3,35,864	247	53.87
1908	125.66	1,28,12,755	15,17,793	5,70,112	4.45	4,34,834	+1,85,278	232	62.44
1909	125.66	1,30,68,568	14,74,866	6,22,196	4.76	4,35,293	+1,86,903	226	57.81
1910	125.66	1,34,32,595	17,65,732	7,52,301	5.60	4,45,949	+3,06,652	270	57.83
1911	125.90	1,42,05,868	20,67,879	8,63,294	6.03	4,67,506	+3,95,788	316	58.25
1912	135.88	1,43,40,719	22,83,807	10,48,792	7.31	4,58,760	+5,60,932	349	54.08
1st qr. of 1913.	125.88	1,44,67,320	6,14,952	2,80,382	1.04	1,22,470	+1,57,912	376	54.42
1913-14	125.68	1,45,94,620	23,09,374	9,21,034	6.31	5,08,339	+4,12,705	353	60.12

5 (c) Baran-Kotah railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13.58	
Antah to Kotah	1-5-09	26.71	
Total	...	...	40.29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or s&al sleepers.*Ballast.*—The ballast consists of broken stone.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve is of 1,809 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (b), Agra-Delhi Chord railway (5' 6" gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, vide Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, vide letter from the Agent, Great Indian Peninsula railway, to the Secretary, Railway Board, No. 57-H-5, dated the 15th April 1912.)

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (j)

5 (c) Baran-Kotah railway (5' 6" gauge)—concl'd.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	TABLE I.				TABLE II.			
			Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.	
1	2	3	4	5	6	7	8	1	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1908	13.58	39,98,972	3,536	1,582	0.04	1,29,811	-1,28,229	10	55.26	
1909	40.29	45,52,438	48,152	23,181	0.51	1,49,921	-1,26,740	23	51.36	
1910	40.29	45,67,295	1,03,829	52,720	1.15	1,51,068	-98,348	50	49.23	
1911	40.29	45,65,880	1,58,809	79,405	1.74	1,54,829	-75,424	76	50.00	
1912	40.29	45,96,797	1,90,009	97,188	2.11	1,57,421	-60,233	91	48.55	
1st qr. of 1913.	40.29	46,47,772	38, 69	19,384	0.42	39,301	-19,967	74	50.00	
1913-14	40.29	46,47,772	1,77,507	88,754	1.91	1,62,688	-73,934	85	50.00	

5 (d) Bhopal-Itarsi railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itarsi to Hoshangabad	1-6-82	10.89		
Hoshangabad to Bhopal	18-11-84		56.84	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	11-11-85	0.28	0.28	
Total	...	...	...	56.82

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast-iron pot sleepers.**Ballast.**—The line is fully ballasted throughout with broken stone.**Fencing.**—The line is fenced throughout.**Curves.**—There are no curves with a radius of less than 990 feet.**Gradients.**—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, between the Government of India and Her Highness the Begum of Bhopal, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, between the Government of India and Her Highness the Begum of Bhopal, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, between the Government of India and Her Highness the Begum of Bhopal, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) **Land.**—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.(ii) **Government aid.**—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000; the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

APPENDIX 1—contd.

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number ^{Main head 5} _{Sub-heads (a) to (j)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (d) Bhopal-Itarsi railway (5' 6" gauge)—concl'd.

Main provisions of agreements and contract—concl'd.

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receives a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.(iv) *Rates and fares.*—(vi) *Special obligations as to the conveyance of—*

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

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

(vii) *Power of the Government to determine contract.*—(viii) *Power of the Company to surrender contract.*—(ix) *Term of contract.*—

As noted under 5 (a), Great Indian Peninsula Railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.

TABLE II.

Year.	BHOPAL-ITARSI (BRITISH SECTION).							BHOPAL-ITARSI (NATIVE STATE SECTION).						British section.		Native State section.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.	
1	2	3	4	5	6	7	8	9	10	11	12	13	1	2	3	4	
1889.	13-00	12,50,000	79,163	—5,422	...	50,000	—55,422	44-11	49,40,846	2,67,936	—18,351	...	Rs. 117	106-85	Rs. 117	106-85	
1890.	13-00	12,85,077	87,765	—16,572	...	50,851	—66,923	44-11	50,00,000	2,97,049	—56,093	...	130	118-88	130	118-88	
1891.	13-00	15,13,568	1,30,834	48,607	3-21	57,719	—9,106	44-11	50,00,000	4,60,431	1,73,154	3-46	200	62-50	199	62-50	
1892.	13-00	17,46,208	1,53,099	56,397	3-23	69,181	—12,734	44-11	50,00,000	4,47,797	1,65,883	3-22	226	63-16	195	62-96	
1893.	13-11	20,25,058	1,69,162	52,038	2-57	78,429	—26,391	44-00	50,00,000	4,24,236	1,30,925	2-62	248	69-17	185	69-17	
1894.	13-11	21,71,496	1,61,638	61,455	2-83	83,509	—22,051	44-00	50,00,000	3,80,217	1,44,607	2-89	237	61-98	166	61-97	
1895.	13-11	22,47,968	1,42,658	46,114	2-05	89,328	—43,209	44-28	50,00,000	3,18,074	1,02,821	2-06	209	67-68	133	67-67	
1896.	13-11	22,71,877	1,63,688	62,744	2-76	90,107	—27,363	44-28	50,00,000	3,61,363	1,38,532	2-77	241	61-75	157	61-63	
1897.	13-11	22,97,134	1,52,215	61,135	2-66	91,805	—30,670	44-28	50,00,000	3,31,379	1,33,096	2-06	223	59-84	144	59-84	
1898.	13-11	23,24,365	1,93,364	79,435	3-42	92,477	—13,042	44-28	50,00,000	4,17,010	1,71,375	3-43	234	58-81	181	58-90	
1899.	13-11	23,61,938	2,09,611	84,080	3-56	93,303	—9,223	44-28	50,00,000	4,47,225	1,79,444	3-59	307	59-89	194	59-88	
1900.	13-11	23,87,339	2,55,120	1,27,332	5-33	95,293	+32,039	44-28	50,00,000	5,35,369	2,67,288	5-35	375	50-12	234	50-08	
1901.	13-11	25,46,891	2,92,861	1,44,235	5-66	98,989	+45,246	44-28	50,00,000	5,85,152	2,88,838	5-78	430	50-75	254	50-64	
1902.	13-11	28,02,330	3,46,103	1,71,236	6-11	1,06,632	+64,604	44-28	50,00,000	6,37,038	3,16,683	6-33	508	51-51	278	49-74	
1903.	13-11	30,92,697	3,77,177	1,91,441	6-19	1,17,285	+74,156	44-28	50,00,000	6,31,911	3,21,328	6-43	553	49-48	276	48-94	
1904.	13-11	31,52,907	3,95,784	1,98,066	6-28	1,20,127	+77,939	44-28	50,00,000	6,43,742	3,22,374	6-45	583	50-14	279	49-81	
1905.	13-11	31,76,984	3,25,637	1,67,805	5-27	1,23,241	+44,064	44-28	50,00,000	5,31,619	2,67,959	5-36	477	48-57	227	48-63	
1906.	13-11	32,57,841	3,60,294	1,78,761	5-49	1,25,079	+53,682	44-28	50,00,000	5,66,833	2,81,376	5-63	531	50-37	248	50-36	
1907.	13-11	33,98,742	4,83,559	2,27,071	6-68	1,34,145	+1,22,926	44-28	50,00,000	7,32,284	3,44,438	6-38	710	53-04	318	52-96	
1908.	13-11	35,34,182	4,29,276	1,62,302	4-69	1,19,624	+42,678	44-28	50,00,000	6,11,033	2,31,222	4-62	630	62-19	265	62-16	
1909.	13-11	36,27,495	4,68,717	1,98,456	5-47	1,20,102	+78,354	44-28	50,00,000	6,50,553	2,75,516	5-51	688	57-66	283	57-65	
1910.	13-11	37,52,643	5,70,169	2,47,995	6-61	1,23,711	+1,24,284	44-28	50,00,000	7,66,302	3,33,839	6-68	836	56-50	333	56-44	
1911.	12-13	38,28,934	5,58,428	2,50,159	6-53	1,28,262	+1,21,897	44-49	50,00,000	7,34,374	3,29,072	6-58	895	55-20	317	55-19	
1912.	12-13	39,14,773	7,02,010	3,18,267	8-18	1,32,749	+16,818	44-49	50,00,000	9,09,768	4,08,687	8-17	1,124	55-11	393	55-08	
1st qr. of 1913.	12-13	39,41,321	2,12,459	96,869	2-46	33,398	+63,471	44-49	50,00,000	2,69,528	1,22,389	2-46	1,347	54-41	466	54-41	
1913-14.	12-13	40,23,467	7,05,991	2,78,970	6-93	1,38,967	+1,40,003	44-49	50,00,000	8,82,535	3,43,636	6-97	1,119	60-49	381	60-59	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (j)} . GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (e) Bhopal-Ujjain railway (5' 6" gauge).

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bhopal to Ujjain	11-11-95	119.27	119.27

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, between the Secretary of State and the Great Indian Peninsula Railway Company, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, from the Government of India in the Foreign Department, to the Government of India in the Public Works Department, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, between the Secretary of State and the Great Indian Peninsula Railway Company, in lieu of those of clause 15 of the agreement of the 4th August 1896, between Her Highness' Government and the Indian Midland Railway Company, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), between the Secretary of State and the Government of Her Highness the Begum of Bhopal, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

- (i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.
- (ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.
- (iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).
For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (e) Bhopal-Ujjain railway (5' 6" gauge)—concl'd.

Main provisions of agreements and contract—concl'd.

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; and those of the Parbati-Ujjain section, to the Gwalior Durbar.(v) *Rates and fares.*—(vi) *Special obligations as to the conveyance of.*—

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

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

As noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge).

(vii) *Power of the Government to determine agreements and contract.*—(viii) *Powers of the Durbars to determine agreements.*—

The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (a), Great Indian Peninsula railway (5' 6" gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113.52	69,69,331	1,958	979	0.01	...	50.00
1896	113.52	77,77,604	3,69,114	1,80,218	2.32	63	51.17
1897	113.52	75,36,180	3,72,337	1,84,660	2.45	63	50.40
1898	113.27	75,85,789	4,16,940	2,05,051	2.70	71	50.82
1899	113.27	76,54,290	5,82,341	2,77,911	3.63	99	52.28
1900	113.27	76,88,020	9,46,349	4,65,681	6.06	161	50.79
1901	113.27	77,61,569	5,45,956	2,62,044	3.38	93	52.00
1902	113.27	78,02,855	5,82,063	2,77,292	3.55	99	52.36
1903	113.27	78,11,402	4,44,766	2,14,841	2.75	76	49.85
1904	113.27	78,14,670	4,54,721	2,17,562	2.78	77	49.99
1905	113.27	78,35,712	6,08,240	2,96,639	3.79	103	51.23
1906	113.27	78,51,048	6,86,799	3,31,924	4.23	117	51.67
1907	113.27	78,58,669	7,81,578	3,74,678	4.77	133	52.06
1908	113.27	78,62,989	7,70,325	3,45,421	4.39	131	55.16
1909	113.27	78,72,658	8,23,957	3,82,457	4.86	143	53.58
1910	113.27	78,78,354	8,65,310	4,05,340	5.15	147	53.16
1911	113.27	78,77,088	9,59,356	4,55,954	5.79	163	52.47
1912	113.27	78,78,601	10,76,999	5,17,442	6.57	183	51.96
1st qr. of 1913.	113.27	78,79,231	2,47,615	1,17,202	1.49	168	52.67
1913-14	113.27	78,82,524	11,10,645	5,12,648	6.50	189	53.84

5 (f) Bina-Goonna-Baran railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goonna-Baran railways, a point, 2.00 miles from the centre of Bina station, to Goona.	28-9-95	71.71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,350 feet).	15-5-99	73.90	
TOTAL ...	...	...	145.61

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 5.
Sub-heads (a) to (f). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***5 (f) Bina-Goonna-Baran railway (5' 6" gauge)—*contd.***Details of construction—****Permanent-way.**—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.**Ballast.**—The line is ballasted with broken stone and laterite.**Fencing.**—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.**Curves.**—There are no curves with a radius of less than 990 feet.**Gradients.**—The ruling gradient is 1 in 125.**Agreements and contract—**Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bina-Goonna section of the Bina-Goonna-Baran railway as part of the Company's undertaking (with clause 13 thereof modified as to maintenance of telegraphs under the authority of the letter from the Government of India to the Honourable the Agent to the Governor General for Central India, No. 596-R. T., dated the 20th June 1899).Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goonna-Baran railway as part of the Company's undertaking.Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company*, as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goonna-Baran railway as part of the Company's undertaking.Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goonna-Baran railway as part of the Company's undertaking.Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company*, as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goonna-Baran railway.Agreements, dated the ^{16th March}_{17th April}_{29th June} 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk*, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goonna-Baran railway.Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of July 1896.Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company", as a party to the agreement of 1899.Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.
Sub-heads (a) to (i).

5 (f) Bina-Goonā-Baran railway (5' 6" gauge)—contd.

Agreements and contract—contd.

Momorandum No. 3002-I.B., dated the 30th August 1913, from the Government of India in the Foreign Department to the Government of India in the Railway Department, intimating the acceptance by the Gwalior Durbar of the arrangement come to between the Tonk Durbar and the Great Indian Peninsula Railway Company in 1901, for the purpose of arriving at the working expenses of the Dharnaoda-Chabra section of the Bina-Goonā-Baran railway.

Main provisions of agreements and contract—

- (i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.
- (ii) *Government aid.*—The Bina-Goonā, Goonā-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.
- (iii) *Terms of working.*—For working the Bina-Goonā section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goonā-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goonā-Dharnaoda section) bear to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section. For the Dharnaoda-Chabra and Chabra-Baran sections the Railway Company charges the same percentage of the entire gross receipts of those sections as the aggregate working expenses of the whole system of the Company bear to the gross receipts of that system.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—

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

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

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

} As noted under
5 (a), Great
Indian Peninsula
railway (5' 6"
gauge).

(vii) *Power of the Government to determine agreements.*—

(viii) *Power of the Durbars to determine agreements.*—

(ix) *Term of agreements.*—

} As noted under 5 (e), Bhopal-Ujjain
railway (5' 6" gauge).

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72.18	49,81,035	48,701	22,198	...	19	54.42
1896	72.18	54,16,074	91,140	36,821	0.68	24	59.60
1897	71.74	87,73,621	1,02,386	43,446	0.50	27	57.57
1898	71.74	97,66,068	1,30,004	58,040	0.59	35	55.36
1899	145.21	99,31,880	2,67,359	1,26,108	1.27	43	52.83
1900	145.21	1,00,21,605	4,34,847	2,20,490	2.20	57	49.29
1901	145.59	1,00,43,286	2,52,716	1,22,970	1.22	33	51.34
1902	145.63	99,14,442	2,38,825	1,12,945	1.14	32	52.71
1903	145.63	99,62,459	3,21,585	1,55,600	1.56	42	49.49
1904	145.63	99,87,016	3,91,886	1,90,897	1.91	52	51.28
1905	145.63	99,90,894	3,68,669	1,81,269	1.81	49	50.63
1906	145.63	99,94,053	4,90,644	2,41,081	2.41	65	50.72
1907	145.63	99,94,424	5,63,802	2,71,691	2.72	74	51.81
1908	145.63	99,96,263	4,13,370	1,88,397	1.88	55	54.42
1909	145.63	1,00,08,750	2,79,897	1,27,960	1.28	37	54.28
1910	145.61	1,00,13,493	3,28,511	1,53,287	1.53	43	53.34
1911	145.61	1,00,32,562	3,87,036	1,81,472	1.81	51	53.17
1912	145.61	1,00,34,004	5,24,546	2,50,969	2.50	85	52.16
1st qr. of 1913	145.61	1,00,34,292	1,56,630	75,070	0.75	83	52.07
1913-14	145.61	1,00,42,700	6,13,716	2,85,373	2.84	81	53.60

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (j)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (g) Murtajapur-Ellichpur railway (2' 6" gauge)—

Date of registration of the Company.—1910.

This line was constructed by the Great Indian Peninsula Railway Company for a Branch line Company called the Central Provinces Railways Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Ellichpur	1-12-13	47.65	47.65

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea pod sleepers.

Ballast.—The line is chiefly ballasted with sand. Banks at places are ballasted with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 637 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to the Great Indian Peninsula railway, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1913-14...	47.65	24,35,632	65,505	36,027	1.48	—	36,027	1.43	196	45.00

5 (h) Matheran Light railway (2' 0" gauge)—

Date of registration of the Company.—16th September 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-3-07	12.61	12.61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904, authorising the construction, maintenance and working of the line by the Promoter.

Agreement, dated the 30th October 1909, between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company, as to the control of traffic and working, by the latter, of the line.

APPENDIX 1—contd.

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number ^{Main head 5} _{Sub-heads (a) to (j)} . GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (h) Matheran Light railway (2' 0" gauge)—concl'd.

Main provisions of Local Government Order and agreement—

- (i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.
- (ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.
- (iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran Light railway in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, plus 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the Light railway with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.
- (iv) *Distribution of profits.*—The net receipts are to be paid over to the Light Railway Company.
- (v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of the Railway Company to determine agreement.*— } The agreement is terminable on the
(viii) *Power of the Tramway Company to determine agreement.*— } 31st March or 30th September in any
year on six months' notice by either party to the other.
- (ix) *Term of agreement.*—

Government may purchase the line as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,733	...	55	172·92
1908	12·61	10,55,007	53,410	8,458	0·80	117	84·17
1909	12·61	11,12,071	64,873	27,612	2·48	144	57·44
1910	12·61	11,34,119	55,951	13,513	1·19	123	75·85
1911	12·61	11,36,563	74,352	39,483	3·47	153	46·90
1912	12·61	11,38,245	73,059	36,634	3·25	163	53·09
1st qr. of 1913	12·61	11,38,720	19,401	3,848	0·34	118	80·19
1913-14.	12·61	11,38,848	74,545	33,410	2·84	114	55·18

5 (c) Dhond-Baramati railway (2' 6" gauge)—

Date of registration of the Company.—1912.

In Railway Board's letter No. 2912 R.C., dated the 2nd November 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of the Dhond-Baramati Railway Company.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 48} _{Sub-head (a) to (j)} GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concl'd.*5 (i) Dhond-Baramati railway (2' 6" gauge)—*concl'd.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati (sanctioned on 2nd November 1912)	27.83	27.83

5 (j) Murtajapur-Yeotmal railway (2' 6" gauge)—

Date of registration of the Company.—1910.

In Railway Board's telegram No. 918 R.C., dated the 9th April 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of the Central Provinces Railway Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Murtajapur to Yeotmal (sanctioned on 9th April 1912)	70.08	70.08

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM.
Sub-heads (a) to (m)

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

Date of registration of the former guaranteed Company.—1853.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907, the lines owned by that Company were purchased by the Secretary of State for India, and on the 1st January 1908, the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3' 3½" gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, was made over to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Madras and Southern Mahratta railway (5' 6" gauge)	1,031.73	15.86	1,047.59
(b) Kolar Gold-fields railway (5' 6" gauge)	9.88	...	9.88
(c) Madras and Southern Mahratta railway (3' 3½" gauge)	1,520.80	...	1,520.80
(d) Bezwada-Masulipatam railway (3' 3½" gauge)	51.80	...	51.80
(e) Birur-Shimoga railway (3' 3½" gauge)	37.92	...	37.92
(f) Dhone-Kurnool railway (3' 3½" gauge)	32.00	...	32.00
(g) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge)	51.85	...	51.85
(h) Kolhapur railway (3' 3½" gauge)	29.27	...	29.27
(i) Mysore-Nanjangud railway (3' 3½" gauge)	15.80	...	15.80
(j) Mysore-section (Madras and Southern Mahratta) (3' 3½" gauge)	226.28	21.07	247.35
(k) Sangli railway (3' 3½" gauge)	4.90	...	4.90
(l) West of India Portuguese railway (3' 3½" gauge)	51.10	...	51.10
(m) Tanali-Bopali railway (5' 6" gauge)	...	21.10	21.10
Total	3,182.83	58.08	3,240.91

Running powers—

Foreign lines over home lines—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	} for passenger and goods trains.	4.97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station		0.89
South Indian railway, over whole or any part of the Madras-Bangalore section		219.00
Total		224.86

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—

The Madras and Southern Mahratta 5' 6" gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpaudy	7-4-78	2.16			
Veyasarpaudy to Walajah Road (Arcot)	1-7-56	63.22			
Walajah Road (Arcot) to Katpadi	7-5-57	14.96			
Katpadi to Gudiyattam	19-5-58	15.86			
Gudiyattam to Ambur	16-1-60	17.01			
Ambur to Vaniyambadi	1-2-60	9.98			
Vaniyambadi to Jalarpet.	28-5-60	9.86			
			182.55		
Branches—					
Rayapuram branch—					
Veyasarpaudy to Rayapuram	1-7-56	2.16			
Rayapuram to Beach	22-1-00	1.03			
Washermentpet to Basin bridge	15-3-07	1.05			
Ranipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4.17		4.24	
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84.37		4.17	
Bangalore Cantonment to Bangalore City	1-7-82	3.05			
			87.42		
Carried over	...	...	...	228.98	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m).} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	228.38	
NORTH-WEST LINE—					
<i>Main line—</i>					
Arkonam to Nagari.	4-3-61	17.27			
Nagari to Puttur	8-12-61	9.59			
Puttur to Benigunta	15-9-62	14.46			
Benigunta to Beddipalle.	1-10-64	38.02			
Beddipalle to Cuddapah.	1-9-65	59.59			
Cuddapah to Maddanuru	1-8-66	34.31			
Maddanuru to Tadpatri.	1-9-63	82.07			
Tadpatri to Gooty	1-8-69	29.72			
Gooty to the Tungabhadra river	12-12-70	75.33			
Tungabhadra to Raichur	15-3-71	17.93			
			308.23		
NORTH-EAST LINE—				308.23	
Basin bridge to Korukupettai	15-3-07	0.85			
Washermentpet to Ennur	22-2-96	8.25			
Ennur to Gudur	23-2-99	75.25			
Gudur to Nellore	*1-11-88	23.75			
Nellore to Kistna Canal	20-12-98	155.00			
Kistna Canal to Bezwada	15-7-07	3.06			
Bezwada to Kovvur	20-2-93	88.24			
Kovvur to Rajahmundry	6-3-00	4.69			
Rajahmundry to the Junction point near Waltair	15-7-93	119.80			
Singachulam Junction point near Waltair station to Waltair.	15-7-93	4.25			
			493.14		
<i>Branches—</i>					
Sankot Junction to Cocanada port branch	15-7-93	9.73			
Waltair to end of branch near Vizagapatam station	15-7-93	2.18	11.93	495.07	
TOTAL OPEN MILEAGE	...	...	...	1,081.73	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Guntur to Tenali (sanctioned on 17th April 1913)	...	...	15.86	15.86	
GRAND TOTAL	...	...	...	1,047.59	
DOUBLE LINE—					
Washermentpet to Basin bridge	15-3-07	1.05			
Washermentpet to Veyasarpady	14-9-01	1.02			
Madras to Veyasarpady Junction	7-4-73	2.16			
Veyasarpady Junction to Perambur	7-2-74	1.30			
Perambur to Avadi.	1-5-77	9.54			
Avadi to Tiruvallur.	20-7-77	12.89			
Tiruvallur to Arkonam	23-8-77	16.52			
Bengal-Nasipur railway north outer signal to north facing point at Waltair.	...	0.46			
			44.94		

*The date of opening of the original 3' 3½" gauge line, which was converted to, and opened on, the 5' 6" gauge on the 1st November 1899.

Details of construction—

Permanent-way.—The South-West line up to Bangalore, the North-West line up to mile 231.84 and North-East line up to mile 14 are laid with 80-lb. bull-headed steel rails on cast iron pots each weighing 112 lbs. From mile 231.84 to Raichur the North-West line is laid with 75-lb. double-headed steel rails. The rest of the North-East line from mile 14 is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The North-West and South-West lines are fenced throughout and the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Contracts—

Dated the 1st June 1882 (called the original contract), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—contd.

Contracts—conold.

- Dated the 28th October 1885 (supplemental to that of 1882), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of the West Deccan railway.
- Dated the 31st August 1887 (supplemental to those of 1882 and 1885), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.
- Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), between the Secretary of State and the former Southern Mahratta Railway Company, as to the construction, maintenance and working of the Mysore State railway.
- Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), between the Secretary of State and the former Southern Mahratta Railway Company, as to the completion and working of the Bellary-Kistna railway.
- Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), between the Secretary of State and the former Southern Mahratta Railway Company, as to the working of the British section of the Guntakal-Yesvantpur railway.
- Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), between the Secretary of State and the former Southern Mahratta Railway Company, as to the adoption of 1s. 4d. as the "prescribed" rate of exchange.
- Dated the 28th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.
- Dated the 16th March 1911, between the Secretary of State and the Madras and Southern Mahratta Railway Company, supplemental to, and in amendment of certain particulars in, that of 1908.
- Despatch from the Secretary of State, No. 66 Railway, dated the 12th August 1912, in regard to the issue of further capital by the Company.
- Dated the 11th February 1914 (supplemental to that of 1908), between the Secretary of State and the Madras and Southern Mahratta Railway Company, in regard to the issue of debentures and debenture stock.

Main provisions of contracts—

- (i) *Land*.—Provided by the Government at the cost of capital.
- (ii) *Government aid*.—(a) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.
- (b) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company: such issues can only be made with the Secretary of State's approval.
- (c) Debentures falling due are discharged by advances made by the Secretary of State.
- [NOTE.—The advances made by the Secretary of State under (b) and (c) above are, until repaid, treated as further capital contributed by him. All money raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]
- (d) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.
- [NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]
- (iii) *Distribution of profits*.—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied:—
- (a) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (c) below];
- (b) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (d) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking; and,
- (c) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11½ millions, to which is added the amount up to date of his advances; and the Company's capital at £5 millions, the amount for the time being of their share capital.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} Sub-heads (a) to (m). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

6 (a) Madras and Southern Mahratta railway (5' 6" gauge)—contd.

Main provisions of contracts—contd.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receives a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *via* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (d), Bezwada-Masulipatam railway (3' 3½" gauge), (iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

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

(a) Mails, troops, police, high Government officials } To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.
and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government are to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

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

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031.78	16,69,79,297	1,64,22,663	44,96,942	2.69	306	72.62
1909	1,031.78	17,06,51,720	1,79,38,335	72,97,315	4.28	334	59.31
1910	1,031.78	17,37,06,866	1,86,12,095	80,93,571	4.66	351	56.98
1911	1,031.78	17,73,67,663	1,96,36,910	89,15,549	5.03	366	54.60
1912	1,031.78	17,80,88,139	2,16,88,462	1,03,95,264	5.84	404	52.07
1st qr. of 1913	1,031.78	17,97,20,709	59,13,814	32,68,211	1.82	441	41.74
1913-14	1,031.78	18,26,82,343	2,26,70,949	1,04,31,718	5.71	423	53.99

6 (b) Kolar Gold-fields railway (5' 6" gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9.83	9.83

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (m)**6 (b) Kolar Gold-fields railway (5' 6" gauge)—contd.****Agreement and contract—**

Agreement, dated the 1st July 1902, between the Mysore Government and the former Madras Railway Company, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Mysore Durbar at the cost of capital.
- (ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of their own undertaking.
- (iii) *Terms of working.*— } Maintenance and working expenses are calculated at the same proportion
- (iv) *Distribution of profits.*— } of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, e.g., by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company works the Branch for the maintenance and working expenses as above, plus cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, plus the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receives $\frac{1}{10}$ th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after the 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Bullion and coin.—
- } The same as from time to time obtain on the Company's lines.
- (vii) *Power of the Government to determine agreement.*—Nil.
- (viii) *Power of the Government to determine contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.
- (x) *Power of the Durbar to determine contract.*—Nil.
- (xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.
- (xii) *Power of the Company to surrender contract.*—Nil.
- (xiii) *Term of agreement.*—Not specified.
- (xiv) *Term of contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	9'88	11,73,128	2,44,744	89,230	7'61	476	63'54
1905	9'88	11,87,864	1,88,402	67,600	5'69	367	64'12
1906	9'88	11,96,520	2,00,400	68,275	5'71	390	65'93
1907	9'88	12,02,068	2,11,153	55,749	4'64	411	73'60
1908	9'88	12,07,860	1,98,191	51,095	4'23	386	74'22
1909	9'88	12,09,189	1,59,004	52,739	4'36	309	66'83
1910	9'88	12,06,368	1,55,747	54,733	4'54	303	64'86
1911	9'88	12,06,878	1,74,398	63,937	5'30	339	63'94
1912	9'88	12,06,635	1,53,344	58,791	4'87	298	61'66
1st qr. of 1913	9'88	12,06,635	45,990	20,664	1'71	858	55'07
1913-14	9'88	12,06,566	1,73,840	65,189	5'39	338	62'50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (c) Madras and Southern Mahratta railway (3' 3½" gauge)—

The Madras and Southern Mahratta 3' 3½" gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Frontier to Castle Rook	3-2-88	3-68			
Castle Rook to Denli	15-6-87	2-75			
Denli to Dharwar	24-1-87	56-00			
Dharwar to Hospet	1-7-85	101-25			
Hospet to Bellary	24-3-84	40-51			
Bellary to Guntakal*	18-5-87	29-90			
Guntakal to Nandyal	11-7-87	90-25			
Nandyal to Cumbum	15-6-80	63-18			
Cumbum to Tadepalli	3-10-89	122-41			
Tadepalli to Bezwada . . . . .	...	2-97			
			512-94		
Branches—					
Harihar branch—					
Hubli to Harihar	18-10-86	81-00			
			81-00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173-08			
			173-08		
Poona branch—					
Londa to Belgaum	21-3-87	33-00			
Belgaum to Miraj	22-12-87	85-88			
Miraj to Koregaon	2-5-87	76-00			
Koregaon to Ghorpuri	18-11-86	83-07			
Ghorpuri to Poona	4-10-90	0-91			
			278-86		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-8-92	62-95			
Dharmavaram to Hindupur	23-4-93	49-23			
Hindupur to Mysore Frontier	17-7-93	7-27			
			119-50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33-35			
			33-35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43-08			
Ramandrug to Ramanamalai	1-12-06	4-97			
Nagalapuram to Fortwall	24-5-09	2-84			
Fortwall to Kanivihalli	1-10-10	6-79			
			57-68		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39-48			
Pakala to Vayalpad	1-1-92	46-69			
Vayalpad to Dharmavaram	20-8-92	94-14			
			180-31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25-05			
Tirupati West to Gudur	15-9-87	59-05			
			84-10		
Total . . . . .	...	...	...	1,520-80	

* This section, which was opened throughout in 1871 as a 5' 6" gauge branch of the former Madras railway, was made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3' 3½" gauge on the 16th May 1887.

Details of construction—

Permanent-way.—The rails in use are of 4½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (c) Madras and Southern Mahratta railway (3' 3½" gauge)—concl'd.

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working—

TABLE I.											TABLE II.	
INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5' 6" GAUGE), 6 (a).												
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.	
1	2	3	4	5	6	7	8	9	10	1	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		
1908	2,542.85	29,65,72,872	3,82,50,979	97,98,440	3.30	85,17,070	59,81,910	5,84,312	-52,86,852	214	65.32	
1909	2,545.74	30,21,58,743	2,97,72,171	1,19,36,693	3.95	91,55,944	73,25,715	5,58,508	-51,03,474	225	59.91	
1910	2,552.53	30,63,87,684	3,11,30,143	1,30,92,155	4.27	92,69,791	73,25,715	8,19,124	-43,22,475	235	57.94	
1911	2,552.53	31,14,04,239	3,28,29,664	1,41,77,381	4.55	94,61,902	73,25,730	11,05,276	-37,15,527	247	56.82	
1912	2,552.53	31,27,38,275	3,53,32,019	1,61,28,469	5.16	96,17,034	73,25,715	16,44,270	-24,60,550	266	54.86	
1st qr. of 1913	2,552.53	31,57,63,052	96,56,648	49,61,725	1.57	24,13,007	18,91,425	7,05,909	+11,384	291	48.62	
1913-14	2,552.53	32,04,96,530	3,72,73,171	1,64,38,232	5.13	1,08,91,877	73,25,715	17,59,306	-35,41,666	281	55.91	

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

6 (d) Bezwada-Masulipatam railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49.47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2.33	
TOTAL	...	...	51.80

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on teak sleepers.

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are fenced.

Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, between the District Board of Kistna and the Madras and Southern Mahratta Railway Company, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

- (i) **Land.**—Provided by the Government free of cost.
- (ii) **Government aid.**—
- (iii) **Terms of working.**—
- (iv) **Distribution of profits.**—

The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provides the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**
Sub-heads (a) to (m)**6 (d) Bezwada-Masulipatam railway (3' 3½" gauge)—concl'd.****Main provisions of agreement and contract—concl'd.**

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin.—
- (vii) *Power of the Government to determine agreement.*—The Government may purchase the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings (excluding rebate payments) of three years preceding the purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.
- (viii) *Power of the Government to determine contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (ix) *Power of the Kistna District Board to determine agreement.*—
- (x) *Power of the Kistna District Board to determine contract.*—
- (xi) *Power of the Company to determine agreement.*—
- (xii) *Power of the Company to surrender contract.*—
- (xiii) *Term of agreement [if not determined under (vii)].*—Not specified.
- (xiv) *Term of contract [if not determined under (viii)].*—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

The same as from time to time obtain on the Madras and Southern Mahratta railway.

} Nil.

} Nil.

Statistics of working—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Ks.	
1908	49'47	20,02,818	2,72,333	1,49,738	7'48	117	45'00
1909	51'80	21,24,465	3,29,527	1,80,804	8'51	122	45'13
1910	51'80	21,56,748	3,07,417	1,66,821	7'73	114	45'78
1911	51'80	21,82,641	2,89,551	1,57,954	7'24	107	45'45
1912	51'80	21,98,743	3,31,267	1,81,732	8'27	123	45'14
1st qr. of 1913	51'80	21,99,308	94,771	52,124	2'37	141	45'00
1913-14	51'80	22,04,271	8,53,514	1,94,187	8'81	131	45'07

6 (e) Birur-Shimoga railway (3' 3½" gauge)—**Progress in opening—**

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Birur to Shimoga	1-12-99	37'92	37'92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers.

The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, between the Secretary of State and the former Southern Mahratta Railway Company.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (e) Birur-Shimoga railway (3' 3½" gauge)—concl'd.

Agreement and contract—concl'd.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Mysore Durbar at the cost of capital.
- (ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.
- (iii) *Terms of working.*— } Maintenance and working expenses are calculated at the same propor-
- (iv) *Distribution of profits.*— } tion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, plus 5 per cent of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, plus the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to ¼th of the surplus of the net earnings of the Shimoga railway, after payment thereof of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of:*— } The same rates as from time to time obtain on the Madras and Southern Mahratta railway. Except when specially sanctioned by the Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin.—
- (vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, vide (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.
- (viii) *Power of the Government to determine contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (ix) *Power of the Durbar to determine agreement.*—The Durbar may determine the agreement on the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.
- (x) *Power of the Durbar to determine contract.*—Nil.
- (xi) *Power of the Company to determine agreement.*—As noted under (ix).
- (xii) *Power of the Company to determine contract.*—As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).
- (xiii) *Term of agreement.*—As noted under (vii).
- (xiv) *Term of contract.*—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1904	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	37·92	24,06,391	68,224	24,628	1·02	35	63·90
	37·92	23,93,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908							
1909							
1910							
1911							
1912							
1st qr. of 1913.							
1913-14							

Included with the Mysore section (Madras and Southern Mahratta), 6 (j).

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (f) Dhone-Kurnool railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dronachellam to Kurnool	1-1-09	32-00	32-00

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

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

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property is absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(a) the actual cost of maintenance of way and works (including revenue new minor work mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(b) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(c) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(d) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*—

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

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

(b) Government bullion and coin.—

} Subject to the same maxima and minima, rules, conditions and arrangements as from time to time obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*—

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

} Determinable by either party on the 30th June or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (f) Dhone-Kurnool railway (3' 3½" gauge)—concl'd.

Statistics of working—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.			
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State per- taining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909	32'00	9,25,342	1,29,768	47,128	5'09	28,239	+ 18,889	78	68'68
1910	32'00	9,50,923	99,240	33,653	3'54	31,918	+ 1,734	60	66'09
1911	32'00	9,74,171	1,10,927	29,077	2'98	32,650	— 3,573	67	73'79
1912	32'00	10,05,423	1,18,005	39,279	3'91	34,147	+ 5,131	71	66'71
1st qr. of 1913	32'00	10,06,675	34,179	18,696	1'96	8,554	+ 5,142	82	59'93
1913-14	32'00	10,08,750	1,23,739	44,872	4'45	34,914	+ 9,958	74	63'74

6 (g) Hindupur (Yesvantpur-Mysore Frontier) railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yesvantpur to Dodballapur	15-12-92	19'93	
Dodballapur to Mysore Frontier	17-9-93	31'42	
Total . . . . .	...	...	51'35

Details of construction—

Permanent-way.—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, between the Secretary of State and the former Southern Mahratta Railway Company, noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (e), Birur-Shimoga railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	2	
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	51'35	24,88,842	8,67,923	1,33,715	5'37	138	
1905	51'35	24,88,944	3,73,993	1,54,672	6'22	140	
1906	51'35	25,00,014	4,03,396	1,63,783	6'55	151	
1907	51'35	25,00,014	3,53,710	1,55,486	6'22	132	
1908							
1909							
1910							
1911	Included	with the Mysore section (Madras and Southern Mahratta), 6 (f).					
1912							
1st qr. of 1913							
1913-14							

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)6 (A) Kolhapur railway (3' 3½" gauge)—
Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	29.27	29.27

Details of construction—

Permanent-way.—The permanent-way consists of 4½-lb. flat-footed steel rails on steel trough sleepers.*Ballast.*—The line is ballasted throughout with gravel and sand.*Fencing.*—The line is unfenced except for a very short length.*Curves.*—There are no curves with a radius of less than 1,000 feet.*Gradient.*—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, between the Kolhapur Durbar and the old Southern Mahratta Railway Company, as to maintenance and working, having effect from 21st April 1891.

Contract, dated the 28th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
- (ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
- (iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
- (iv) *Distribution of profits.*— } system, including the Kolhapur railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—(vi) *Special obligations as to the conveyance of.*—

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

(b) Government bullion and coin.—

The same as, for the time being, are in force on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—Not specified.(viii) *Power of the Durbar to determine agreement.*—(ix) *Power of the Company to determine agreement.*—(x) *Power of the Government to determine contract.*—(xi) *Power of the Company to determine contract.*—(xii) *Power of the Durbar to determine contract.*—Nil.(xiii) *Term of agreement.*—Three years from 21st April 1891; thereafter as against (viii) and (ix).(xiv) *Term of contract.*—As noted under 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	TABLE II.	
						Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	29.27	23,26,251	1,41,676	53,228	2.29	83	62.43
1905	29.27	23,26,251	1,70,404	69,432	2.98	112	59.26
1906	29.27	23,26,251	1,76,284	71,811	3.09	116	59.25
1907	29.27	23,26,251	1,81,686	77,249	3.32	119	57.57
1908	29.27	23,26,251	2,22,260	88,154	3.79	146	60.34
1909	29.27	23,26,251	2,26,772	91,612	3.94	149	59.69
1910	29.27	23,26,251	2,53,956	1,10,093	4.73	167	59.65
1911	29.27	23,26,251	2,79,862	1,23,993	5.30	184	55.83
1912	29.27	23,26,251	3,17,458	1,47,272	6.33	209	53.61
1st qr. of 1913	29.27	23,26,251	1,04,973	54,628	2.35	278	47.96
1913-14	29.27	23,26,251	3,41,236	1,53,844	6.61	224	54.02

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (i) Mysore-Nanjangud railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
	1	2	3	4
Mysore to Nanjangud	1-12-91	15-04	
Nanjangud to Nanjangud town	12-7-99	0-76	
Total	...	...	15-80

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 14th December 1899, between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, between the Secretary of State and the former Southern Mahratta Railway Company.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (e), Birur-Shimoga railway (3' 3½" gauge), with the following exception, viz.,—

(ix) **Power of the Durbar to determine agreement.**—On the 1st January or 1st July in any year after the 30th June 1900, on 6 months' notice given.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	TABLE II.	
						Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904.	15-80	6,56,462	38,873	14,404	2-19	47	62-95
1905.	15-80	6,56,462	44,174	18,015	2-74	54	59-22
1906.	15-80	6,56,462	49,946	29,559	3-13	61	58-84
1907.	15-80	6,56,462	38,827	16,040	2-44	47	58-69
1908.							
1909.							
1910.							
1911.							
1912.							
1st qr. of 1913							
1913-14							

6 (j) Mysore section (Madras and Southern Mahratta) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
	1	2	3	4	5
Mysore to Mandya	25-2-82	27-97		
Mandya to Channapatna	20-3-81	23-81		
Channapatna to Bangalore	1-2-81	34-75		
Bangalore to Tumkur	11-8-84	43-00		
Tumkur to Gubbi	26-12-84	11-00		
Gubbi to Birur	12-3-89	76-57		
Birur to Harihar	21-2-89	79-68		
Total open mileage	...	...	296-18	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Chickajalur to Chitaldrug (sanctioned on 28th January 1914)	...	21-07	21-07	
GRAND TOTAL	...	...	...	317-85

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*6 (f) Mysore section (Madras and Southern Mahratta) (3' 3½" gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. and 60-lb. flat-footed steel rails, with the exception of about 2.75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Govern-
(iv) *Distribution of profits.*— } ment supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(a) in discharge of the working expenses arrived at as above, and

(b) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(c) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—

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

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

(b) Government bullion and coin—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to determine contract.*—

(ix) *Term of contract.*—

As in the case of 6 (a), Madras and Southern Mahratta railway (5' 6" gauge).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6(j) Mysore section (Madras and Southern Mahratta) (3' 3½" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.				
Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, from 1908.										
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	189.75	91,36,138	5,13,259	1,40,723	1.54	6,70,864	35,018	-5,65,159	71	72.58
1888	189.75	1,25,76,692	5,70,657	1,34,031	1.07	6,94,210	33,607	-5,93,786	79	76.51
1889	290.00	1,44,24,093	8,96,273	2,19,818	1.52	7,07,500	54,991	-5,42,678	72	75.47
1890	296.00	1,47,11,610	11,86,818	2,59,084	1.76	6,48,738	64,772	-4,54,421	77	78.16
1891	296.00	1,50,76,285	13,24,525	4,39,280	2.91	6,54,850	1,09,760	-3,25,330	86	66.83
1892	296.00	1,46,36,205	13,99,463	4,43,427	3.03	7,29,624	1,10,863	-3,97,060	91	68.31
1893	296.00	1,46,42,217	16,33,203	6,74,562	4.61	7,70,439	1,68,171	-2,64,048	109	59.92
1894	296.00	1,47,60,293	14,45,412	4,77,149	3.23	8,38,525	1,19,039	-4,30,415	94	66.99
1895	296.00	1,49,22,452	15,78,231	6,29,385	4.22	8,70,947	1,56,931	-3,98,493	108	60.12
1896	293.00	1,51,08,257	15,84,981	6,76,976	4.48	8,21,588	1,69,189	-3,13,801	103	57.29
1897	296.00	1,51,99,757	18,80,019	7,98,285	5.25	7,75,708	2,00,031	-1,77,454	122	57.54
1898	296.00	1,55,07,319	18,92,851	4,13,421	2.67	7,58,461	1,02,680	-4,27,720	90	70.32
1899	296.00	1,56,75,416	10,60,469	3,29,038	2.10	7,21,117	82,076	-4,74,160	69	68.97
1900	296.00	1,58,70,510	13,76,391	4,71,201	2.97	7,18,200	1,18,888	-3,65,887	89	65.77
1901	296.36	1,60,14,870	14,33,240	4,07,791	2.55	7,22,244	1,01,860	-4,16,313	93	71.55
1902	296.22	1,60,76,009	15,97,046	5,58,082	3.47	7,21,002	1,39,588	-3,02,518	104	65.06
1903	296.22	1,62,34,903	15,35,270	5,82,298	3.59	7,20,000	1,46,012	-2,83,714	100	62.07
1904	296.22	1,62,59,794	15,85,324	5,63,667	3.47	7,20,000	1,40,940	-2,97,273	103	64.44
1905	296.22	1,64,78,981	17,90,801	6,98,051	4.24	7,20,000	1,73,883	-1,95,632	116	61.02
1906	296.22	1,65,59,502	18,48,348	7,19,072	4.34	7,20,000	1,79,500	-1,80,428	120	61.10
1907	296.22	1,70,31,855	21,57,636	8,44,427	4.96	7,20,000	2,11,472	-87,045	140	60.86
1908	401.29	2,29,75,728	30,71,949	11,66,358	5.08	8,64,949	1,51,026	+1,50,378	147	62.08
1909	401.29	2,32,36,445	26,71,013	10,67,326	4.59	10,43,593	55,369	-31,656	128	60.04
1910	401.29	2,35,17,190	28,00,686	11,28,684	4.80	10,48,897	57,768	+22,024	134	59.70
1911	401.29	2,36,85,896	28,55,654	12,07,863	5.10	10,60,843	61,457	+85,563	137	57.70
1912	401.29	2,37,80,303	33,58,931	14,98,756	6.28	10,68,291	75,202	+8,55,203	161	55.46
1st qr. of 1913.	401.29	2,40,63,067	34,40,540	4,75,274	1.98	2,67,455	24,132	+1,83,687	180	49.47
1913-14	401.35	2,43,70,036	36,51,923	15,69,726	6.52	10,75,537	79,836	+4,34,393	175	56.47

6 (k) Sangli railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4.90	4.90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41½-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 80.

Agreements and contract—

Agreement, dated the 17th July 1907, between the Sangli Durbar and the former Southern Mahratta Railway Company, as to the construction of the Sangli railway.

Agreement, dated the 17th July 1907, between the Sangli Durbar and the former Southern Mahratta Railway Company, as to the maintenance and working of the Sangli railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)

6 (A) Sangli railway (3' 3½" gauge)—concl'd.

Agreements and contract—concl'd.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

- (i) *Land.*—Provided by the Sangli Durbar free of cost.
- (ii) *Government aid.*—The Sangli railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.
- (iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Sangli railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.
- From the gross earnings of the Sangli railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of—*
(a) Mails, troops, police, high Government officials and Government stores.— } The same as, for the time being,
(b) Government bullion and coin.— } are in force on the Madras and Southern Mahratta railway.
- (vii) *Power of the Government to determine agreement.*—Not specified.
- (viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable at the end of any
(ix) *Power of the Company to determine agreement.*— } calendar half-year upon 6 months' notice from
(x) *Term of agreement.*—3 years from 1st April 1907; thereafter as against (viii) and (ix).

Statistics of working—

TABLE I					TABLE II		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	4.90	1,27,770	19,565	8,011	6.27	102	59.10
1908	4.90	1,66,382	33,321	18,402	8.05	181	59.78
1909	4.90	1,69,903	40,733	15,712	9.25	160	61.43
1910	4.90	1,75,091	43,136	19,176	10.88	169	57.86
1911	4.90	1,77,254	43,863	19,276	10.87	172	56.05
1912	4.90	1,77,787	39,197	18,124	10.19	154	58.76
1st qr. of 1913	4.90	1,77,787	10,915	5,680	3.19	171	47.96
1913-14	4.90	1,77,787	39,860	17,958	10.10	156	54.95

6 (B) West of India Portuguese railway (3' 3½" gauge)—

Chairman.—Ernest E. Sawyer, Esq., M.A.

Secretary.—George E. Wasey, Esq.

Offices.—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaulim	17-1-87	41.00	
Sonaulim to the Portuguese frontier	3-2-88	10.10	
Total . . . . .	...	...	51.10

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 6} _{Sub-heads (a) to (m)} MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

6 (l) West of India Portuguese railway (3' 3½" gauge)—contd.

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sál, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, between the Portuguese Government and the West of India Portuguese Railway Company, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, between the Portuguese Government and the West of India Portuguese Railway Company, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), between the Secretary of State and the Madras and Southern Mahratta Railway Company, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company:

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (a) on any annual subsidy payable by the British or the British Indian Government to the Portuguese Government, and (b) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*— } As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.—Railway revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, plus 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

NOTE.—At the desire of the Board of the West of India Portuguese Railway the Secretary of State has agreed to 80 per cent of the net earnings of each month being paid to the Joint Representative in India as soon as the accounts of each month are completed. (India Office letter No. P.W.-2962, dated the 27th December 1912).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number

Main head 6	MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.
Sub-heads (a) to (m)	

6 (l) West of India Portuguese railway (3' 3 $\frac{3}{4}$ " gauge)—contd.

Main provisions of contracts and agreement—contd.

- (v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.
- (vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.
- (vii) *Special obligations as to the conveyance of.*—
- (a) *Mails, both British and Portuguese.*—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.
- (b) *Portuguese Government troops, officials, and Government stores.*—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.
- (viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—
- (a) at any time by giving six months' notice;
- (b) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), plus the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

- (ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

- (a) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;
- (b) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

- (x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
- (xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } De-terminable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

- (xii) *Term of contract [if not determined under (ix), (x) or (xi)].*—99 years from the date of opening of the line.

- (xiii) *Term of agreement [if not determined under (x), or (xi)].*—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1912, and then further extended to 30th June 1917, vide Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (m)

6 (l) West of India Portuguese railway (3' 3½" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.					TABLE II.		
Includes the Harbour works.							
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	51·10	1,64,00,803	6,84,331	2,48,378	1·51	258	63·71
1905	51·10	1,61,71,059	6,22,125	2,20,841	1·37	234	64·50
1906	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908	51·10	1,70,71,439	10,64,804	3,92,394	2·30	401	63·15
1909	51·10	1,75,93,058	9,80,285	3,75,092	2·13	361	60·93
1910	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	57·10
1911	51·10	1,77,41,327	12,20,715	5,33,068	3·00	459	56·85
1912	51·10	1,83,24,990	9,91,479	4,12,657	2·25	374	58·38
1st qr. of 1913.	51·10	1,84,16,306	2,93,647	1,20,146	0·65	442	59·09
1913-14	51·10	*1,87,62,134	11,76,899	5,24,121	2·84	443	55·47

6 (m) Tenali-Repalli railway (5' 6" gauge)—

The construction of this line at the cost of the District Board of Guntur was sanctioned in Railway Board's Notification No. 110, dated the 9th April 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tenali to Repalli (sanctioned on 9th April 1913)	...	21·10	21·10

* Original capital up to 31st December 1901, ₹1,349,053-2-5 @ 1s. 8d. per rupee = Es. 1,61,88,697
 Expenditure by Portuguese Government on Improvements of line and harbour up to 31st March 1914. 25,73,437
 Total 1,87,62,134

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 7} Sub-heads (a) to (e) **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.*Secretary*—M. T. Walker, Esq.*Offices*—Winchester House, 50, Old Broad Street, London, E.C.*Date of registration of the Company*—24th December 1883.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Nizam's Guaranteed State railway (5' 6" gauge)	330.13	...	330.13
(b) Bezwada Extension railway (5' 6" gauge)	20.58	...	20.58
(c) Hingoli Branch railway (3' 3½" gauge)	50.31	...	50.31
(d) Hyderabad-Godavari Valley railway (3' 3½" gauge)	391.13	...	391.13
(e) Secunderabad-Gadwal railway (3' 3½" gauge)	...	117.00	117.00
Total	792.15	117.00	909.15

Running powers—*Home line over foreign line:—*

Outer signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains

0.39

7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
<i>Main line—</i>					
Wadi junction to Secunderabad	9-10-74	115.45*			* Of this 5.86 miles, Secunderabad to Hyderabad, are of mixed (5' 6" and 3' 3½") gauge.
Secunderabad to Warangal	8-4-86	86.66			
Warangal to Dornakal	1-1-88	52.66			
Dornakal to Bona Kalu	5-8-88	31.99			
Bona Kalu to the British frontier	10-2-89	23.54	310.30		
<i>Branches—</i>					
<i>Hyderabad branch—</i>					
Hussain Sagar to Hyderabad	9-10-74	3.57	3.57		
<i>Mineral branch—</i>					
Dornakal to Singareni Coal-fields	1-1-88	16.26	16.26		
Total	...	...	...	830.13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah wood sleepers. The next 9 miles are laid with 85-lb. flat-footed steel rails on steel sleepers and the following 56 miles with 85-lb. flat-footed rails on Jarrah wood sleepers. The section between Begampet and mile 170 is laid with 85-lb. flat-footed steel rails on new steel sleepers, with the exception of the mixed (5' 6" and 3' 3½") gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Hussain Sagar section.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 7} _{Sub-heads (a) to (e)} NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—*contd.*

Agreement—

Agreement, dated the 27th December 1883, between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5' 6" gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of agreement—

- (i) *Land*.—Provided by the Nizam's Government free of cost to the Company.
- (ii) *Government aid*.—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£2,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the guarantee in respect of debenture capital, ceased or ceases, on various dates ranging from 30th June 1904 to 31st January 1928. There have been further issues of debentures, amounting in all to £500,000 but on these no guarantee on the part of the Nizam's Government exists.
- (iii) *Distribution of profits*.—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.
- (iv) *Rates and fares*.—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Chief Engineer of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]
- (v) *Special obligations as to the conveyance of*—
 - (a) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.
 - (b) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.
 - (c) Bullion and coin.—At special rates.
- (vi) *Power of the Government to determine agreement*.—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1914, 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, plus a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

7 (a) Nizam's Guaranteed State railway (5' 6" gauge)—concl'd.

Main provisions of agreement—concl'd.

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

(viii) Term of agreement [if not determined under (vi) or (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, viz., 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117-10	2,47,70,923	11,13,950	4,87,024	1-97	178	56-27
1886	205-37	2,89,19,499	13,81,077	6,94,524	2-40	143	49-71
1887	205-37	3,27,45,397	15,48,891	5,52,905	1-69	143	64-30
1888	305-71	3,54,89,073	17,76,075	7,57,467	2-13	118	57-35
1889	329-20	3,59,09,620	22,57,462	7,69,208	2-14	129	65-98
1890	329-20	3,76,96,721	25,07,268	10,39,590	2-76	145	58-54
1891	329-20	3,94,81,752	27,76,437	12,57,860	3-19	151	54-70
1892	329-20	3,95,48,395	27,80,642	13,24,959	3-35	161	52-35
1893	330-13	4,01,96,909	30,61,605	14,36,451	3-57	177	53-08
1894	330-13	4,02,33,826	32,56,885	16,22,028	4-03	183	50-20
1895	330-13	4,06,43,813	32,15,541	15,77,149	3-88	185	50-95
1896	330-13	4,08,24,737	33,03,523	17,28,198	4-23	191	47-69
1897	330-13	4,09,60,044	36,10,354	19,38,769	4-73	208	46-30
1898	330-13	4,10,54,449	39,07,612	22,74,580	5-54	225	41-79
1899	330-13	4,15,68,731	41,10,201	25,01,046	6-02	237	39-15
1900	330-13	4,17,49,124	49,12,056	28,41,985	6-81	283	42-14
1901	330-13	4,24,30,543	40,77,927	26,48,120	6-24	236	35-06
1902	330-13	4,28,89,527	44,06,494	26,82,533	6-25	254	39-12
1903	330-13	4,30,13,668	43,18,630	25,38,386	5-90	249	41-22
1904	330-13	4,32,66,412	43,32,440	27,90,690	6-45	250	35-59
1905	330-13	4,35,86,043	42,78,161	28,49,703	6-54	247	33-39
1906	330-13	4,36,45,097	44,84,105	27,98,897	6-41	259	37-58
1907	330-13	4,49,34,824	49,85,061	33,02,905	7-35	288	38-74
1908	330-13	4,56,07,808	46,99,296	30,15,029	6-61	255	38-96
1909	330-13	4,66,62,100	46,92,067	26,43,417	5-67	273	43-66
1910	330-13	4,72,19,094	53,14,905	28,46,520	6-08	309	46-44
1911	330-13	4,83,37,518	57,07,861	27,18,285	5-86	332	52-46
1912	330-13	4,84,96,844	57,76,606	31,96,183	6-59	337	44-67
1st qr. of 1913	330-13	4,87,78,182	16,58,727	7,42,254	1-53	386	55-25
1913-14	330-13	5,09,58,827	68,79,060	33,03,904	6-48	389	50-94

7 (b) Bezwada Extension railway (5' 6" gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north outer signal of the Bezwada station, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20-58	20-58

Details of construction—

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on Jarrah wood sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

7 (b) Bezwada Extension railway (5' 6" gauge)—concl'd.

Agreement—

Dated the 6th April 1909, between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Main provisions of agreement—

- (i) *Land.*—Provided by the Government at the cost of capital.
- (ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5' 6" gauge system.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5' 6" gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, plus 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine agreement.*—
- (viii) *Power of the Company to surrender agreement.*—
- (ix) *Term of agreement.*—Until terminated under (vii) and (viii).

To be the same as from time to time obtain on the Company's 5' 6" gauge system.

Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 36 to the Report for 1907.)—

TABLE I.							TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20.58	11,51,678	2,77,177	1,56,929	13.63	35,509	+1,21,420	248	43.38
1902	20.58	11,60,425	2,89,663	1,40,329	12.09	46,875	+93,954	259	51.55
1903	20.58	11,77,047	3,07,113	1,54,222	13.10	46,617	+1,07,605	275	49.78
1904	20.58	11,75,731	3,20,658	1,78,955	15.22	46,896	+1,32,057	287	44.19
1905	20.58	11,76,645	3,47,490	2,04,289	17.38	47,046	+1,57,193	311	41.22
1906	20.58	11,81,020	3,49,206	1,91,737	16.23	47,182	+1,44,555	318	45.09
1907	20.58	11,81,952	3,15,376	1,83,833	15.56	35,691	+1,48,192	282	41.69
1908	20.58	11,83,796	3,38,623	1,91,624	16.19	40,277	+1,51,347	316	43.41
1909	20.58	12,06,026	3,12,154	1,52,554	12.65	39,384	+1,12,670	280	51.28
1910	20.58	12,01,940	3,42,614	1,58,254	13.17	40,182	+1,18,072	320	53.81
1911	20.58	12,19,123	3,54,265	1,40,815	11.55	41,560	+99,255	391	60.25
1912	20.58	12,32,363	3,84,244	1,81,265	15.07	41,771	+1,42,494	359	52.04
1st qr. of 1913	20.58	12,31,370	1,05,502	39,771	3.23	10,432	+29,339	394	62.30
1913-14	20.58	12,33,842	4,10,238	1,73,986	14.10	43,188	+1,30,848	383	57.59

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 . NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

7 (c) Hingoli Branch railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purna to Hingoli	15-5-12	50-31	50-31

Details of construction—

Permanent-way.—The permanent-way consists of old 66½-lb. flat-footed steel rails taken out of the 5' 6" gauge system and new steel trough sleepers.

Ballast.—The ballast is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of 2nd class level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited, as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

- (i) *Land.*—Provided by the Nizam's Government free of cost.
- (ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, works the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3' 3½" gauge system shall bear to the aggregate gross earnings of that system, plus 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, e.g., by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.
- (v) *Rates and fares.*—The same rates and fares as are in force on 7 (d), Hyderabad-Godavari railway (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of.*— } Services for these are performed on the same conditions and at the same rates as may be in force on 7 (d), Hyderabad-Godavari Valley railway (3' 3½" gauge).
(a) Mails.—
(b) Troops, police, and high Government officials.—
- (vii) *Power of the Nizam's Government to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 months' previous notice in writing.
- (viii) *Power of the Company to determine agreement.*—
- (ix) *Power of the Company to surrender agreement.*—Nil.
- (x) *Term of agreement.*—Nil.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 · NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

7 (c) Hingoli Branch railway (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1912	Miles. 50·31	Rs. 30,18,733	Rs. 63,758	Rs. 25,722	0·85	Rs. 39	60·28
1st qr. of 1913	50·31	30,43,772	28,529	9,993	0·33	·44	64·97
1913-14	50·31	31,23,102	1,42,367	64,511	2·07	54	54·69

7 (d) Hyderabad-Godavari Valley railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Mannad to Jalna	21-10-99	109·28		
Jalna to Salla	7-12-99	44·79		
Salla to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Secunderabad	25-4-00	150·59		
Secunderabad to Hyderabad	16-5-01	5·86*		
Total	...	...	391·18	*Laid on a mixed (5' 6" and 3' 3½") gauge.
DOUBLE LINE— Purna Junction station yard	15-5-12	0·38	0·38	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{127}{16}$, $\frac{216}{17}$ and $\frac{371}{17}$, and $\frac{224}{17}$ and 384·27 and also on second-hand 5' 6" gauge steel sleepers converted into 3' 3½" gauge between miles $\frac{207}{17}$ and $\frac{207}{17}$, except within station limits, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377½ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Dated the 16th March 1897, between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

- (i) **Land.**—Provided by the Nizam's Government free of cost to the Company.
- (ii) **Government aid.**—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £2,000,000, and the rate of interest payable on it is 3½ per cent.)
- (iii) **Distribution of profits.**—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 7 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (e).

7 (d) Hyderabad-Godavari Valley railway (3' 3½" gauge)—concl'd.

Main provisions of agreement—concl'd.

- (iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (a), Nizam's Guaranteed State railway (5' 6" gauge)], unless otherwise agreed.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails.—
- (b) Troops, officials and Government stores.—
- (c) Bullion and coin.—
- (vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (a), Nizam's Guaranteed State railway (5' 6" gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi) or (vii)].*—The remainder of the term of the contract relating to the main line [7 (a), Nizam's Guaranteed State railway (5' 6" gauge)] which was unexpired at the date of the present contract.

As noted under 7 (a), Nizam's Guaranteed State railway (5' 6" gauge).

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154.23	2,00,21,971	63,381	36,877	0.18	48	41.82
1900	385.23	2,31,94,917	10,63,028	4,20,326	1.81	70	60.41
1901	391.42	2,46,58,951	20,10,033	9,23,300	3.74	99	51.07
1902	391.42	2,57,75,220	22,83,043	9,67,692	3.76	112	57.70
1903	391.42	2,62,07,241	22,14,752	8,86,291	3.38	109	59.93
1904	391.13	2,64,85,096	22,11,781	7,74,604	2.93	109	64.97
1905	391.13	2,66,15,349	29,64,122	13,29,009	4.96	146	55.16
1906	391.13	2,69,36,746	30,32,503	14,21,747	5.29	149	53.12
1907	391.13	2,71,85,309	32,55,067	17,74,126	6.53	160	45.50
1908	391.13	2,73,97,247	32,41,828	15,61,740	5.70	159	51.83
1909	391.13	2,75,50,030	32,54,724	14,02,129	5.09	160	56.93
1910	391.13	2,79,30,416	36,55,533	18,05,391	6.46	180	50.63
1911	391.13	2,91,63,053	34,97,904	13,12,510	4.50	172	62.43
1912	391.13	2,96,12,624	43,60,567	20,26,993	6.85	214	53.52
1st qr. of 1913	391.13	2,98,32,787	12,79,019	4,67,877	1.64	252	61.86
1913-14	391.13	3,04,91,995	43,03,162	20,38,400	6.85	212	51.63

7 (e) Secunderabad-Gadwal railway (3' 3½" gauge)—

The construction of this line, from funds to be provided by His Highness the Nizam's Government, was sanctioned by the Secretary of State in his Despatch No. 26 Railway, dated the 27th February 1914.

Progress in opening—

Section of railway.	Date of opening	Miles.	Total.
1	2	3	4
Secunderabad to Gadwal (sanctioned on 27th February 1914)	117.00	117.00

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$ NORTH WESTERN RAILWAY SYSTEM.

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) North Western railway (5' 6" gauge)	3,710·16	...	3,710·16
(b) Amritsar-Patti railway (5' 6" gauge)	54·26	...	54·26
(c) Jakhai-Hissar railway (5' 6" gauge)	50·63	...	50·63
(d) Jammu and Kashmir (Native State section) (5' 6" gauge)	16·01	...	16·01
(e) Jullundur Doab railway (5' 6" gauge)	102·97	29·82	132·79
(f) Khanpur-Chaohran railway (5' 6" gauge)	22·02	...	22·02
(g) Ludhiana-Dhuri-Jakhai railway (5' 6" gauge)	78·65	...	78·65
(h) Rajpura-Bhatinda railway (5' 6" gauge)	108·04	...	108·04
(i) Southern Punjab railway (5' 6" gauge)	424·06	...	424·06
(j) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge).	152·04	...	152·04
(k) Sutlej Valley railway (5' 6" gauge)	208·19	...	208·19
(l) Kalka-Simla railway (2' 6" gauge)	59·92	...	59·92
(m) Kohat-Thal railway (2' 6" gauge)	61·75	...	61·75
(n) Nowshera-Durgai railway (2' 6" gauge)	40·25	...	40·25
(o) Trans-Indus (Kalabagh-Bannu) railway (2' 6" gauge)	88·91	47·12	136·03
(p) Jullundur-Mukerian railway (5' 6" gauge)	...	45·35	45·35
(q) Mandra-Bhon railway (5' 6" gauge)	...	46·50	46·50
(r) Phagwara-Rahon railway (5' 6" gauge)	...	28·00	28·00
(s) Jacobabad-Kashmora railway (2' 6" gauge)	...	76·50	76·50
Total	5,177·86	278·29	5,451·15

Running powers—

Home line over foreign line:—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains 1300

Foreign line over home line:—

Oudh and Bohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only 275

8 (a) North Western railway (5' 6" gauge)—

The line owned and worked by the old Sind, Punjab and Delhi Guaranteed Railway Company was taken over by the State from the 1st January 1886, and amalgamated with the Punjab Northern, the Indus Valley, the Eastern section Sind-Sagar, and the Southern section Sind-Pishin State railways, to be worked as one undertaking under the name of the North Western railway.

Date of registration of the old Guaranteed Company—1855.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
COMMERCIAL SECTION—					
<i>Main Line—</i>					
Ghaziabad to Meerut City	18-4-87	27·33			
Meerut City to Ambala Cantonment	1-1-89	121·55			
Ambala Cantonment to Ludhiana	12-10-89	70·66			
Ludhiana to Phillaur	15-10-70	8·28			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-89	25·53			
Beas to Amritsar	1-11-87	26·20			
Amritsar to Lahore	10-4-83	32·33			
Lahore to Jhelum	6-10-78	103·12*			
Jhelum to Rawalpindi	†	76·38			
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·98			
Mile 560·63 to Rumian	1-4-89	11·50			
Rumian to Attock Bridge . . . . .	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·85			
Lahore to Khanawal	21-4-85	177·25			
Khanawal to Lodhran	1-4-89	56·42			
Lodhran to Nara Canal Bridge	1-7-78	224·58			
Nara Canal Bridge to Bohri	0-0-89	1·00			
Bohri to Rahoki	15-11-86	178·93			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	104·89			
Karachi City to Kiamari, including Napier Moie.	16-6-89	3·07			
			1,363·59		
<i>Branches—</i>					
<i>Havelian branch—</i>					
Sarari Kale to Havelian	7-11-13	34·70			
<i>Tawi branch (British section)—</i>					
Wazirabad to Sialkot	1-1-84	26·40	34·70		
Sialkot to Tawi (Frontier of Kashmir State)	15-3-90	9·08			
			35·48		
Carried over . . . . .	...	...	1,453·77		

* This length was constructed on the 3' 3½" gauge previous to September 1873, but was converted to the 5' 6" gauge on the 6th October 1878.

† The line was opened by sections on the 5' 6" gauge, using temporary diversions near Domeli—thus Jhelum to Batial, 1st January 1880 (15 miles) and Batial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } \textcircled{8}}{\text{Sub-heads (a) to (s)}}$ NORTH WESTERN RAILWAY SYSTEM—contd.

8 (a) North Western railway (5' 6" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . . . . .	...	...	1,453.77		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37.87			
Hafizabad to Sangla Hill	1-1-96	31.45			
Sangla Hill to Lyallpur	15-2-96	27.21			
Lyallpur to Toba Tek Singh	22-6-99	49.00			
Toba Tek Singh to Khanewal	16-4-00	55.53			
			200.56		
Phulji branch—					
Phulji to Purnadara	1-6-82	2.57			
Phulji branch extension	31-3-02	0.34			
			2.91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar	1-10-78	1.52			
			1.52		
Kotri Bandar branch—					
Kotri to Kotri Bandar	1-4-89	1.22			
			1.22		
Kotri-Rohri (via Ruk) branch—					
Rohri to Sukkur	27-3-89	2.64			
Sukkur to Radhan via Ruk	1-10-78	79.31			
Radhan to Laki	27-10-78	70.57			
Laki to Kotri	8-10-78	75.43			
			228.00		
Raewind-Bhatinda branch—					
Raewind to Kasur	15-4-83	16.70			
Kasur to Ganda Singhwala	10-6-83	7.00			
Ganda Singhwala to Hussainiwala	15-12-83	2.75			
Hussainiwala to Ferozepore City	8-5-87	2.75			
Ferozepore City to Ferozepore Cantonment	1-10-92	2.00			
Ferozepore Cantonment to Bhatinda	1-10-88	2.00			
			55.23		
Pathankot branch—					
Amritsar to Dinanagar	1-1-84	51.22			
Dinanagar to Pathankot	8-6-84	15.48			
			66.70		
Hoshiarpur branch—					
Jullundur City to Hoshiarpur	16-6-13	24.09			
			24.09		
Jech Doab line—					
Malakwal to Sargodha	1-4-03	46.25			
Sargodha to Shorkot Road	14-5-06	102.56			
			148.81		
Lower Sind extension—					
Hyderabad to Badin	15-10-04	62.14			
			62.14		
Shahdara-Sangla branch—					
Shahdara to Sangla	10-4-07	54.76			
			54.76		
Lodhran-Khanewal chord (via Sher Shah)—					
Khanewal to Multan Cantonment	24-4-85	30.50			
Multan Cantonment to Muzaffarabad	31-8-70	6.89			
Muzaffarabad to Lodhran	1-7-78	47.61			
			85.00		
Shorkot Road-Chichoki Mallian section—					
Shorkot Road to Jaranwala	2-5-11	87.70			
Jaranwala to Chichoki Mallian	8-11-09	48.10			
			135.80		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	..	...	...	2,553.71	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baha-ud-din	†1-1-80	29.61			
Baha-ud-din to Hariah	†1-2-80	10.52			
Hariah to Malakwal	†10-4-80	5.99			
Malakwal to Bhakkar (via Kandian)	15-8-87	172.20			
Bhakkar to Chenab West Bank	22-1-87	119.71			
Chenab West Bank to Chenab East Bank	1-2-80	2.40			
Chenab East Bank to Sher Shah	1-1-89	2.89			
			342.91		
Branches and sections—					
Gotra-Basal section—					
Gotra Junction to Basal Junction	1-4-81	46.75			
			46.75		
Kohat section—					
Jand to Khushalgarh	16-4-81	7.00			
Khushalgarh to Kohat	†25-5-02	33.42			
			40.42		
Bhera branch—					
Malakwal to Miani	§10-4-80	8.99			
Miani to Bhera	§2-2-82	9.11			
			18.10		
Bhaganwala branch—					
Harangpur to Bhaganwala . . . . .	...	10.84			
			10.84		
Carried over	...	...	604.90	2,553.71	

*Includes 26.28 miles of mixed (5' 6" and 3' 3½") gauge between Kot Kapura and Bhatinda.

†Date of opening of the original 3' 3½" gauge line, subsequently converted to, and opened on, the 5' 6" gauge, Lala Musa to Malakwal, on 10-2-80.

‡This is the date of opening of the original 2' 6" gauge line which was subsequently converted to, and opened on, the 5' 6" gauge on 5-1-08.

§Dates of opening of original 3' 3½" gauge lines, subsequently converted to, and opened on, the 5' 6" gauge, Malakwal to Bhera, on 15-3-87.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)8 (a) North Western railway (5' 6" gauge)—contd.
Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.	
1	2	3	4	5	6	
Brought forward	604'90	2,553'71		
FRONTIER SECTION (MILITARY)—concl'd.						
<i>Dandot branch—</i>						
Chalisa Junction to Khewra salt mines	*1-1-88	6'36	8'51		*Date of opening of the original 3' 3½" gauge line, subsequently converted to, and opened on, the 5' 6" gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89.	
Khewra to Dandot		2'15				
<i>Kundian-Campbellpur section—</i>						
Kundian to Daud Khel	15-3-92	30'34	119'85			
Daud Khel to Jand	1-4-99	54'65				
Jand to Hasal	16-4-81	16'41				
Basal to Campbellpur	1-4-99	18'45				
<i>Mari branch—</i>						
Daud Khel to Mari	15-8-92	6'25	6'25			
<i>Ghazi Ghat branch—</i>						
Mahmud Kot to Ghazi Ghat	1-4-87	11'27	11'27			
			604'90			
<i>Sind-Pishin section—</i>						
<i>Main line—</i>						
Buk to Sibi	2-5-90	132'97	336'75			
Sibi to Sharigh	20-3-27	74'80				
Sharigh to Bostan	21-8-87	61'18				
Base of Bostan triangle loop	...	0'31				
Bostan to Kila Abdulla	25-1-88	38'14				
Kila Abdulla to Chaman	1-1-92	29'40				
<i>Loop line—</i>						
Sibi to Quetta	†1-5-82	86'74	108'65			
Quetta to Bostan	†20-3-87					
Bostan chord	21-8-97	20'57				
	1-1-98	1'34				
<i>Rindli branch—</i>						
Nari Bank to Rindli	...	11'83	11'83			
<i>Quetta-Nushki extension—</i>						
Spezand Junction to Nushki	15-11-05	83'28	83'28			
<i>Peshawar-Jamrud branch—</i>						
Peshawar to Jamrud	1-1-01	11'04	11'04			
TOTAL OPEN MILEAGE FRONTIER SECTION (MILITARY)	1,156'45		
TOTAL OPEN MILEAGE (COMMERCIAL AND MILITARY)	3,710'16		
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—						
Kiamari to Karachi City	30-6-97	3'07	659'66			
Karachi City to Karachi Cantonment	13-5-61	2'30				
Karachi Cantonment to Pipri	20-6-97	20'70				
Pipri to Kotri	3-5-98	81'89				
Gidn to Hyderabad	1-4-13	8'56				
Gulistan to Chaman	} 20-9-92	37'58				
Ab-i-Gum to Kolpur		22'78				
Lodhran to Samasata	1-4-09	14'50				
Samasata to Khanpur	2-4-07	76'49				
Khanpur to Reti	3-4-07	62'00				
Reti to Rohri	1-6-07	70'05				
Rohri to Janvari	21-6-12	1'54				
Amritsar to Lahore	15-1-05	32'33				
Lahore to Badami Bagh	18-10-09	1'34				
Badami Bagh to Shahdara	8-1-10	2'88				
Amritsar to Jandiala	23-3-10	11'28				
Jandiala to Botari	19-7-10	7'80				
Botari to Beas	10-12-10	6'85				
Beas to Dhilwan	28-2-14	1'99				
Dhilwan to Hamira	12-9-11	6'83				
Hamira to Jullundur Cantonment	13-3-10	15'95				
Jullundur Cantonment to Phagwara	20-4-11	10'22				
Phagwara to Ludhiana	1-6-11	22'15				
Ludhiana to Doraha	10-1-11	14'71				
Doraha to Gobindgarh	15-12-10	17'75				
Gobindgarh to Sirhind	10-1-11	5'00				
Sirhind to Rajpura	15-12-10	15'75				
Rajpura to Ambala	2-12-10	17'25				
Ambala to Kalanour	15-11-13	35'15				
Kalanour to Saharsanpur	18-5-18	14'03				
Lahore to Raewind	16-7-12	23'94				
TOTAL DOUBLE LINE	659'66			

† These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} / _{Sub-heads (a) to (e)} NORTH WESTERN RAILWAY SYSTEM—contd.

8 (a) North Western railway (5' 6" gauge)—contd.

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 60-lb., 75-lb. and 90-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *via* Multan and between Lodhran and Lyallpur *via* Khanawal 1 in 500; between Karachi and Kotri and Jullundur and Hoshiarpur 1 in 200; between Sialkot and Jammu; Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lalamusa and Peshawar and Sarai Kala and Haripur 1 in 100; between Sibi and Chaman and Sibi and Nusbki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kobat 1 in 70 and between Khushalgarh and Jand, Peshawar and Jamrud and Haripur and Havelian 1 in 50 and between Sody and Khewra 1 in 60.

Contract—

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

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

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.

TABLE II.

Includes the Jakhul-Hissar, Kohat-Thal, Nowshera-Durgai and Trans Indus (Kalabagh-Bannu) railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

Year.	Mileage open at end of each year.	Total capital outlay, including response, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England from the Southern Punjab and Amritsar-Patiala Railway Companies.	Total income (column 6 + column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State pertaining to each year.	Commercial section.		Military section.		Entire line.	
												Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
												Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1886	1,850	80,09,90,705	2,83,60,901	1,10,82,839	3.22	...	1,19,82,839	3.32	1,14,07,148	53,00,739	-47,48,042	...	...	...	...	201	53.40
1887	2,398	79,38,37,70,873	3,10,03,888	57,77,888	1.61	...	57,77,888	1.61	1,01,66,779	80,30,322	-1,24,00,816	...	...	...	...	182	72.33
1888	2,441	78,39,71,81,200	3,87,79,308	89,66,598	2.11	...	89,66,598	2.11	1,09,18,938	83,45,768	-1,08,98,090	...	...	...	...	202	67.37
1889	2,442	10,40,94,31,603	3,82,06,820	1,02,84,741	2.61	...	1,02,84,741	2.61	1,13,70,516	89,38,768	-94,80,643	290	60.53	00	107.76	223	63.35
1890	2,463	78,41,63,37,620	2,73,99,036	1,02,67,801	3.46	...	1,02,67,801	3.46	1,18,08,585	74,54,323	-68,68,307	283	64.95	86	110.72	219	62.38
1891	2,485	99,42,16,91,441	3,25,78,355	1,21,32,521	3.68	...	1,21,32,521	3.68	1,20,07,842	80,05,399	-70,40,820	344	65.60	86	122.41	261	62.08
1892	2,526	98,43,00,61,140	2,04,35,668	94,40,980	3.20	...	94,40,980	3.20	1,24,23,030	80,84,076	-1,19,69,140	260	65.68	70	131.09	208	64.25
1893	2,673	23,43,89,74,061	2,92,68,733	97,87,643	2.33	...	97,87,643	2.33	1,37,61,682	90,66,645	-1,20,02,684	313	60.20	09	122.71	230	60.53
1894	2,623	21,45,08,76,395	3,23,14,097	1,23,35,161	2.95	...	1,23,35,161	2.95	1,24,63,279	1,03,61,245	-99,97,343	347	63.11	78	122.95	263	60.31
1895	2,676	90,46,68,64,932	3,62,18,383	1,04,46,998	3.68	...	1,04,46,998	3.68	1,35,01,133	1,03,17,388	-73,71,600	379	46.70	75	116.14	274	63.30
1896	2,718	91,48,10,61,363	2,94,41,749	1,18,46,409	2.47	...	1,18,46,409	2.47	1,42,35,427	96,43,688	-1,19,02,600	292	64.08	75	97.77	220	60.55
1897	2,817	92,40,07,85,758	3,29,03,448	1,49,78,897	3.05	...	1,49,78,897	3.05	1,45,40,208	90,95,191	-68,68,602	303	49.70	73	93.76	225	64.38
1898	2,817	64,46,85,81,389	3,78,01,913	1,55,74,300	3.74	...	1,55,74,300	3.74	1,50,41,453	89,35,840	-51,02,643	354	45.99	43	101.26	256	60.50
1899	2,944	60,50,27,26,360	5,52,21,769	1,90,59,223	3.20	...	1,90,59,223	3.20	1,50,40,201	85,61,408	-75,72,364	326	47.73	69	123.43	232	64.32
1900	3,005	67,50,85,96,629	5,15,22,237	1,32,19,161	3.00	...	1,32,19,161	3.00	1,54,25,164	85,76,662	-1,07,82,695	276	62.34	60	107.01	202	68.02
1901	3,117	37,61,54,17,899	4,11,89,277	2,03,66,471	3.95	1,73,653	2,05,30,124	3.98	1,55,93,807	86,02,323	-36,65,905	360	45.41	69	90.56	256	60.32
1902	3,147	52,62,81,06,684	4,22,19,327	1,73,70,094	3.29	41,622	1,74,11,618	3.30	1,60,21,916	85,81,455	-71,01,784	360	53.63	67	112.02	269	68.43
1903	3,258	74,63,63,09,467	4,93,93,876	2,53,08,617	4.67	90,308	2,50,99,625	4.69	1,63,40,061	85,77,430	-1,31,334	421	44.42	66	106.91	294	40.36
1904	3,317	64,65,14,90,717	6,16,66,310	3,22,92,909	5.28	2,80,879	5,26,23,687	5.90	1,69,17,362	85,77,430	+70,28,706	619	42.29	76	119.47	361	47.00
1905	3,400	83,67,66,37,197	6,99,74,943	3,90,62,363	5.04	4,43,110	2,94,95,493	6.11	1,76,38,930	85,77,430	+32,79,427	433	46.06	76	94.82	338	50.46
1906	3,503	69,60,67,74,838	6,16,96,041	2,93,40,619	4.84	5,67,942	2,99,06,761	4.93	1,87,21,081	85,77,430	+28,10,250	496	46.23	77	101.07	343	52.67
1907	3,614	69,64,67,43,048	7,04,96,241	3,38,51,329	5.23	7,76,023	3,46,28,362	5.36	1,84,47,666	85,77,430	+1,02,01,337	634	47.21	78	112.58	376	61.93
1908	3,618	10,69,00,11,581	5,61,66,162	2,93,39,475	1.35	6,47,045	99,56,620	1.45	1,86,33,293	85,77,430	-1,72,26,202	413	76.56	81	148.08	298	83.54
1909	3,723	21,72,31,90,784	6,79,03,764	2,13,09,240	2.95	3,56,280	2,17,25,620	3.00	1,96,63,274	85,77,430	-65,06,184	499	62.52	79	140.79	366	68.48
1910	3,725	69,73,64,05,633	7,41,90,787	2,51,73,007	3.41	5,79,921	2,67,62,928	3.60	2,00,56,641	85,77,430	-29,80,143	534	61.80	82	122.61	362	65.99
1911	3,818	22,75,46,44,149	7,93,87,066	3,12,68,435	4.15	4,00,099	3,16,68,534	4.14	2,11,48,900	85,77,430	+19,42,304	607	56.28	86	117.40	402	60.61
1912	3,812	29,78,05,56,336	9,00,27,413	4,37,16,957	6.60	6,92,983	4,43,98,940	6.63	2,20,67,200	85,77,430	+1,37,54,310	638	48.12	91	97.86	466	61.76
1st yr. of 1913-14	3,814	97,79,99,31,406	8,00,26,197	50,07,041	0.62	-71,483	49,35,661	0.62	55,89,885	21,44,357	-27,06,681	650	70.99	83	130.03	402	78.00
	4,011	62,83,24,60,640	8,67,18,056	3,67,40,434	4.41	7,47,871	3,74,87,805	4.50	2,34,89,003	85,76,165	+54,24,627	674	54.31	96	99.30	423	67.68

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 1—contd

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM— contd.
Sub-heads (a) to (e)

8 (b) Amritsar-Patti railway (5' 6" gauge)—

Date of registration of the Company.—12th April 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Amritsar to Tarn Taran	21-9-08	15'00	
Tarn Taran to Patti	30-12-08	12'05	
Patti to Kasur	4-4-10	27'21	
Total			54'26

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar jaarra and steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, between the Secretary of State and the Amritsar-Patti Railway Company, as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, between the Secretary of State and the Amritsar-Patti Railway Company, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) **Land.**—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.

(ii) **Government aid.**—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each calendar year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, plus Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) **Terms of working.**—

(iv) **Distribution of profits.**— } For management, maintenance, working and provision of rolling-stock the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) **Rates and fares.**—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

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

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

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

To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) **Power of the Government to determine contract.**—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

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

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

8 (b) Amritsar-Patti railway (5' 6" gauge)—contd.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income (column 5 + column 7).	Percentage of total income on total capital outlay in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	27.49	11,90,964	15,368	8,452	0.71	—	8,452	0.71	69	45.00
1907	27.49	14,19,465	1,61,280	88,704	6.25	3,726	24,978	5.39	113	48.00
1908	27.49	14,87,400	1,79,461	98,703	6.63	4,852	98,851	6.24	128	45.00
1909	27.60	17,88,129	2,18,369	1,20,103	6.73	15,937	1,04,146	5.82	152	45.00
1910	54.26	26,67,469	3,64,322	2,00,378	7.51	30,323	1,69,456	6.35	146	45.00
1911	54.26	28,68,452	4,70,792	2,58,936	9.02	49,275	2,09,661	7.31	167	45.00
1912	54.26	28,70,826	5,24,419	2,98,431	10.03	61,817	2,27,114	7.91	186	45.00
1st qr. of 1913.	54.26	28,85,320	1,48,642	81,753	2.83	—	81,753	2.83	210	45.00
1913-14...	54.26	29,58,802	7,41,391	4,07,765	13.79	78,965	3,28,800	11.12	263	45.00

8 (c) Jakkhal-Hissar railway (5' 6" gauge)—

This line was sanctioned for construction as a part of the North Western railway on the 13th December 1910.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Jakkhal, on the Southern Punjab railway, to Hissar, on the Bombay, Baroda and Central India railway.	1-11-13	50.63	50.63

Details of construction—

Permanent way.—The permanent-way is composed of material released from the main line and consists of 62-lb. flat-footed rails on oval bowls and steel sleepers, 68-lb. double and bull-headed and 73-lb. bull-headed rails on circular bowls, as well as on new sleepers with chairs of 20 and 40 lbs. weight.

Ballast.—The line is ballasted with brick and sand.

Fencing.—The line is unfenced, except at stations.

Curves.—There are no curves with a radius of less than 5,730 feet.

Gradients.—The line is practically level.

Contract—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14	50.63	28,11,496	Included with 8 (a),	North Western railway		...	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (s)8 (a) Jammu and Kashmir (Native State section) (5' 6" gauge)—
Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	16-01	16-01

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 21st April 1913, having effect from 1st June 1912, between the Government of India and the Kashmir Durbar, as to construction and working.

Main provisions of agreement—

- (i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.
- (ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway. By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.
- (iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and work-
- (iv) *Distribution of profits.*— } ing, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).
- (v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (c) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.
- (vii) *Power of the Government to determine agreement.*— } The agreement is terminable on six months' notice by either side from and after 1st January 1917.
- (viii) *Power of the Durbar to surrender agreement.*— }
- (ix) *Term of agreement.*—4 years and 7 months from 1st June 1912 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i. e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	TABLE I.		Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	TABLE II.	
			Gross earnings.	Net earnings.					Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1904	15-99	9,62,208	56,231	25,023	2-60	8,655	33,678	3-50	68	55-50
1905	15-98	9,62,208	66,842	29,745	3-09	4,540	34,285	3-56	80	55-50
1906	15-98	9,78,566	77,688	34,571	3-53	684	35,255	3-60	93	55-50
1907	15-98	9,79,109	80,173	35,677	3-64	-684	34,993	3-57	96	55-50
1908	15-98	9,93,606	85,390	37,399	3-82	...	37,999	3-82	103	55-50
1909	15-98	10,01,019	83,927	37,347	3-70	...	37,347	3-70	101	55-50
1910	15-79	10,10,234	86,918	38,679	3-82	...	38,679	3-82	106	55-50
1911	15-79	10,14,336	98,823	43,977	4-33	...	43,977	4-33	120	55-50
1912	15-79	10,27,239	81,400	36,223	3-50	...	36,223	3-50	99	55-50
1st qr. of 1913.	15-79	10,28,739	20,398	9,077	0-88	...	9,077	0-88	99	55-50
1913-14	16-01	10,28,648	1,15,662	51,470	5-00	...	51,470	5-00	140	55-50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (s)

8 (a) Jullundur Doab railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Jullundur City to Kapurthala	23-6-12	12-72		
Kapurthala to Sultanpur Lodi	26-8-12	15-53		
Sultanpur Lodi to Lohian Khas	1-1-13	4-48		
Lohian Khas to Phillaur	1-6-13	39-39		
Lohian Khas to Gidarpindi	10-1-14	4-39		
Ferozepore Cantonment to Makhu	11-8-13	25-86		
TOTAL OPEN MILEAGE	...	...	102-97	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Gidarpindi to Makhu (sanctioned on 2nd June 1911)	...	10-00		
Jullundur City to Nakodar (sanctioned on 23rd October 1912).	...	19-82		
			29-82	
GRAND TOTAL	...	...	...	132-79

Details of construction—

Permanent-way.—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and of 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The steepest gradient is 1 in 500.

Contracts—

Dated 9th July 1912, between the Secretary of State and the Southern Punjab Railway Company, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), between the Secretary of State and the Southern Punjab Railway Company, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

- (i) **Land.**—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.
- (ii) **Government aid.**—The Government manage, maintain, stock and work the railway in all respects as far as practicable as a part of the North Western railway system and allow to the Company in respect of this line, for each year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as together with the net earnings of the Jullundur Doab Railway will be equal to interest for such year at the rate of 4½ per cent on the capital expenditure of the Company on the Jullundur Doab railway as charged to the Capital Account, provided that if in any year the rebate so ascertained shall exceed the aggregate of the following two sums :—
 - (a) net earnings of the North Western railway from its traffic interchanged with the Jullundur Doab railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasatta, Ferozepore, Ludhiana, Kasur, and Lodhran, Jullundur and Phillour but not stations of the Patiala railway, and including also stations on the Amritsar-Patti railway and stations on any lines joining the North Western railway at Jullundur or Phillour from the North or the East) and sent over the Jullundur Doab railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all such clauses.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

8 (e) Jullundur Doab railway (5' 6" gauge)—concl'd.

Main provisions of contracts—concl'd.

- (b) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all or any of such clauses, as shall remain after satisfying claims under such clauses or either of them (if any) then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums;
- (iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.
- (iv) *Distribution of profits.*—Surplus profits in excess of 4½ per cent per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of—*
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine contract.*—
- (viii) *Power of the Company to surrender contract.*—
- (ix) *Term of contract [if not determined under (vi) and (vii)].*—

As noted under 8 (e), Southern Punjab railway (5' 6" gauge).

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile, per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912	28.25	1,01,82,301	8,129	3,902	0.08	...	3,902	0.08	18	52.00
1st qr. of 1913.	32.78	1,10,18,745	29,678	14,243	0.13	...	14,243	0.13	81	52.00
1913-14	102.97	1,32,49,258	2,62,639	1,26,067	0.95	+86,809	2,12,876	1.60	60	52.00

8(f) Khanpur-Chachran railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	11-1-11	22.02	22.02

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

8 (f) Khanpur-Chachran railway (5' 6" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.*Ballast.*—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.*Fencing.*—The line is not fenced.*Curves.*—The sharpest curve is of 1,146 feet radius.*Gradients.*—The ruling gradient is 1 in 600.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), between the Secretary of State and the Bahawalpur Durbar, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding the net earnings from carriage of railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.(iv) *Distribution of profits.*— }
(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government and Durbar officials and Government stores and all other services to the Durbar—

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

To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.(viii) *Power of the Durbar to surrender agreement.*— }

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway.

(ix) *Term of contract.*—From the 1st January 1911 until 1935, subject to (vii) and (viii).

Statistics of working—

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	22'02	13,95,947	12,861	6,481	0'46	—	—	—	22	50'00
1912	22'02	13,84,971	28,654	14,426	1'01	13,721	28,147	2'03	25	50'00
1st gr. of 1913.	22'02	18,95,029	6,720	3,360	0'24	13,587	16,927	1'21	23	50'00
1913-14	22'02	14,00,837	36,875	18,437	1'31	17,937	36,374	2'60	32	50'00

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$. NORTH WESTERN RAILWAY SYSTEM—contd.

8 (g) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana <i>via</i> Dhuri to Jakhal	10-4-01	78.65	78.65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Agreement—

Dated the 6th September 1899, between the Secretary of State and the Maler Kotla and Jhind Durbars, as to the construction, maintenance and working.

Main provisions of agreement—

- (i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.
- (ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ ths, and $\frac{1}{5}$ th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway, retain 55 per cent, which has, with effect from the 1st January 1913, in pursuance of Foreign Department Memoranda Nos. 2044-I. B. and 2302-I. B., dated, respectively, the 27th September and 5th November 1912, been reduced to 52 per cent of the gross earnings; and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ ths to the former and $\frac{1}{5}$ th to the latter.
- (v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of—*
- (a) Mails, troops, police, high officials and stores, both of the Government and the Durbars.—
- (b) Government and Durbar bullion and coin, and the persons in charge thereof.—
- To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
- (vii) *Power of the Government to determine agreement.*—
- (viii) *Power of the Durbars to surrender agreement.*— } On the 31st December 1904, or the 1st January or 1st July in any year thereafter, on six months' notice given by either party to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their obligations.
- (ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

8 (g) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—concl'd.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	78'66	41,19,634	3,46,059	1,55,727	3'78	85	55'00
1905	78'66	41,22,517	5,15,007	2,31,753	5'62	128	55'00
1906	78'65	41,70,608	6,44,063	2,89,829	6'95	157	55'00
1907	78'65	41,81,658	6,45,356	2,90,410	6'94	153	55'00
1908	78'65	41,86,647	6,24,593	2,81,067	6'71	153	55'00
1909	78'65	41,89,158	6,18,490	2,76,070	6'53	150	55'00
1910	78'65	41,88,289	8,30,707	3,73,818	8'93	203	55'00
1911	78'65	41,92,181	6,55,093	2,94,792	7'03	160	55'00
1912	78'65	41,91,995	7,16,119	3,22,353	7'68	175	55'00
1st qr. of 1913	78'65	41,96,109	2,00,611	90,275	2'15	196	55'00
1913-14	78'65	42,19,576	8,92,734	4,34,531	10'30	218	51'38

8 (h) Rajpura-Bhatinda railway (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-84	16'00	
Patiala to Bhatinda	13-10-89	92'04	
Total	...	...	108'04

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, between the Secretary of State and the Patiala Durbar, as to management, maintenance and working.

Main provisions of agreement—

- (i) **Land.**—For original construction was provided free of cost by the Patiala Durbar; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.
- (ii) **Government aid.**—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system as from the 13th October 1889.
- (iii) **Terms of working.**—
- (iv) **Distribution of profits.**— } For management, maintenance, provision of rolling-stock and working the North Western railway retains 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. 817 R.T., dated the 5th October 1903, to the address of the Government of the Punjab) and the balance is paid to the Patiala Durbar.
Manager, North Western railway

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$ NORTH WESTERN RAILWAY SYSTEM—*contd.*8 (h) Rajpura-Bhatinda railway (5' 6" gauge)—*concl'd.*Main provisions of agreement—*concl'd.*

(v) Rates and fares.—To be the same as may, from time to time, be in force on the North Western railway.

(vi) Special obligations as to the conveyance of—

(a) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—

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

To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

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

(viii) Power of the Durbar to surrender agreement.—

The agreement is terminable on the 1st January or the 1st July in any year on six months' previous notice being given by either party to the agreement to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway or the Patiala Durbar fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) Term of agreement.—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	107'05	67,23,431	10,67,325	5,12,604	7'62	192	52'00
1905	107'05	67,18,831	12,53,390	6,01,628	8'95	225	52'00
1906	107'05	68,02,530	11,87,134	5,69,825	8'38	213	52'00
1907	107'05	68,14,790	14,80,997	7,10,878	10'43	266	52'00
1908	107'05	68,52,951	13,74,351	6,59,689	9'63	247	52'00
1909	108'45	68,69,482	13,15,393	6,31,858	9'19	237	52'00
1910	108'45	68,92,203	13,21,108	6,67,731	9'68	251	52'00
1911	107'01	69,89,254	16,30,470	7,83,625	11'20	293	52'00
1912	108'04	70,43,212	20,20,309	9,74,758	13'84	363	52'00
1st qr. of 1913	108'04	70,73,101	4,35,345	2,08,966	2'95	310	52'00
1913-14	108'04	71,54,698	19,79,514	9,50,167	13'28	352	52'00

8 (i) Southern Punjab railway (5' 6" gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E.

Secretary.—Urban Broughton, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

Date of registration of the Company.—30th July 1895.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (c)}. NORTH WESTERN RAILWAY SYSTEM—contd.

8 (i) Southern Punjab railway (5' 6" gauge)—contd.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Delhi <i>via</i> Bhatinda to Samasata	10-11-97	399.89		
Independent entrance from Delhi Brewery to Delhi	20-12-09	0.79	400.68	
<i>Branch—</i>				
Narwana to Kaithal	1-2-99	28.38	23.38	
Total . . . . .	...	...	...	424.06
<i>DOUBLE LINE—</i>				
Between Delhi Brewery Cabin Junction and Delhi Kishan- ganj.	1-1-12 1-7-12	0.19 1.37	1.56	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Contracts—

Dated the 13th August 1895 (called the principal contract), between the Secretary of State and the Southern Punjab Railway Company, as to construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), between the Secretary of State and the Southern Punjab Railway Company, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), between the Secretary of State and the Southern Punjab Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), between the Secretary of State and the Southern Punjab Railway Company, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), between the Secretary of State and the Southern Punjab Railway Company, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), between the Secretary of State and the Southern Punjab Railway Company, as to the construction, management, maintenance and working of the Sutlej Valley railway.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western Railway System; and allow to the Company in respect of each half-year, by way of rebate, on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi and Samasata, respectively, but not including the stations of the Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895, such a sum (not exceeding the net earnings of the North Western railway) from the traffic above specified as, together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent on the actual expenditure charged in the capital account.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e).

8 (i) Southern Punjab railway (5' 6" gauge)—concl'd.

Main provisions of contracts—concl'd.

- (iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.
- (iv) *Distribution of profits.*—Surplus profits in excess of 3½ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.
- (v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.
- (vi) *Special obligations as to the conveyance of—*
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- To be conveyed at the same rates and under the same arrangements as may be in force on State railways.
- (vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years except the period expiring on 31st December 1954, paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract [if not determined under (vii) or (viii)].*—None specified.

Statistics of working—

TABLE I.										TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. Ry., (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Remarks.	Earnings per week.	Proportion of expense to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54	Adjustments under the Cripps award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	52	52·00
1898	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899	425·18	2,26,68,262	16,14,010	7,73,285	3·41	+17,318	7,90,603	3·48		73	52·00
1900	423·93	2,26,57,063	16,36,280	7,59,360	3·48	+3,562	7,92,922	3·50		74	52·00
1901	423·93	2,25,70,784	24,96,938	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—41,523	8,90,418	3·90	88	52·00	
1903	425·38	2,28,27,906	21,59,158	10,36,396	4·34	—90,308	9,46,088	4·14	98	52·00	
1904	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,673	10,88,094	4·74	124	52·00	
1905	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66	165	52·00	
1906	425·33	2,31,30,146	41,67,059	20,00,168	8·65	—5,67,842	14,32,346	6·19	188	52·00	
1907	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09	228	52·00	
1908	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37	202	52·00	
1909	424·06	2,35,69,932	33,15,733	15,91,551	6·75	—3,56,280	12,35,271	5·24	150	52·00	
1910	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,55,091	15,19,143	6·35	196	52·00	
1911	424·06	2,43,04,411	50,29,087	24,13,932	9·93	—7,57,754	16,56,208	6·81	228	52·00	
1912	424·06	2,47,35,830	58,82,883	28,37,754	11·41	—9,54,113	18,83,671	7·56	267	52·00	
1st qr. of 1913.	424·06	2,49,47,567	10,97,941	5,27,012	2·11	—1,37,685	3,89,327	1·56	199	52·00	
1913-14	424·06	2,56,23,112	57,93,323	27,80,795	10·85	—9,29,467	18,51,328	7·23	263	52·00	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (s.)} **NORTH WESTERN RAILWAY SYSTEM—contd.**

8 (j) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana to Ferozepore	10-6-05	76'68	
Ferozepore to MacLeod Ganj	10-2-06	75'86	
TOTAL			152'04

• Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

Ballast.—The line is ballasted with brick and stone.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (i), Southern Punjab railway (5' 6" gauge), except as follows:—

(i) *Government aid.*—The Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(a) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company;

(b) all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 4 of clause 18 of the contract of 1895; and

(c) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings, and which, when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which, subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled, under clause 12 of the contract of 1905, to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 and if to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 would have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of clause 12 of the contract of 1905, and also under the contract of 1895 which shall remain after satisfying any claim under the contract of 1895, shall nevertheless be applicable to meet any claim of the Company to rebate under clause 12 of the contract of 1905.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

8 (j) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.			
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), or share of surplus profits payable to the Secretary of State in England, (-).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	77.05	70,09,669	78,332	35,200	0.50	+10,500	45,700	0.65	33	52.00
1906	155.05	79,39,781	6,29,557	3,02,187	3.81	+33,318	3,35,505	4.23	83	52.00
1907	152.04	83,43,814	8,98,142	4,31,108	5.17	+31,168	4,62,271	5.54	112	52.00
1908	152.04	87,92,987	8,31,931	3,99,327	4.54	+16,826	4,16,153	4.73	105	52.00
1909	152.04	89,14,112	7,38,692	3,78,573	4.25	+35,203	4,13,776	4.64	100	52.00
1910	152.04	89,40,892	10,03,716	4,81,784	5.39	+2,352	4,84,136	5.41	127	52.00
1911	152.04	89,83,708	10,90,618	5,23,497	5.82	-56,165	4,67,332	5.20	188	52.00
1912	152.04	90,15,837	11,77,568	5,65,233	6.26	-85,910	4,79,323	5.31	149	52.00
1st qr. of 1913	152.04	90,16,189	2,88,223	1,38,349	1.53	-21,410	1,16,939	1.29	146	52.00
1913-14	152.04	91,86,178	13,47,598	6,46,847	7.04	-1,41,490	5,05,357	5.50	170	52.00

8 (k) Sutlej Valley railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Lodhran	6-7-10	208.19	208.19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick and stone.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (i), Southern Punjab railway (5' 6" gauge), except as follows:—

- (i) **Government aid.**—The Government allow to the Southern Punjab Railway Company, for each half-year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of—

(a) the net earnings of the North Western railway from its traffic interchanged with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Patiala State railway) and sent over the Sutlej Valley railway, other than the traffic which is subject to rebate under clause 28 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, and

(b) such surplus (if any) of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

Distribution of profits.—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (c)

8 (k) Sutlej Valley railway (5' 6" gauge)—concl'd.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), or share of surplus profits payable to the Secretary of State in England, (-).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910	209.46	1,54,94,559	2,89,668	1,99,041	0.90	..	1,89,041	0.90	54	52.00
1911	208.19	1,52,17,748	5,66,486	2,71,914	1.79	+4,18,820	6,85,734	4.50	52	52.00
1912	208.19	1,52,28,474	5,17,852	2,48,473	1.63	+4,04,636	6,53,109	4.29	48	52.00
1st qr. of 1913	208.19	1,52,33,176	1,90,630	62,702	0.41	+2,17,011	2,79,713	1.84	48	52.00
1913-14	208.19	1,52,78,938	6,77,949	3,25,415	2.13	+2,97,805	6,23,220	4.08	63	52.00

8 (l) Kalka-Simla railway (2' 6" gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, viz., Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-03	59.44	
Simla station to Old Bullock Train Office	27-8-09	0.48	
TOTAL	...	...	59.92

Details of construction—

Permanent-way.—The permanent-way consists of 4½-lb. flat-footed steel rails on wooden sleepers. The 40½-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Contract—

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

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

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

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	59.44	1,77,93,538	7,64,322	8,07,125	1.78	5,90,655	-2,83,530	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,04,056.	247	59.82
1907	59.44	1,76,82,568	9,25,979	4,05,368	2.29	5,83,663	-1,78,295		300	56.22
1908	59.44	1,83,44,085	9,64,623	2,90,181	1.58	5,67,129	-2,76,998		312	69.92
1909	59.92	1,88,14,812	9,81,289	2,39,679	1.27	5,81,632	-3,41,953		316	75.58
1910	59.92	1,94,24,591	10,80,967	36,042	0.18	6,03,907	-5,67,865		331	96.50
1911	59.92	1,96,91,570	11,54,432	3,37,867	1.71	6,22,427	-2,84,560		370	70.73
1912	59.92	1,97,61,852	12,59,823	3,95,164	2.00	6,25,180	-2,30,016		404	68.68
1st qr. of 1913	59.92	1,98,49,191	2,61,535	41,953	0.21	1,56,961	-1,15,608		336	84.19
1913-14	59.92	1,99,24,926	13,84,402	4,48,750	2.23	6,28,187	-1,79,437		428	66.37

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} _{Sub-heads (a) to (s)} NORTH WESTERN RAILWAY SYSTEM—contd.

8 (m) Kohat-Thal railway (2' 6" gauge)—

Originally the line was on the 2' 6" gauge from Khushalgarh, from which place to Kohat it was converted into 5' 6" gauge and merged in the North Western railway proper in 1903.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61.75	61.75

Details of construction—

Permanent-way.—The line is laid partly with 41½-lb. and partly with 35-lb. rails, on wooden sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	29.70	49,49,378	29,225	9,388	0.19	31	67.88
1903	91.73	56,70,700	1,33,533	-99,560	...	34	174.56
1904	91.73	60,16,204	1,61,437	-1,97,565	...	34	222.38
1905	91.73	61,63,394	1,89,445	-1,25,715	...	38	166.36
1906	91.73	61,72,723	2,39,257	-1,04,516	...	50	143.68
1907	91.73	61,72,701	2,28,139	-1,69,984	...	48	174.49
1908	61.75	42,64,510	1,06,963	-3,50,398	...	33	427.59
1909	61.75	42,68,969	1,04,952	-2,84,978	...	38	523.99
1910	61.75	42,77,931	1,03,605	-1,36,316	...	32	231.57
1911	61.75	43,16,826	1,14,485	-1,67,880	...	36	246.64
1912	61.75	43,99,955	1,22,442	-1,61,588	...	38	231.97
1st qr. of 1913	61.75	44,02,760	30,847	-13,648	...	38	144.24
1913-14	61.75	43,70,614	1,38,223	-6,799	...	43	104.92

8 (n) Nowshera-Durgai railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40.25	40.25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 NORTH WESTERN RAILWAY SYSTEM—contd.
Sub-heads (a) to (e)

8 (n) Nowshera-Durgai railway (2' 6" gauge)—contd.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, t.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	40'25	17,97,886	95,037	-60,702	...	45	163'87
1902	40'25	24,92,716	1,06,919	-55,905	...	51	152'27
1903	40'25	24,19,651	1,10,782	-1,848	...	53	101'67
1904	40'25	25,08,059	1,45,118	3,968	0'16	60	97'29
1905	40'25	25,53,071	1,41,656	-11,574	...	63	108'17
1906	40'25	25,70,096	1,50,872	11,371	0'44	72	92'46
1907	40'25	25,76,543	1,73,232	9,924	0'39	83	94'27
1908	40'25	25,99,122	1,98,567	28,729	1'10	95	85'53
1909	40'25	25,92,909	2,04,475	5,747	0'23	98	97'19
1910	40'25	25,93,397	2,25,044	29,291	1'12	107	86'99
1911	40'25	26,01,859	2,29,148	37,536	1'44	109	83'62
1912	40'25	26,16,081	2,43,404	34,514	1'34	116	85'62
1st qr. of 1913	40'25	26,24,124	58,354	5,024	0'17	111	91'39
1913-14	40'25	26,30,567	2,64,088	75,928	2'68	126	71'25

8 (o) Trans-Indus (Kalabagh-Bannu) railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kalabagh to Bannu	15-6-18	88'91	88'91	
Under construction or sanctioned for construction— Laki to Tank (sanctioned on 17th January 1913)	...	47'12	47'12	
GRAND TOTAL	...	...	...	136'03

Details of construction—

Permanent-way.—The permanent-way consists of new 50-lb. flat-footed steel rails, British standard section, laid on second hand deodar 5' 6" gauge sleepers cut down to lengths of 5' and 5' 6".

Ballast.—The line is unballasted.

Fencing.—The line is unfenced, but the portion between Gambila and Bannu is being fenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient is 1 in 100, except between Kalabagh Ghat and Kalabagh where it is 1 in 50.

Contract—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, t.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912-14	88'91	68,27,036	2,18,035	46,490	0'68	59	73'68

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 8} Sub-heads (a) to (s) **NORTH WESTERN RAILWAY SYSTEM—concl'd.**

8 (p) Jullundur-Mukerian railway (5' 6" gauge)—*Date of registration of the Company.—27th February 1914.*

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{357}{70}$ -R.C., dated the 13th March 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jullundur City to Mukerian (sanctioned on 13th March 1914) . . . . .	...	45.35	45.35

8 (q) Mandra-Bhon railway (5' 6" gauge)—*Date of registration of the Company.—13th November 1913.*

The construction of this line by the North Western railway for the Mandra-Bhon Railway Company was sanctioned under Railway Board's Notification No. 855, dated the 3rd December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mandra to Bhon (sanctioned on 3rd December 1913) . . . . .	...	46.50	46.50

8 (r) Phagwara-Rahon railway (5' 6" gauge)—*Date of registration of the Company.—27th February 1914.*

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{357}{70}$ -R.C., dated the 13th March 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Phagwara to Rahon (sanctioned on 13th March 1914) . . . . .	...	28.00	28.00

8 (s) Jacobabad-Kashmore railway (2' 6" gauge)—*Date of registration of the Company.—30th April 1913.*

The construction of this line by the Upper Sind Light Railways, Jacobabad-Kashmore Feeder, Limited, was sanctioned under Railway Board's Notification No. 282, dated the 16th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jacobabad to Kashmore (sanctioned on 16th October 1913) . . . . .	...	76.50	76.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$ OUDH AND ROHILKHAND RAILWAY SYSTEM—

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Oudh and Rohilkhand railway { (5' 6" gauge) 1,523·16 } { (3' 3½" gauge) 2·18 }	1,525·36	...	1,525·36
(b) Cawnpore-Banda railway (5' 6" gauge)	33·97	107·78	141·15
(c) Hardwar-Dehra railway (5' 6" gauge)	32·04	...	32·04
(d) Cawnpore-Burhwal link (3' 3½" gauge)	79·60	...	79·60
Total	1,670·37	107·78	1,778·15

Running powers—

Home lines over Foreign lines:—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only. 19·00

Meerut City to Meerut Cantonment, North Western railway, for passenger trains only. 2·75

Total 15·75

Foreign lines over Home lines:—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains. 0·86

" " " " Cawnpore to Lucknow, for passenger trains only. 41·63

East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only. 10·00

55·49

Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3' 3½" gauge) 79·60

Rohilkhand and Kumaon railway, over Ramganga bridge between Bareilly and Baharatganj. Benares Cantonment to Benares City for passenger and goods trains. 2·18

" " " " " " Dalpatpur and Moradabad 0·40

83·70

9 (a) Oudh and Rohilkhand railway (5' 6" gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1880.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Date of registration of the late guaranteed Company.—August 1867.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3·55	22-12-62	3·55			
Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-83	1·50			
Benares Cantonment to Rae Bareilly	4-4-93	138·36			
Rae Bareilly to Lucknow	18-10-93	49·56			
Lucknow to Sandila	1-2-72	30·00			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur	1-9-73	39·00			
Shahjahanpur to Pitambarpur	8-9-73	32·00			
Pitambarpur to Bareilly	1-11-73	18·00			
Bareilly to Moradabad (chord line via Rampur).	8-6-94	56·07			
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13·70			
Najibabad to Saharanpur	1-1-86	58·25			
			318·49		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	17-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	37·85			
Fyzabad to Bara Banki	25-11-72	62·00			
Bara Banki to Lucknow Block hut	1-1-72	15·21			
			199·09		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	45·00			
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
CARRIED OVER	...	...	...	788·18	

* Of this, 0·49 mile, i.e., over the Ramganga bridge (Moradabad) is of mixed (5' 6" and 3' 3½") gauge.

† Of this, 1·17 miles, i.e., over Ramganga bridge (Bareilly) are of mixed (5' 6" and 3' 3½") gauge.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 **ODDH AND ROHILKHAND RAILWAY SYSTEM—contd.**
Sub-heads (a) to (d)

9 (a) Oudh and Rohilkhand railway (5' 6" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
Brought forward	...	...	...	788'08	
<i>Branches on the main line—</i>					
<i>Cawnpore branch—</i>					
Lucknow to Cawnpore	23-4-07	42'00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3'22			
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0'23			
<i>Balamau-Madhoganj branch—</i>			45'43		
Balamau to Madhoganj	20-12-03	14'20			
<i>Madhoganj-Sandi extension—</i>			14'20		
Madhoganj to Bilgram	15-11-09	7'62			
Bilgram to Sandi	9-3-10	9'43			
			17'05		
<i>Balamau-Sitapur branch—</i>					
Balamau to Mirrikh	9-3-10	22'44			
Mirrikh to Sitapur	5-4-10	14'33			
			36'76		
<i>Rosa-Sitapur branch—</i>					
Rosa to Sitapur City	18-6-10	49'22			
Sitapur City to Sitapur Cantonment	2-2-11	2'66			
			51'88		
<i>Moradabad-Ghaziabad branch—</i>					
Moradabad to Gajroula	1-4-00	33'40			
Gajroula to Ghaziabad	25-11-00	53'37			
			86'77		
<i>Hapur-Meerut branch—</i>					
Hapur to Meerut	7-11-04	18'09			
			18'09		
<i>Kotdwara branch—</i>					
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15'19			
			15'19		
<i>Hardwar branch—</i>					
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13'53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3'53			
			17'06		
<i>Branches on Benares-Lucknow loop—</i>					
<i>Allahabad-Fyzabad branch—</i>					
Fyzabad to Sultanpur	1-2-04	35'50			
Sultanpur to Siwait*	1-7-03	47'05			
Siwait to Phaphaman	20-1-04	3'27			
Phaphaman to Allahabad	1-1-05	7'00			
			92'82		
<i>Allahabad-Jaunpur branch—</i>					
Phaphaman to Marisha	18-6-06	47'51			
Marisha to Zafarabad	1-1-07	10'37			
			58'18		
<i>Bahramghat branch—</i>					
Bara Banki to Bahramghat	20-11-72	†21'52			
			21'52		
<i>Branches on the Bareilly-Moradabad loop—</i>					
<i>Aligarh branch—</i>					
Chandausi to Rajghat Narora	28-10-72	30'48			
Rajghat Narora to Aligarh	1-2-72	30'12			
			60'60		
<i>Allahabad-Rae Bareilly-Cawnpore branch—</i>					
Phaphaman to Bae Bareilly	2-11-11	68'00			
Daryapur to Dalmau	2-11-11	15'33			
Unchahar to Unao	1-2-12	69'02			
			152'35		
<i>Gajroula-Chandpur branch—</i>					
Gajroula to Chandpur	7-6-11	21'88			
			21'88		
<i>Dhakra-Sambhal Branch—</i>					
Raja-ka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14'58			
			14'58		
<i>Akbarpur-Tanda Branch—</i>					
Akbarpur to Tanda	28-10-12	10'72			
			10'72		
<i>3' 3½" gauge—Benares City branch—</i>				735'10	
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2'18	2'18		
				2'18	
TOTAL	...	...	...	1,525'36	
<i>DOUBLE LINE—</i>					
Lucknow Blockhut to Kakori	11-10-09	11'38			
Moghal Sarai to Bechnapur	21-4-13	1'24			
Bechnapur to right bank of Dufferin Bridge	21-12-12	4'19			
Kashi to Benares Cantonment	5-3-13	2'82			
			19'68		

* Excluding 2'45 miles, between Paratabgarh and Chilibila, which is a part of the main line.

† Of this the length from Burhwal to Bara Banki, 16'79 miles, is of mixed (5' 6" and 3' 3½") gauge.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 9} _{Sub-heads (a) to (d)} OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.

9 (a) Oudh and Rohilkhand railway (5' 6" gauge)—concl'd.

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 237 miles are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 56 miles have been replaced by wooden sleepers and 20 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sal, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balaman-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Dhakia-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 955 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except between Benares and Moghal Sarai, 1 in 300; between Moradabad and Lhaksar, 1 in 200; between Lhaksar and Saharanpur, 1 in 150; and Kotdwara branch, 1 in 100.

Contracts—

Nil.—The railway is owned and worked by the State.

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

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.			
Includes the Cawnpore-Burhwal (3' 3½" gauge) Link, 9 (d).									
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692.55	9,22,92,226	75,29,683	42,04,076	4.56	49,71,898	-7,87,822	209	44.24
1890	692.55	9,27,89,280	73,81,396	37,54,478	4.05	44,23,109	-6,68,691	205	49.14
1891	692.55	9,28,38,358	85,64,209	49,42,458	5.92	47,25,666	+2,16,792	238	42.29
1892	692.55	9,51,44,770	85,42,836	50,16,929	5.27	52,79,411	-2,63,082	237	41.28
1893	741.11	10,09,17,292	87,15,926	50,17,053	4.97	55,01,058	-4,84,005	239	42.44
1894	786.64	10,28,87,184	1,05,18,836	57,36,138	5.58	63,11,201	-5,75,063	262	45.47
1895	797.18	10,65,05,148	1,02,94,880	52,55,948	4.98	64,26,370	-11,70,422	248	48.95
1896	830.15	10,92,69,485	86,97,076	49,50,907	5.98	61,30,729	-17,79,822	209	49.97
1897	891.97	11,44,19,239	85,15,856	36,96,778	3.23	59,77,486	-22,80,708	186	58.59
1898	1,030.86	11,66,56,000	98,51,599	53,07,727	4.55	58,76,247	-3,68,520	190	46.12
1899	1,030.86	12,28,50,210	1,11,38,990	60,76,595	4.97	59,75,292	+1,01,393	208	45.45
1900	1,101.56	12,57,60,656	1,15,15,132	55,91,727	4.45	62,26,185	-6,36,458	209	51.44
1901	1,118.94	12,89,85,151	1,32,54,991	72,20,007	5.60	68,12,044	+9,07,963	231	45.53
1902	1,119.24	13,66,82,842	1,31,65,792	64,11,836	4.69	64,79,103	-67,767	230	51.90
1903	1,180.79	14,54,28,164	1,39,49,922	72,31,862	4.97	68,40,958	+3,90,909	232	48.16
1904	1,237.65	14,96,68,929	1,52,96,206	71,33,117	4.76	70,54,130	+78,997	241	53.37
1905	1,244.65	15,37,92,910	1,53,85,913	63,43,667	4.12	71,68,431	-8,24,764	238	56.77
1906	1,292.16	15,71,99,731	1,64,67,329	78,15,731	4.97	75,66,010	+2,49,721	249	52.54
1907	1,302.83	16,40,20,116	1,81,93,069	65,62,413	4.00	70,99,564	-5,37,151	269	63.83
1908	1,302.83	17,17,49,978	1,61,61,543	50,29,153	2.98	74,78,210	-24,44,057	239	68.88
1909	1,310.52	17,78,51,571	1,61,86,594	45,93,282	2.58	76,42,849	-30,49,567	236	72.76
1910	1,406.75	18,58,11,981	1,63,03,844	58,80,332	4.78	78,94,486	+10,46,346	253	51.48
1911	1,513.77	19,51,23,398	2,03,38,454	1,04,88,468	5.38	80,09,802	+24,78,664	256	49.56
1912	1,604.14	20,17,91,276	2,45,19,400	1,39,76,826	6.92	90,21,621	+49,55,205	294	43.00
1st. qtr. of 1913	1,604.14	*20,24,29,541	61,06,475	28,60,729	1.41	21,64,469	+6,96,240	293	58.15
1913-14†	1,638.33	21,64,74,673	2,41,23,950	1,23,21,631	5.09	91,48,838	+81,72,793	283	48.92

* Excluding the capital outlay on the Cawnpore-Banda railway.

† Includes the Cawnpore-Banda railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.
Sub-heads (a) to (d)

9 (b) Cawnpore-Banda railway (5' 6" gauge)—

This line was sanctioned for construction by the State in Secretary of State's telegram of 13th December 1910. When completely opened it will be made over to the Great Indian Peninsula Railway Company for working.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Juhi to Hamirpur Road	21-4-13	33-37	33-37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Hamirpur Road to Khirada (sanctioned on 13th December 1910)	...	43-23		
Samerpore to Belatal (sanctioned on 13th December 1910)	...	64-55	107-78	
GRAND TOTAL	...	...	...	141-15

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard rails laid on steel trough sleepers.

Ballast.—The line is ballasted with sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 2,292 feet.

Gradients.—The ruling gradient is 1 in 150.

Contract—

Nil. The line is owned, and the open portion is being worked, by the State.

Statistics of working—

TABLE I.								TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to the year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1913-14	33-37	69,34,118	Included with the Oudh and Rohilkhand railway.						

9 (c) Hardwar-Dehra railway (5' 6" gauge)—

Date of registration of the Company.—12th March 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-8-00	32-04	32-04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. B. steel rails on deodar, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 9} Sub-heads (a) to (d) . OUDH AND ROHILKHAND RAILWAY SYSTEM—contd.

9 (c) Hardwar-Dehra railway (5' 6" gauge)—concl'd.

Agreement and contract—

Agreement, dated the 6th January 1897, between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), between the Secretary of State and the Hardwar-Dehra Railway Company, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

- (i) *Land.*—Provided by the Government free of cost to the Company.
- (ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.
The Government guarantees interest at 3 per cent per annum on the capital expenditure, and also undertake to allow to the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.
- (iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.
- (iv) *Distribution of profits.*—The surplus profits in each year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.
- (v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.
- (vi) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.
- (viii) *Power of the Company to surrender contract.*—Nil.
- (ix) *Term of contract.*—None specified.

} Nil.

Statistics of working—

TABLE I.										TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1900.	32·04	25,67,093	1,60,465	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	115	50·00
1901.	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254		128	50·00
1902.	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903.	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050		158	50·00
1904.	32·04	29,12,992	2,68,612	1,31,806	4·52	86,777	22,515	+22,515		158	50·00
1905.	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906.	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,693	+39,684		201	50·00
1907.	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00
1908.	32·04	29,44,092	3,76,334	1,86,167	6·39	88,165	49,991	+49,991		226	50·00
1909.	32·04	29,65,357	3,68,624	1,81,312	6·21	88,734	47,789	+47,789		221	50·00
1910.	32·04	29,85,633	4,03,443	2,02,221	6·77	89,548	56,337	+56,336		243	50·00
1911.	32·04	30,10,716	4,31,161	2,15,131	7·16	90,017	62,782	+62,782		259	50·00
1912.	32·04	30,18,164	4,40,299	2,20,149	7·29	90,541	64,804	+64,804		264	50·00
Ist qr. of 1913.	32·04	30,18,790	1,21,302	60,651	2·01	22,641	19,003	+19,005		291	50·00
1913-14.	32·04	30,22,601	4,85,346	2,42,673	8·03	90,621	76,026	+76,026		291	50·00

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 OUDH AND ROHILKHAND RAILWAY SYSTEM—*concl'd.*
Sub-heads (a) to (d).

9 (d) Cawnpore-Burhwal (3' 3½" gauge) link—

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the 3' 3½" gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
1	2	3	4	5
Burhwal to Daliganj	24-11-96	43.57		*Including the length Burhwal to Bara Banki, 16.79 miles, laid on a mixed (5' 6" and 3' 3½") gauge.
Aishbagh to Cawnpore	25-4-97	45.03		
Total . . . . .	...	...	79.60	

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sal and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (a)].

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 **SOUTH INDIAN RAILWAY SYSTEM—**
Sub-heads (a) to (l).

Chairman.—Sir Henry Kimber, Bart., M.P.
Managing Director.—N. G. Priestley, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the Company.—1890.

The lines formerly owned and worked by the late Great Southern of India and the Carnatic Railway Companies were amalgamated on the 1st July 1874, under the title of the South Indian railway which on the 1st January 1891 was purchased by the State and handed over, together with the Villupuram-Guntakal State railway, for working as one undertaking, to a new company—the existing South Indian Railway Company.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3' 3½" gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

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

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) South Indian railway (5' 6" gauge)	445.94	...	445.94
(b) South Indian railway (3' 3½" gauge)	879.92	1.57	881.49
(c) Nilgiri railway (3' 3½" gauge)	28.96	...	28.96
(d) Peralam-Karaikkal railway (3' 3½" gauge)	14.65	...	14.65
(e) Pondicherry railway (3' 3½" gauge)	7.85	...	7.85
(f) Shoranur-Cochin railway (3' 3½" gauge)	64.75	...	64.75
(g) Tanjore District Board railway (3' 3½" gauge)	103.36	23.58	131.94
(h) Tinnevely-Quilon (Travancore) railway (British section) (3' 3½" gauge)	50.41	...	50.41
(i) Tinnevely-Quilon (Travancore) railway (Native State section) (3' 3½" gauge)	58.05	39.15	97.20
(j) Morappur-Dharmapuri railway (2' 6" gauge)	73.40	...	73.40
(k) Tirupattur-Krishnagiri railway (2' 6" gauge)	25.38	...	25.38
(l) Podanur Pollachi railway (3' 3½" gauge)	...	25.04	25.04
Total	1,752.87	94.34	1,847.01

Running powers—*Home line over foreign line.*—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . . 219.00

10 (a) South Indian railway (5' 6" gauge)—*Progress in opening—*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
West outer signal at Jalarpet to Tirupattur	23-5-80	4.65		
Tirupattur to Salem	1-2-81	69.98		
Salem to Sankaridrug	1-12-81	23.68		
Sankaridrug to Podanur	12-5-82	71.18		
Podanur to Pattambi	14-4-82	64.96		
Pattambi to Kuttippuram	23-9-81	11.50		
Kuttippuram to Tirur	1-5-81	9.39		
Tirur to Kadalundi	12-3-81	16.31		
Kadalundi to Calicut	2-1-88	9.25		
Calicut to Badagara	1-10-01	28.95		
Badagara to Tellicherry	1-5-02	13.50		
Tellicherry to Cannanore	20-5-03	18.00		
Cannanore to Ashikal	15-3-04	4.10		
Ashikal to Hosdrug	21-8-06	34.52		
Hosdrug to Kasaragod	1-10-06	14.22		
Kasaragod to Kumbala	17-11-06	7.62		
Kumbala to Mangalore	8-7-07	20.91	417.72	
<i>Nilgiri branch—</i>				
Podanur to Coimbatore	1-2-73	8.78		
Coimbatore to Mettupalayam	31-8-73	21.97	25.75	
<i>Palghat branch—</i>				
Olavakkot to Palghat	2-1-88	2.47	2.47	
Total	...	...	...	445.94

Details of construction—

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, s&l and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10. SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

10 (a) [South Indian railway (5' 6" gauge)—concl'd.]

Details of construction—concl'd.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (b), South Indian railway, 3' 3½" gauge.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445.94	6,42,27,971	57,25,148	25,25,034	3.93	247	55.90
1909	445.94	6,43,58,255	62,30,385	28,18,753	4.38	269	54.76
1910	445.94	6,61,74,084	63,39,154	24,95,532	3.77	273	60.63
1911	445.94	6,57,73,175	69,66,156	38,18,140	5.80	300	45.26
1912	445.94	6,68,13,600	74,16,071	35,22,023	5.27	320	52.51
1st qr. of 1913.	445.94	6,72,88,570	18,84,615	5,32,409	0.79	325	71.75
1913-14	445.94	7,01,73,755	79,54,816	29,91,752	4.26	343	62.39

10 (b) South Indian railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
MADRAS-TUTICORIN SECTION—				
<i>Main line—</i>				
Madras Beach Junction to Madras Beach	15-1-00	0.11		
Madras Beach old to Park	1-1-79	1.32		
Madras (Park) to Tindivanam	1-9-76	78.05		
Tindivanam to Cuddalore (Old town)	1-1-77	52.01		
Cuddalore (Old town) to Porto Novo	1-7-77	17.15		
Porto Novo to Chidambaram	1-10-78	6.73		
Chidambaram to Coleroon.	1-7-79	4.57		
Coleroon to Shiyali	1-1-78	6.06		
Shiyali to Mayavaram	1-7-77	12.24		
Mayavaram to Tanjore	15-2-77	43.76		
Tanjore to Trichinopoly Junction	11-3-62	31.14		
Trichinopoly Junction to Madura	1-9-75	96.04		
Madura to Tuticorin	1-1-76	98.71		
Tuticorin to Foreshore	7-3-99	0.41		
			446.80	
<i>Branches—</i>				
<i>Arkonam branch—</i>				
Chingleput to Walajabad	1-8-80	13.66		
Walajabad to Conjeeveram	1-1-81	7.94		
Conjeeveram to Arkonam	8-5-65	17.65		
<i>Pondicherry branch—</i>				
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16.47		39.25
NAGORE BRANCH—				
Tanjore to Tiruvallur	2-12-61	33.83		16.47
Tiruvallur to Nagapatam	15-7-61	14.33		
Nagapatam to Nagore	1-12-99	4.67		
			52.83	
Carried over	...	...	555.35	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (b)

10 (b) South Indian railway (3' 3½" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	555.85	
<i>Pulliarpati Quarry branch—</i> Tanjore to Pulliar ati quarry buffer end	1-7-98	4.57	4.57	
<i>Erode branch—</i> Trichinopoly Junction to Fort	11-8-62	2.52		
Trichinopoly Fort to Karur	3-12-66	44.65		
Karur to Kodumudi	1-7-67	16.71		
Kodumudi to Erode	1-1-68	23.53		
<i>Pamban branch—</i> Madura to Mandapam	1-8-02	89.50	89.50	
Mandapam to Pamban	1-1-14	8.12		
Pamban to Rameswaram	1-9-08	6.95		
Rameswaram to Dhanushkodi	10-12-08	11.80	110.87	
<i>Tinnevely branch—</i> Maniyachi to Tinnevely	1-1-76	18.00	18.00	
<i>Wharf branch—</i> Cuddalore (Old town) to Wharf	7-8-99	1.54	1.54	
<i>Copper Quarry branch—</i> Junction with main line to Copper Quarry	15-4-00	0.86	0.86	
<i>Salt branch—</i> Tuticorin to buffer end of Livingeparam	12-11-99	2.39	2.39	
VILLUPURAM-KATPADI SECTION— <i>Main line—</i> Villupuram to Tiruvannamalai	17-11-90	41.80		
Tiruvannamalai to Katpadi	19-3-91	57.13	98.93	
TOTAL OPEN MILEAGE	...	...	...	879.92
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Dhanushkodi jetty to Dhanushkodi point (sanctioned on 14th December 1910).	...	1.57	1.57	1.57
GRAND TOTAL	...	...	...	881.49

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40.3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sal, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

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

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), between the Secretary of State and the South Indian Railway Company, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), between the Secretary of State and the South Indian Railway Company, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—*contd.*
Sub-heads (a) to (l)10 (b) South Indian railway (3' 3½" gauge)—*contd.***Contracts—*concl'd.***

Dated the 21st December 1910, between the Secretary of State and the South Indian Railway Company, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

- (i) *Land.*—Provided by the Government at the cost of capital.
- (ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).
- (iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order:—
In payment to Government—
(a) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;
(b) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £78,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;
(c) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;
and
(d) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.
- (iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.
The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.
- (v) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.
(b) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.
- (vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3' 3½" gauge State railways and at rates approved by the Government.
- (vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government are to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 10} _{Sub-heads (a) to (l)} SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (b) South Indian railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

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

(ix) Term of contract.—55 years, i.e., from 1st January 1891 to 31st December 1945, subject to (vii).

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907).—

TABLE I.							TABLE II.			
Includes the South Indian (5' 6" gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways from 1908										
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900.76	7,72,11,806	70,86,756	24,29,625	3.15	35,89,786	70,901	-12,31,012	154	65.47
1892	1,105.19	7,82,83,761	77,14,996	28,53,591	3.65	39,51,093	76,586	-11,74,088	137	63.01
1893	1,041.51	7,63,31,043	80,92,415	31,15,918	4.08	38,54,152	1,41,676	-8,83,910	149	61.50
1894	1,041.51	7,64,18,362	80,46,559	32,83,865	4.30	42,81,812	1,53,050	-11,53,006	148	59.19
1895	1,041.59	7,63,36,604	82,14,947	33,96,987	5.07	42,77,578	2,60,599	-6,41,190	165	56.29
1896	1,041.59	7,67,63,825	89,45,581	40,27,489	5.25	40,60,877	2,86,156	-3,19,844	165	54.93
1897	1,041.59	7,66,46,858	91,81,409	42,96,757	5.61	38,76,142	3,37,792	+ 82,823	170	53.20
1898	1,017.88	7,45,21,878	84,67,581	38,35,527	5.15	37,43,521	2,66,184	-1,80,178	157	54.70
1899	1,030.53	7,53,12,929	84,74,461	39,89,540	5.29	36,36,396	8,01,776	+ 48,371	159	52.99
1900	1,033.63	7,62,95,528	88,04,825	43,97,916	5.76	36,62,094	3,68,699	+ 8,66,223	166	50.61
1901	1,033.63	8,04,49,712	1,01,44,657	54,15,176	6.73	37,23,786	5,43,890	+ 11,47,550	188	46.62
1902	1,123.13	8,18,32,571	1,05,31,072	56,87,510	6.95	38,18,409	5,33,246	+ 19,36,055	189	46.10
1903	1,123.13	8,31,40,603	1,22,14,138	72,76,216	8.75	39,08,078	7,89,547	+ 25,80,590	209	49.43
1904	1,123.13	8,45,16,652	1,25,12,321	69,62,790	8.24	40,55,602	7,16,725	+ 21,90,463	214	41.35
1905	1,123.05	8,52,95,191	1,29,34,476	65,77,330	7.68	40,05,713	6,30,603	+ 19,41,014	221	49.15
1906	1,130.00	8,01,97,605	1,32,75,295	58,92,976	6.61	40,92,723	4,94,381	+ 13,05,978	227	55.61
1907	1,129.85	9,09,35,408	1,41,19,421	71,69,813	7.91	38,76,608	6,71,818	+ 26,21,387	240	49.22
1908	1,395.61	15,07,19,882	2,04,61,326	94,20,016	6.25	46,89,556	6,98,860	+ 40,31,600	282	53.96
1909	1,395.61	15,57,78,715	2,17,41,647	1,01,90,046	6.54	49,52,436	7,44,869	+ 44,93,048	300	53.13
1910	1,395.61	16,08,95,627	2,24,59,591	1,02,34,257	6.36	51,05,988	7,13,317	+ 44,14,952	309	54.43
1911	1,395.61	16,23,91,154	2,49,91,786	1,24,16,673	7.62	53,77,315	3,20,022	+ 68,18,736	344	50.32
1912	1,395.61	17,03,55,986	2,70,84,141	1,31,63,987	7.73	54,89,120	3,58,165	+ 73,16,702	373	51.39
1st qr. of 1913	1,395.61	17,32,28,471	68,27,737	27,15,071	1.49	14,07,085	45,705	+ 12,62,281	376	59.85
1913-14.	1,453.60	18,26,41,473	2,80,70,002	1,17,27,795	6.42	78,71,636	3,24,393	+ 36,31,745	373	58.22

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

10 (c) Nilgiri railway (3' 3½" gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16.99	
Coonoor to Fernhill	15-9-03	10.86	
Fernhill to Ootacamund	15-10-08	1.11	
Total . . . . .	...	...	28.96

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

10 (c) Nilgiri railway (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,39,241	4,08,791	58,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,632	1·61	329	74·91
1912	28·96	78,32,495	5,21,637	1,16,445	1·49	346	77·68
1st qr. of 1913.	28·96	78,84,535	1,25,419	25,923	0·33	333	79·83
1913-14	28·96	81,18,958	5,38,969	98,376	1·21	357	81·75

10 (d) Peralam-Karaikkal railway (3' 3½" gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, between the Government of the French Settlements in India and the South Indian Railway Company, for the working of the Peralam-Karaikkal railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (l)

10 (d) Peralam-Karaikkal railway (3' 3½" gauge)—contd.

Main provisions of contract—

- (i) *Land*.—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as for private property; in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.
- (ii) *Government aid*.—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.
- (iii) *Terms of working*.—
- (iv) *Distribution of profits*.— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, plus the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.
- From the "net earnings" so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto; the balance, being the "net receipts", are paid every half-year to the Colonial (French) Government:
- Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.
- (v) *Rates and fares*.—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.
- (vi) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
- (b) Government bullion and coin, and the persons in charge thereof.— }
- (vii) *Power of Colonial (French) Government to determine contract*.— } Determinable by either party
- (viii) *Power of the Company to determine contract*.— } on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.
- (ix) *Term of contract, if not determined under (vii) or (viii)*.—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	14.65	7,23,786	36,945	—29,432	...	48	179.86
1905	14.65	7,23,786	36,923	4,406	0.61	48	88.07
1906	14.65	7,23,786	39,035	—4,420	...	51	111.32
1907	14.65	7,23,786	41,108	8,408	1.30	54	77.11
1908	14.65	7,23,786	43,948	14,361	1.98	58	67.32
1909	14.65	7,23,786	46,125	13,590	1.88	61	70.54
1910	14.65	7,23,786	44,070	—517	...	58	101.78
1911	14.65	7,23,786	51,162	17,519	2.42	67	65.76
1912	14.65	7,23,786	61,431	19,713	2.72	61	67.91
1st qr. of 1913.	14.65	7,23,786	13,500	—704	...	71	105.21
1913-14.	14.65	7,23,786	63,518	21,393	2.96	83	63.32

10 (e) Pondicherry railway (3' 3½" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian Railway Company) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7.85	7.85

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$ SOUTH INDIAN RAILWAY SYSTEM—contd.

10 (e) Pondicherry railway (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The line is laid principally with 41½-lb. flat-footed steel rails on wooden sleepers.*Ballast.*—The line is ballasted with stone.*Fencing.*—The line is fenced.*Curves.*—The sharpest curve is of 495 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Agreement—

Agreement, dated the 30th December 1890, between the South Indian Railway Company and the Pondicherry Railway Company, for maintenance and working.

Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

Main provisions of agreement—

(i) *Land.*—Not specified.(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percentage of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.(v) *Rates and fares.*—(vi) *Special obligations as to the conveyance of.*—

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

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

} To correspond with those for the time being in force on the South Indian Railway Company's undertaking.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, vide (vii) under 10 (d), South Indian railway (3' 3½" gauge).(viii) *Power of the South Indian Railway Company to determine agreement.*— } The agreement is terminable by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).(ix) *Power of the Pondicherry Railway Company to determine agreement.*— }(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1904	Miles. 7-85	Rs. 5,68,543	Rs. 60,119	Rs. 33,662	5-92	Rs. 147	44-01
1905	7-85	5,68,543	58,414	29,327	5-25	143	48-94
1906	7-85	5,68,543	55,026	24,536	4-32	135	55-41
1907	7-85	5,68,543	66,210	33,966	5-97	162	48-70
1908	7-85	5,68,543	77,012	35,890	6-31	189	53-41
1909	7-85	5,68,543	86,073	39,103	6-89	211	54-50
1910	7-85	5,68,543	97,447	43,611	7-07	239	55-25
1911	7-85	5,68,543	1,09,623	54,038	9-50	269	50-71
1912	7-85	5,68,543	1,46,367	70,932	10-93	359	51-54
1st qr. of 1913	7-85	5,68,543	72,699	28,382	4-89	712	60-96
1913-14.	7-85	5,68,543	1,56,981	63,016	11-08	385	59-66

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number, $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (t)}}$ SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (f) Shoranur-Cochin railway (3' 3½" gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam	16-7-08	64.75	64.75

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818.57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, between His Highness the Raja of Cochin and the South Indian Railway Company, for maintenance and working.

Main provisions of agreement—

- (i) *Land.*—Provided by the Cochin Durbar free of cost.
- (ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.
- (iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each calendar half-year—
 - (a) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;
 - (b) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;
 - (c) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and
 - (d) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.
- (iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.
- (v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (b), South Indian railway (3' 3½" gauge).
- (vi) *Special obligations as to the conveyance of.*—

<ol style="list-style-type: none"> (a) Mails, troops, police, high Government officials, and Government stores.— (b) Government bullion and coin, and the persons in charge thereof.— 	}	As on Indian State railways.
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- (vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(b), South Indian railway (3' 3½" gauge).
- (viii) *Power of the Cochin Durbar to determine agreement.*—
- (ix) *Power of the Company to determine agreement.*— } On giving 12 months' notice expiring on the 30th June or before the 31st December in any year.
- (x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (f).

10 (f) Shoranur-Cochin railway (3' 3½" gauge)—contd.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	64.75	67,88,610	3,92,782	1,94,244	2.86	117	50.55
1905	64.75	68,30,214	3,86,945	1,61,395	2.86	115	58.29
1906	64.75	68,59,949	3,91,878	1,55,689	2.87	116	60.22
1907	64.75	69,34,602	4,17,179	1,85,752	1.96	124	67.48
1908	64.75	69,44,148	4,44,076	2,00,352	2.89	132	54.88
1909	64.75	69,86,248	5,16,290	2,60,923	3.73	153	49.46
1910	64.75	69,48,970	5,62,461	2,56,954	3.69	167	51.32
1911	64.75	69,56,785	6,00,932	2,89,925	4.17	178	51.75
1912	64.75	69,64,901	6,30,410	3,00,036	4.31	187	52.41
1st qr. of 1913	64.75	69,56,035	1,61,124	81,334	1.17	181	49.52
1913-14	64.75	69,85,278	6,59,639	2,79,356	4.00	196	57.65

10 (g) Tanjore District Board railway (3' 3½" gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian Railway Company from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, i.e., from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Mayavaram to Tiruvallur	2-4-94	54.08	103.36	
Tiruvallur to Mutupet				
Mutupet to Pattukkottai				
Pattukkottai to Arantangi				
Arantangi to Quarry	23-8-06	3.90		
Total open mileage	...	...	103.36	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Nidamangalam to Mannargudi (sanctioned on 15th October 1912)	...	8.58		
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912)	...	20.00		
GRAND TOTAL	...	...	28.58	131.94

Details of construction—

Permanent-way.—The line is laid with first-class 41½-lb. flat-footed steel and 40.3-lb. flat-footed second class iron rails on sal, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 180.

Contract—

Dated the 22nd July 1897, between the Secretary of State and the South Indian Railway Company, as to maintenance and working.

Main provisions of contract—

(i) **Land.**—Provided by the Government free of cost to the Company.

(ii) **Government aid.**—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (f)

10 (c) Tanjore District Board (3' 3½" gauge)—concl'd.

Main provisions of contract—concl'd.

- (iii) *Terms of working.*— } The line is maintained and worked at the same percentage of its gross
(iv) *Distribution of profits.*— } receipts as obtains half-yearly on the South Indian Railway Company's
undertaking as a whole, including the Tanjore District Board's line, plus the cost of making good
any damage affecting the Branch, plus 5 per cent of gross receipts for the use of the Company's
rolling-stock, plus interest on the Company's capital outlay at joint stations provided for in
clause 12 of the agreement.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*— } As noted under 10(b), South Indian railway (3' 3½"
(a) Mails, troops, police, high Govern- }
ment officials and Government }
stores.— } gauge).
(b) Government bullion and coin, and the
persons in charge thereof.— }
- (vii) *Power of the Government to determine contract.*— } On 12 months' notice expiring on the 31st De-
(viii) *Power of the Company to determine contract.*— } cember in any year.
- (ix) *Term of contract.*—As in (vii) and (viii) above.

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900	54.08	26,50,776	2,82,280	97,782	3.60	88	57.90
1901	54.08	32,17,511	2,90,637	1,35,765	4.22	103	58.29
1902	71.11	38,18,262	3,08,879	1,46,764	5.84	103	52.42
1903	99.46	45,70,190	3,90,747	2,09,167	4.58	106	40.47
1904	99.46	46,32,783	5,24,490	2,61,364	5.64	101	50.17
1905	99.46	47,33,080	5,86,680	2,65,302	5.61	118	54.78
1906	103.86	47,98,375	6,01,066	2,82,838	4.85	118	61.26
1907	103.86	47,86,554	6,83,181	2,86,169	5.98	118	54.80
1908	103.86	48,05,786	6,87,571	2,77,134	5.77	128	50.69
1909	103.86	48,08,937	6,84,734	2,70,086	5.62	127	60.56
1910	103.86	48,45,390	7,59,296	2,96,545	6.12	141	60.94
1911	103.86	48,56,852	8,36,516	3,63,851	7.49	156	56.50
1912	103.86	48,69,026	9,06,508	3,84,660	7.80	169	57.57
1st qr. 1913	103.86	48,80,882	2,37,084	76,659	1.57	176	67.07
1913-14	103.86	52,02,745	9,79,466	3,49,568	6.71	182	64.31

10 (d) Tinnevely-Quilon (Travancore) railway (British section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevely to Kallidaikurichi.	1-6-02	19.18	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31.23	
Total	...	...	50.41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.*Ballast.*—The line is ballasted throughout with broken stone.*Fencing.*—The line is fenced at stations and at a few places where it runs close to villages and public roads.*Curves.*—The sharpest curve is of 1,432.5 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

Contract—

Dated the 27th June 1901, between the Secretary of State and the South Indian Railway Company, as to the construction, maintenance and working of the Travancore Branch.

Main provisions of contract—

- (i) *Land.*—
- (ii) *Government aid.*—
- } As under 10 (b), South Indian railway (3' 3½" gauge).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (i)

10 (h) Tinnevely-Quilon (Travancore) railway (British section) (3' 3 3/4" gauge)—concl'd.

Main provisions of contract—concl'd.

(iii) Terms of working.—

(iv) Distribution of profits.—

The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking, including the Travancore Branch, plus the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

- (a) on debentures and debenture stock, and
- (b) due on any capital advanced by the Government } for the purpose of the branch;
- (c) the surplus, if any, is divisible between the Government and the Company in the proportion in which the residue of net receipts of the undertaking is divisible as noted against (iii) (d) under 10 (b), South Indian railway (3' 3 3/4" gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportion in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) Rates and fares.—

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

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

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

(vii) Services for any Department of the Travancore Durbar.—

(viii) Power of the Government to determine contract.—

(ix) Power of the Company to surrender contract.—

(x) Term of contract.—

As under 10 (b), South Indian railway (3' 3 3/4" gauge).

Statistics of working—

Year.	TABLE I.										TABLE II.			
	MILEAGE OPEN AT END OF EACH YEAR.		TOTAL CAPITAL OUTLAY, INCLUDING SURVEYS, TO AND OF EACH YEAR, I.E., OUTLAY ON (i) LINES OPEN AND (ii) LINES PARTLY OR WHOLLY UNDER CONSTRUCTION.		GROSS EARNINGS.	NET EARNINGS.	PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY GIVEN IN COLUMNS (4) AND (5).	INTEREST CHARGES.		GAIN OR LOSS pertaining to each year.			(INCLUDING THE NATIVE STATE SECTION.)	
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	British section.	Native State section.	British section.		Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
					South Indian Railway Company.	State.								
1	2	3	4	5	6	7	8	9	10	11	12	13	1	2
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1902	10-05	...	31,04,855	75,81,838	47,210	28,030	0-24	1,15,306	2,30,014	...	-89,287	-2,30,014	81	44-84
1903	49-50	0-43	38,40,068	1,01,18,508	1,08,379	89,038	0-71	1,21,939	3,14,967	-15,508	-50,817	-2,41,505	101	41-18
1904	50-40	87-08	40,40,486	1,16,98,498	3,05,764	1,40,690	0-98	1,30,945	3,95,455	-16,145	-91,408	-2,78,167	85	51-04
1905	50-48	57-88	43,40,925	1,17,84,078	4,69,757	2,49,307	1-55	1,44,178	3,32,112	-13,234	+5,038	-2,18,787	80	48-78
1906	50-48	87-09	43,02,235	1,18,22,747	4,07,043	2,32,479	1-37	1,45,163	3,68,240	-13,039	-59,715	-2,38,270	88	55-29
1907	50-48	87-08	43,86,635	1,18,07,001	5,07,098	3,01,800	1-58	1,50,213	3,97,953	-10,269	-54,816	-1,78,121	106	48-04
1908	50-48	87-08	43,89,979	1,17,04,853	6,44,077	2,93,300	1-81	1,51,598	3,99,766	-10,481	-50,438	-1,68,055	114	54-31
1909	50-41	88-05	43,93,309	1,17,07,248	6,30,948	2,95,529	1-83	1,44,338	3,85,580	-9,034	-54,809	-1,70,972	115	54-80
1910	50-41	88-05	44,22,418	1,18,26,000	6,60,060	3,04,658	1-98	1,46,069	3,86,342	-8,351	-53,459	-1,65,566	121	55-29
1911	50-41	88-05	44,40,594	1,18,24,500	7,88,515	3,47,453	2-14	1,48,395	3,99,802	-3,004	-50,915	-1,46,093	130	54-67
1912	50-41	88-05	44,20,840	1,18,18,994	8,15,945	3,65,321	2-37	1,48,147	4,00,801	-3,119	-41,627	-1,10,551	145	52-78
1st yr. of														
1913	50-41	88-05	44,10,271	1,18,22,921	1,10,831	73,657	0-45	87,049	1,00,190	-1,191	-16,127	46,333	130	61-60
1913-14	50-41	88-05	44,10,526	1,18,74,349	9,03,390	3,55,890	2-18	1,18,201	3,31,151	-3,606	-50,045	1,43,525	180	60-82

* Due to abnormal increase in net earnings.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10. SOUTH INDIAN RAILWAY SYSTEM—contd.
Sub-heads (a) to (l)

10 (i) Tinnevelly-Quilon (Travancore) railway (Native State section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Quilon to Punalur	1-8-04	28.28		
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29.77		
Total open mileage . . . . .	...	...	58.05	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Quilon to Trivandrum (sanctioned on 1st October 1913) . . . . .	...	39.15	39.15	
GRAND TOTAL. . . . .	...	...	...	97.20

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24.56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (h)].

Statistics of working—

See under British section [10 (h)].

10 (j) Morappur-Dharmapuri railway (2' 6" gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18.53	
Dharmapuri to Hosur	15-5-13	54.87	
TOTAL . . . . .	...	...	73.40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), between the Secretary of State and the South Indian Railway Company, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

(For Index see page preceding this appendix.)

Number ^{Main head 10} _{Sub-heads (a) to (i)} SOUTH INDIAN RAILWAY SYSTEM—*contd.*10 (j) Morappur-Dharmapuri railway (2' 6" gauge)—*concl'd.*Contracts—*concl'd.*

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (b), South Indian railway (3' 3½" gauge). But no portion of the capital expenditure on the Hosur extension is debitable to the capital account of the South Indian Railway Company. It will be for the separate account of the Government of India.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18'58	8,39,999	37,145	3,769	0'45	39	89'85
1909	18'53	9,22,100	39,270	-6,883	---	41	117'53
1910	18'53	12,56,128	45,796	9,627	0'77	48	78'98
1911	18'53	20,37,238	41,315	36	---	48	99'91
1912	18'53	25,88,828	48,998	2,581	0'10	51	94'73
1st qr. of							
1913.	18'53	28,75,960	11,918	-2,743	---	49	123'02
1913-14	73'40	80,32,268	1,19,789	2,837	0'10	31	97'59

10 (k) Tirupattur-Krishnagiri railway (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25'38	25'38

Details of construction—

Permanent-way.—The permanent-way consists of 80-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (d)}}$ SOUTH INDIAN RAILWAY SYSTEM—concl'd.

10 (A) Tirupattur-Krishnagiri railway (2' 6" gauge)—concl'd.

Contracts—concl'd.

Dated the 21st December 1910, between the Secretary of State and the South Indian Railway Company, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (b), South Indian railway (3' 3 $\frac{3}{8}$ " gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	25·38	10,87,305	53,662	1,233	0·11	41	97·70
1909	25·38	10,86,836	45,692	312	0·08	35	99·32
1910	25·38	11,14,660	57,179	10,061	0·90	48	82·40
1911	25·38	11,01,519	65,298	18,179	1·65	49	72·16
1912	25·38	10,98,576	68,563	19,179	1·75	48	- 69·83
1st qr. of 1913.	25·38	10,98,617	11,825	-1,664	...	36	114·07
1913-14	25·38	11,13,720	60,912	-5,583	...	46	109·17

10 (b) Podanur-Pollachi railway (3' 3 $\frac{3}{8}$ " gauge)—

The commencement of work on this line by the South Indian Railway Company from funds to be provided by the District Board of Coimbatore was authorised in Railway Board's telegram No. 470 R.P., dated the 19th November 1913.

Progress in opening—

Section of railway.	Date of opening	Miles.	Total.
1	2	3	4
Podanur to Pollachi (sanctioned on 19th November 1913)	...	25·04	25·04

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 11 **ASSAM-BENGAL RAILWAY (3' 3½" gauge)—**
Sub-head (a)*Chairman.*—Sir Frederick R. Upcott, K.C.V.O., C.S.I.*Managing Director.*—James Meadows Rendel, Esq.*Offices.*—Bishopsgate House, 80, Bishopsgate, London, E. C.*Date of registration of the Company.*—18th March 1892.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Chittagong Port to Chittagong	3-11-95	1.73		
Chittagong to Feni	1-7-95	56.90		
Feni to Comilla	1-7-95	39.10		
Comilla to Akhaura	1-1-96	29.41		
Akhaura to Karimganj	4-12-96	115.00		
Karimganj to Badarpur	4-12-96	12.00		
Badarpur to Dámohara	23-4-99	18.53		
Dámohara to Lunding	1-12-03	96.70		
Lunding to Nazira	1-1-01	141.87		
Nazira to Lakwá	15-11-01	10.71		
Lakwá to Bhojo	1-2-03	12.72		
Bhojo to Tinsukia	1-3-03	41.84		
			576.61	
<i>Branches—</i>				
<i>Noakhali branch—</i>				
Láksám to Noakhali	15-5-03	30.46		
			30.46	
<i>Chandpur branch—</i>				
Láksám to Chandpur	1-7-95	31.62		
			31.62	
<i>Bhairab Bazar branch—</i>				
Akhaura to Ashuganj	1-4-10	19.05		
			19.05	
<i>Sylhet branch—</i>				
Kulaura to Fenchuganj	16-4-12	15.10		
			15.10	
<i>Silchar branch—</i>				
Badarpur to Katakhal	13-6-98	6.27		
Katakhal to Silchar	8-11-93	12.85		
			18.62	
<i>Gauhati branch—</i>				
Gauhati Ghát to Gauhati	1-1-97	1.32		
Gauhati to Jamuna mukh	1-1-97	74.11		
Jamuna mukh to Lanka	2-1-99	19.11		
Lanka to Lunding (temporary station)	1-3-99	15.55		
Lunding (temporary station) to Lunding	20-2-00	3.44		
			113.53	
<i>Dikhow Extension—</i>				
Dikhow to Behubar	4-2-13	6.74		
			6.74	
TOTAL OPEN MILEAGE				
	...	...	...	811.73
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bhairab Bazar to Tangi (sanctioned on 17th August 1910) . . . . .	...	39.23		
Fenchuganj to Sylhet (sanctioned on 18th November 1912) . . . . .	...	15.15		
			54.38	54.38
GRAND TOTAL				
	...	...	...	866.11

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. ASSAM-BENGAL RAILWAY (3' 3½" gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sál and pynkado, and partly on bastard sál, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 41½-lb. steel rails on sál sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silebar, Láksám and Chandpur, Gaubáti Ghát and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section. Fencing of Bhairab Bazar branch is in progress.

Curves.—The sharpest curve is of 353 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silebar, 1 in 150; and between Akhaura and Ashuganj, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), between the Secretary of State and the Assam-Bengal Railway Company, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, between the Secretary of State and the Assam-Bengal Railway Company, as to the extension of time for the completion of the railway.

Dated the 29th April 1903 (supplemental to the contract of 1892), between the Secretary of State and the Assam-Bengal Railway Company, as to the adoption of ls. 4d. per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906 (supplemental to the contract of 1892), between the Secretary of State and the Assam-Bengal Railway Company, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

Dated the 5th March 1914 (supplemental to the contract of 1892), between the Secretary of State and the Assam-Bengal Railway Company, as to the adoption of the Government financial year for the purposes of accounts.

Main provisions of contracts —

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1893 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(a) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{2}{11}$ ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(b) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(c) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{2}{11}$ ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits", after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

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

(a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(b) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 11} _{Sub-head (a)} ASSAM-BENGAL RAILWAY (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.

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

(viii) Term of contract.—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	129.49	4,27,47,288	2,14,426	—8,047	...	18,95,636	—14,03,683	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, e.g., heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.	64	103.75
1896	285.90	5,59,03,217	6,18,785	33,238	0.06	28,73,034	—23,39,796		71	94.63
1897	360.63	6,94,23,486	9,90,640	72,214	0.10	22,56,279	—21,84,065		63	92.71
1898	379.25	8,32,11,758	13,08,124	54,551	0.07	24,45,275	—23,90,724		83	95.83
1899	434.66	10,45,26,278	16,19,646	3,22,704	0.37	28,63,064	—25,40,380		75	80.08
1900	436.26	10,81,71,809	17,09,955	3,64,364	0.38	33,81,890	—29,67,026		75	78.69
1901	589.21	11,17,19,504	21,34,252	4,56,654	0.44	35,06,252	—30,49,598		70	78.60
1902	589.21	11,87,04,959	20,96,058	2,54,418	0.23	38,08,387	—35,53,969		68	87.86
1903	740.38	12,40,28,548	23,97,658	4,43,963	0.35	40,71,450	—36,27,487		71	81.48
1904	740.38	12,60,09,639	29,53,962	1,05,320	0.08	41,66,535	—40,61,145		77	96.43
1905	740.38	12,78,56,722	34,14,295	1,25,615	0.10	42,61,306	—41,35,691		88	96.32
1906	775.28	13,35,20,704	42,20,061	4,27,858	0.30	44,53,682	—40,25,324		104	89.86
1907	775.28	13,49,01,242	48,90,137	6,40,254	0.47	37,92,277	—31,52,023		122	86.91
1908	775.28	13,90,59,050	46,98,729	* 53,309	0.04	41,64,794	—41,11,485		117	98.87
1909	770.84	14,31,45,488	49,14,893	4,47,461	0.31	43,64,911	—39,17,450		122	90.90
1910	789.89	14,45,68,076	51,70,052	7,84,033	0.54	44,06,319	—36,24,266		126	84.83
1911	789.89	14,79,47,899	55,78,145	11,37,710	0.77	45,86,405	—34,48,695		136	79.59
1912	804.99	15,04,29,038	64,50,146	17,29,637	1.15	46,70,106	—29,40,469		155	73.18
1st qr. of 1913.	804.99	15,18,32,951	18,08,616	5,96,938	0.39	11,75,440	—5,78,502		173	66.99
9.13-14	811.78	15,70,23,687	70,42,793	22,71,129	1.45	49,09,854	—26,88,325		167	67.75

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12
Sub-heads (a) & (b). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—23rd October 1882.

Lines comprised in the system.—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal and North-Western railway (3' 3½" gauge)	1,240·12	...	1,240·12
(b) Tirhoot railway (3' 3½" gauge)	788·16	34·79	822·95
Total	2,028·28	34·79	2,063·07

Running powers—

Home line over Foreign lines—

	Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand railway	45·03
Aishbagh to Daliganj, Lucknow-Bareilly (3' 3½" gauge) railway	3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand railway	34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3' 3½" gauge)	2·18
At Sitapur within the boundary of the Rohilkund and Kumaon railway	0·85
Total	86·03

12 (a) Bengal and North-Western railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand to tal.
1	2	3	4	5
Main line—				
Sonepore, via Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	217·90		
Mankapur to Gonda	2-4-84	17·36		
Gonda to Colonelganj	29-10-91	17·69		
Colonelganj to Jarwal Road	1-2-92	10·74		
Jarwal Road to Gogra Ghât	18-12-96	2·78		
Gogra Ghât to Chowka Ghât	24-12-98	3·67		
Chowka Ghât to Burhwal	24-11-96	2·58		
			272·92	
Branches and Extensions—				
Palera Ghât branch—				
Sonepore to Palezaghat	15-1-85	9·34		
			9·34	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·17		
			26·17	
Maharajganj branch—				
Daronda to Maharajganj	1-4-07	8·90		
			8·90	
Captainganj branch—				
Savan to Thawe	1-4-07	17·83		
Thawe to Turkaulia	15-3-18	22·73		
Turkaulia to Captainganj	26-4-13	37·83		
			78·38	
Bagaha branch—				
Gorakhpur to Chhitauni Ghât	7-2-07	58·33		
Chhitauni Ghât to Bagaha (Gunduck bridge East bank)	9-3-12	4·39		
			62·72	
Gorakhpur-Gonda loop—				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	30·88		
Barhni to Tulsipur	15-1-06	24·04		
Tulsipur to Balrampur	1-6-98	18·15		
Balrampur to Gonda	15-12-96	23·08		
			135·73	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·16		
			9·16	
Ajodhya branch—				
Mankapur to Nawabganj	2-4-84	13·48		
Nawabganj to Ajodhya	1-12-84	5·05		
			18·53	
Naipalganj Road branch—				
Gonda to Bahraich	2-4-84	37·47		
Bahraich to Naipalganj Road	15-12-86	33·15		
			70·62	
Katarnian Ghât branch—				
Nanpara to Mihirpurwa	15-12-96	14·79		
Mihirpurwa to Katarnian Ghât	25-3-99	27·28		
			42·07	
Sitapur branch—				
Burhwal to Sitapur	13-3-11	58·91		
			58·91	
Carried over . . . . .	...	...	...	788·75

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 Sub-heads (a) & (b). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.****12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.****Progress in opening—contd.**

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	788.75
<i>Chupra-Benares-Allahabad branch—</i>				
Chupra to Revelganj	15-4-91	7.75		
Revelganj to Bakulha	4-2-12	4.81		
Bakulha to Ballia	12-5-99	27.47		
Ballia to Phephna	15-3-99	7.00		
Phephna to Ghazipur Ghât.	11-3-03	31.16		
Ghazipur Ghât to Aunrihar.	15-3-99	27.88		
Aunrihar to Benares	15-3-99	21.24		
Benares to Madhosingh	1-3-09	29.50		
Madhosingh to Jhusi	21-4-09	41.51		
Jhusi to Izat bridge	1-11-12	2.58		
Izat bridge to Allahabad City	9-5-13	1.46		
			202.31	
<i>Mirzapur Ghât extension—</i>				
Madhosingh to Mirzapur Ghât.	1-3-09	6.59		
Mirzapur Ghât to Chilh	25-10-12	0.48		
			7.07	
<i>Bhatni-Benares chord—</i>				
Bhatni to Turtipar	15-12-96	17.55		
Turtipar to Mau	8-6-98	26.26		
Mau to Aunrihar	15-3-99	34.63		
			78.44	
<i>Barhaj branch—</i>				
Salimpur to Barhaj	1-12-97	12.50		
			12.50	
<i>Dohrighat branch—</i>				
Phephna to Indara	15-3-99	31.00		
Indara to Dohrighat	21-3-84	21.70		
			52.70	
<i>Shahganj branch—</i>				
Mau to Azamgarh	8-6-98	27.40		
Azamgarh to Shahganj	14-2-03	34.81		
			62.21	
<i>Jaunpur branch—</i>				
Aunrihar to Jaunpur	21-3-04	36.14		
			36.14	
TOTAL	...	...	...	451.37
				1,240.12

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sál sleepers. The rest of the line north of the Ganges is laid with 41½-lb. steel rails mostly on sál sleepers. The Ganges-Gogra Doab main lines from Turtipar to Allahabad City and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sál sleepers, and the branches with 41½-lb. steel rails on sál sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 1,100 feet radius on the Orai diversion.

Gradients.—The ruling gradient is 1 in 300. On the various-river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), between the Secretary of State and the Bengal and North-Western Railway Company, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) between the Secretary of State and the Bengal and North-Western Railway Company.

Dated the 18th July 1890, between the Secretary of State and the Bengal and North-Western Railway Company, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.

Contracts—conold.

- Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for certain extension of the Company's railway and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3' 3½" gauge link of the Oudh and Rohilkhand railway.
- Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.
- Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.
- Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.
- Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.
- Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.
- Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.
- Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.
- Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.
- Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.
- Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.
- Dated the 13th March 1914 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909, 13th October and 7th December 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the accounts for purposes of these contracts being prepared from 1st April 1913 for the financial year instead of for the calendar year.

Main provisions of contracts—

- (i) *Land*.—Provided by the Government free of cost for the Company's railway ; and at the cost of capital for the Tirhoot railway undertaking.
- (ii) *Government aid*.—Nil.
- (iii) *Terms of working*.—The Company's railway and the Tirhoot railway undertaking are worked conjointly ; but the accounts of each are kept separate and distinct, except those relating to working expenses, other than maintenance, Abstract A.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12
Sub-heads (a) & (b) BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.

Main provisions of contracts—contd.

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonapore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

- (iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

- (a) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;
- (b) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;
- (c) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ ths to the former and $\frac{1}{5}$ th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{4}{5}$ ths to the Government and $\frac{1}{5}$ th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

- (v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{2}$ th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$ th pie per maund per mile.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} . BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (a) Bengal and North-Western railway (3' 3½" gauge)—contd.

Main provisions of contracts—contd.

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

- (a) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3' 3½" gauge State Railways.
- (b) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3' 3½" gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3' 3½" gauge.
- (c) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.—*The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the purchase. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the 31st December 1912. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhifauri section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1931.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.—*If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.—*Nil.

(x) *Term of contracts relating to the Company's railway.—*99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.—*23 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 12
Sub-heads (a) & (b) BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*12 (a) Bengal and North-Western railway (3' 3½" gauge)—*contd.*Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling stock," "steamers and barges and landing stages," "stores," and "stations and offices station machinery, staff quarters and all other works including permanent-way at Sonapore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

- (iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

- (a) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;
- (b) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;
- (c) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{1}{3}$ ths to the former and $\frac{1}{3}$ th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{1}{3}$ ths to the Government and $\frac{1}{3}$ th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

- (v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{4}$ th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{15}$ th pie per maund per mile.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*12 (a) Bengal and North-Western railway (3' 3½" gauge)—*contd.*Main provisions of contracts—*conold.*(vi) *Special obligations as to the conveyance of.—*

- (a) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3' 3½" gauge State Railways.
- (b) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3' 3½" gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3' 3½" gauge.
- (c) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.—*The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the purchase. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the 31st December 1912. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1931.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.—*If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.—*Nil.

(x) *Term of contracts relating to the Company's railway.—*99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.—*23 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.**
Sub-heads (a) & (b)

12 (a) Bengal and North-Western railway (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.			
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earning per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75'00	1,52,47,428	77,070	-26,221	...	...	-26,221	...	29	133'76
1885	303'00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2'92	72	51'18
1886	376'00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3'49	106	56'86
1887	376'00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3'27	90	56'94
1888	376'00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3'78	102	55'25
1889	376'00	2,63,41,872	22,11,824	10,55,984	...	...	10,55,984	4'00	103	52'35
1890	376'00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4'63	101	44'72
1891	401'00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5'85	111	37'48
1892	414'50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5'94	125	44'86
1893	414'50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5'79	114	39'74
1894	414'50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6'13	115	35'51
1895	414'50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5'61	112	34'55
1896	478'63	3,48,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5'07	113	36'40
1897	485'55	4,10,82,207	27,55,718	17,24,277	...	74,905	17,99,182	4'38	105	37'43
1898	586'25	4,66,78,822	33,31,890	19,74,920	...	75,885	20,50,805	4'39	112	40'73
1899	743'00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5'30	113	38'53
1900	743'00	5,24,78,019	43,64,006	24,79,433	...	49,563	25,28,996	4'82	109	43'18
1901	743'00	5,50,91,890	53,66,794	30,97,372	...	76,853	31,74,225	5'76	134	42'29
1902	747'75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5'92	139	46'55
1903	812'86	6,21,09,547	61,98,433	38,59,972	...	1,04,369	39,58,341	6'37	145	37'82
1904	870'80	6,43,92,183	67,16,933	43,28,496	...	1,16,834	44,45,380	6'50	147	35'56
1905	901'32	6,77,55,566	61,79,116	34,34,590	+37,627	1,69,446	36,41,463	5'37	117	43'61
1906	932'18	7,13,66,623	77,02,976	40,92,699	-9,028	2,01,060	42,81,731	6'00	142	46'99
1907	1,014'90	7,50,01,758	89,59,804	49,72,741	-25,044	2,04,275	51,51,972	6'87	154	44'78
1908	1,016'73	7,91,13,230	79,80,293	48,74,935	+45,015	1,58,989	45,78,869	5'79	162	44'78
1909	1,091'56	8,44,52,801	80,65,653	48,59,479	+31,817	58,411	44,49,707	5'27	142	45'95
1910	1,117'14	8,92,16,995	84,58,223	48,85,946	+58,810	2,01,276	51,46,032	5'77	146	42'23
1911	1,175'84	9,31,90,852	99,29,872	57,59,938	+41,140	2,35,109	60,36,187	6'48	162	42'01
1912	1,177'27	9,68,79,261	1,12,49,175	78,19,499	+38,037	3,09,961	76,67,497	7'91	164	34'93
1st qr. of 1913	1,200'00	9,81,20,363	29,13,331	18,67,611	+21,876	1,37,495	20,26,782	2'07	187	35'69
1913-14	1,240'12	9,89,54,245	1,06,80,308	68,85,474	+1,19,400	2,96,483	68,01,357	6'87	166	40'21

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

12 (b) Tirhoot railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore to Hajipur	1-8-87	3'23		
Hajipur to Bachhwara	1-4-00	44'41		
Bachhwara to Barauni Junction	1-5-83	10'05		
Barauni Junction to Thana Bihpur	1-3-00	66'17		
Thana Bihpur to Kataraeh	7-8-01	17'94		
Kataraeh to Kursela	10-7-02	3'75		
Kursela to Katihar Junction	7-3-01	23'75		
			169'30	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-34	32'85		
			32'85	
Hajipur Ghat extension—				
Hajipur to Hajipur Ghat	26-10-34	1'89		
			1'89	
Semaria Ghat extension—				
Barauni Junction to Semaria Ghat	1-5-83	5'06		
			5'06	
Bachhwara-Bagaha branch—				
Bachhwara to Dalsing Sarai	1-5-83	7'00		
Dalsing Sarai to Samastipur	1-11-75	14'75		
Samastipur to Muzaffarpur	24-2-77	32'21		
Muzaffarpur to Motihari	1-2-83	49'57		
Motihari to Bettiah	20-12-83	27'06		
Bettiah to Narkatiaganj	17-1-06	23'42		
Narkatiaganj to Bagaha	1-5-07	26'30		
Bagaha to Gunduck bridge East bank	9-8-12	1'11		
			182'02	
Carried over	...	...		391'12

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a) & (b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.

12 (b) Tirhoot railway (3' 3½" gauge)—contd.

Progress in opening—contd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward				
	..	..		391.12
Raxaul branch—				
Saganli to Raxaul	1-3-99	18.72	18.72	
Samastipur-Darbhanga-Narkatiaganj loop—				
Samastipur to Darbhanga	1-11-75	23.40		
Darbhanga to Sitamarhi	1-7-90	42.00		
Sitamarhi to Riga	1-1-91	6.00		
Riga to Dhang	1-7-91	9.00		
Dhang to Bairagnia	10-8-12	4.86		
Bairagnia to Narkatiaganj.	20-12-07	57.84	142.60	
Bhikna Thores branch—				
Narkatiaganj to Bhikna Thores	17-2-06	22.29	22.29	
Darbhanga-Bhaptiahi branch—				
Darbhanga to Jhanjharpur	1-2-83	23.68		
Jhanjharpur to Ghogardiha	8-4-88	13.83		
Ghogardiha to Nirmali	8-4-88	6.24		
Nirmali to Bhaptiahi	15-11-87	10.00	53.58	
Bhaptiahi-Pertabganj Ghât branch—				
Bhaptiahi to Baghopur	1-10-88	6.91		
Baghopur to Pertabganj Ghât	1-5-12	4.43	11.34	
Jaynagar branch—				
Sakri to Jaynagar	14-1-05	30.20	30.20	
Bhaptiahi-Mansi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44.33		
Makhana Bazar to Mansi	15-12-07	15.71	60.04	
Buddham Ghât branch—				
Saharsa to Buddham Ghât	15-8-08	15.96	15.96	
Monghyr branch—				
Sahabpur Kamal to Monghyr Ghât	7-3-00	6.04	6.04	
Bhagalpur branch—				
Thana Bihpur to Mahadeopur Ghât	16-12-01	11.36		
Mahadeopur Ghât to Barari Ghât (Steamer service).	..	..
Barari Ghât to Bhagalpur Kuchery	15-3-08	5.78		
Bhagalpur Kuchery to Bhagalpur station, E. I. Ry.	23-12-10	1.44	18.55	
Khagaria-Rosera-Samastipur extension—				
Samastipur to Rosera Ghât.	21-12-12	17.72	17.72	397.04
TOTAL OPEN MILEAGE				788.16
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Rosera Ghât to Khagaria (sanctioned on 9th February 1911)	..	34.79	34.79	34.79
GRAND TOTAL				822.95
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10.05	10.05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41½-lb. flat-footed steel rails on sâi, pynkado, jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thores branch, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient of the line is 1 in 300, except on 3.42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thores branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 12} _{Sub-heads (a)&(b)} BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—concl'd.

12 (b) Tirhoot railway (3' 3½" gauge)—concl'd.

Contracts—
Main provisions of contracts— } As noted under 12 (a), Bengal and North-Western railway (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.											TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (8).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	1	2
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1905 .	565.45	6,21,36,962	61,81,754	35,95,050	-37,627	1,69,446	33,87,977	5.45	23,54,563	+10,33,414	190	42.45
1906 .	614.80	6,73,40,839	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5.50	23,17,307	+13,87,971	189	41.52
1907 .	763.54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5.61	23,80,668	+16,61,103	192	43.68
1908 .	774.69	7,33,81,590	81,68,953	44,81,501	-45,015	1,58,939	42,77,547	5.83	24,68,465	+18,09,082	204	45.14
1909 .	774.69	7,42,61,067	75,53,878	40,09,532	-31,817	58,411	39,19,354	5.28	24,73,136	+14,46,218	188	46.92
1910 .	776.13	7,46,12,530	83,14,066	48,01,820	-8,810	2,01,276	45,41,734	6.09	24,92,047	+20,49,687	206	42.24
1911 .	709.04	7,56,16,782	89,15,376	52,68,260	-41,140	2,35,109	49,92,011	6.60	25,53,319	+24,38,692	223	40.91
1912 .	791.51	7,82,44,847	98,30,665	64,73,034	-38,037	3,09,961	61,25,036	7.83	26,48,419	+34,76,617	239	34.15
1st qr. of 1913	791.51	7,86,99,931	26,02,280	16,91,800	-21,676	1,37,495	15,32,629	1.95	7,16,614	+8,16,015	253	34.99
1913-14	788.16	8,07,86,397	1,02,64,937	64,76,379	-1,19,400	2,96,483	60,60,356	7.50	27,70,371	+32,90,485	250	36.90

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ BENGAL DOOARS RAILWAY SYSTEM.

Chairman—Robert Miller, Esq.

Secretary—F. J. Horne, Esq.

Offices—210-216, Gresham House, Old Broad Street, London, E. C.

Date of registration of the Company.—30th July 1891.

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

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal Dooars railway (3' 3½" gauge)	38·40	---	38·40
(b) Bengal Dooars railway extensions (3' 3½" gauge)	116·58	5·31	121·87
Total	154·96	5·31	159·27

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (a) Bengal Dooars railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
	2	3	4	5
Main line—				
East Bank of the Teesta (Barnes Ghât) to Dam Dim	15-1-93	31·00	31·00	
Branch—				
Lataguri to Bamshai	11-6-93	5·40	5·40	36·40

Details of construction—

Permanent-way.—The line is laid with 4½-lb. flat-footed steel rails on s&al sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 1,432 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

Agreements and contracts—

Agreement, dated the 27th April 1891 (called the principal contract), between the Secretary of State and Messrs. Octavius Steel and Company, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), between the Secretary of State and the Bengal Dooars Railway Company, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), between the Secretary of State and the Bengal Dooars Railway Company, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), between the Secretary of State and the Bengal Dooars Railway Company, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), between the Secretary of State and the Bengal Dooars Railway Company, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.

Main provisions of agreements and contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line and Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

APPENDIX 9—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 13} **BENGAL DOOARS RAILWAY SYSTEM—contd.**
 13 (a) Bengal Dooars railway (3' 3½" gauge)—contd.

Main provisions of agreements and contracts—contd.

(v) *Rates and fares.*—Original railway, *i.e.*, the Main Line from Barnes Ghat to Mal Junction; the Eastern Branch of the Main Line from Lataguri to Ramshai; the Western Branch of the Main Line from Mal Junction to Dam Dim; the Eastern Extension from Mal Junction to (Hantupara) Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Certain maxima rates and fares for goods, (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

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

(a) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

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

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.(ix) *Term of contract.*—None specified.

Statistics of working—

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893	36.40	18,49,091	1,14,812	57,639	3.12	...	57,639	3.12	69	49.80
1894	36.40	22,84,223	2,05,286	1,04,291	4.57	4,000	1,08,291	4.74	109	49.20
1895	36.40	28,26,476	2,58,537	1,27,459	5.48	4,000	1,31,459	5.65	125	49.78
1896	36.40	24,33,213	2,70,451	1,31,814	5.42	...	1,31,814	5.42	136	51.26
1897	36.40	25,78,562	2,66,407	1,45,289	5.63	...	1,45,289	5.63	145	49.27
1898	36.40	26,68,050	2,69,089	1,14,620	4.30	4,000	1,18,620	4.45	135	57.40
1899	36.40	26,26,748	2,73,038	1,18,417	4.51	4,000	1,22,417	4.66	137	56.63
1900	36.40	26,42,695	3,32,730	1,89,460	7.17	...	1,89,460	7.17	168	48.06
1901	36.40	26,44,873	3,10,920	1,76,399	6.67	...	1,76,399	6.67	156	48.27
1902	36.40	26,50,627	2,73,340	1,71,455	6.47	...	1,71,455	6.47	144	37.27
1903	36.40	26,95,547	3,11,131	2,24,952	8.35	...	2,24,952	8.35	156	27.70
1904	36.40	26,64,642	3,46,277	2,56,651	9.63	...	2,56,651	9.63	175	25.88
1905	36.40	27,26,891	3,70,343	2,40,598	9.15	...	2,40,598	9.15	196	32.60
1906	36.40	27,33,098	4,08,623	2,96,703	10.86	...	2,96,703	10.86	216	27.89
1907	36.40	27,56,535	4,20,705	2,84,722	10.33	...	2,84,722	10.33	232	32.63
1908	36.40	27,79,347	4,37,352	3,34,102	12.02	...	3,34,102	12.02	231	23.59
1909	36.40	28,40,534	4,46,811	3,54,527	12.48	...	3,54,527	12.48	236	20.65
1910	36.40	29,78,769	4,86,375	3,73,343	12.55	...	3,73,343	12.55	257	23.24
1911	36.40	31,18,394	4,94,386	3,86,765	12.40	...	3,86,765	12.40	261	21.76
1912	36.40	31,71,542	5,41,376	4,16,170	13.12	...	4,16,170	13.12	286	23.13
1st qr. of 1913	36.40	31,76,034	1,13,010	77,510	2.44	...	77,510	2.44	289	31.41
1913-14	36.40	32,04,393	5,91,202	4,36,529	13.62	...	4,36,529	13.62	312	26.16

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 18 BENGAL DOOARS RAILWAY SYSTEM—concl'd.
Sub-heads (a) & (b)

13 (b) Bengal Dooars railway extensions (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Eastern extension—</i>				
Mal to Chalsa	1-4-01	5-40		
Chalsa to Chengmari	1-1-03	18-45		
Chengmari to Dalgao	28-3-03	15-84		
Dalgao to Madarihat	14-6-03	9-31	44-00	
<i>Southern extension—</i>				
Barnes Junction to Baura	20-4-00	23-30		
Baura to Bhotemari	21-10-00	16-70		
Bhotemari to Lalmanirhat	20-11-00	20-80	65-80	
<i>Western extension—</i>				
Dam Dim to Oodlabari	1-5-01	8-30		
Oodlabari to Bagrakote	1-1-03	8-46	76	
TOTAL OPEN MILEAGE				
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chalsa to Matelli (sanctioned on 26th September 1913)	...	5-31	5-31	116-58
GRAND TOTAL				
				121-87

Details of construction—

Permanent-way.—The line has been laid with 41½-lb. flat-footed steel rails on s&l sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Agreements and Contracts—

Main provisions of agreements and contracts—

} As noted under 13(a), Bengal Doars railway (3' 3½" gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week		Proportion of expenses to earnings.
							1	2	
1	2	3	4	5	6	7	1	2	
	Miles.	Rs.	Rs.	Rs.			Rs.		
1900	66-00	47,11,632	16,191	...	...	The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.	14		72-32
1901	74-30	62,26,954	1,76,989	...	...		47		60-92
1902	77-76	72,66,165	2,53,634	...	...		63		65-99
1903	116-58	80,10,365	3,46,668	79,199	0-99		61		69-76
1904	116-58	84,97,572	4,15,179	1,08,680	1-28		68		78-85
1905	116-58	87,92,080	5,12,343	1,97,324	2-25		85		61-39
1906	116-58	89,99,516	5,83,852	2,91,256	3-24		96		50-10
1907	116-58	90,70,526	6,04,133	1,43,565	1-58		99		76-23
1908	116-58	90,88,887	6,19,972	3,14,228	3-46		102		49-31
1909	116-58	91,36,146	6,08,419	3,14,641	3-44		100		48-28
1910	116-58	92,06,724	6,58,433	3,45,725	3-75		109		47-49
1911	116-58	93,48,461	7,07,730	3,60,021	3-85		117		49-13
1912	116-58	94,43,641	8,92,405	5,01,116	5-31		147		43-85
1st qr. of 1913	116-58	94,82,328	2,09,414	1,06,083	1-12		138		49-34
1913-14	116-58	95,55,890	10,49,680	5,55,144	5-92		173		46-07

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 14 BHAVNAGAR RAILWAY SYSTEM—
Sub-heads (a) and (b)

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

	Open line.	Under construction or sanctioned for construction.	Total
	Miles.	Miles.	Miles.
(a) Bhavnagar railway (3' 3½" gauge)	206·81	...	206·81
(b) Dhrangadra railway (3' 3½" gauge)	20·63	19·80	40·43
Total	226·94	19·80	246·74

14 (a) Bhavnagar railway (3' 3½" gauge)—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line— Bhavnagar Docks to Wadhwan Junction	20-12-80	104·79	104·79		*Includes 1·21 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch— Dhola to Dhasa	19-1-81	15·83	15·83		
Kundla extension. Dhasa to Liliamota Liliamota to Savar Kundla	1-10-11 17-8-12	20·80 15·00	35·80		
Palitana branch— Sihor to Palitana	16-11-10	16·92	16·92		
Jasdan extension— Botad to Vinohia. Vinohia to Jasdan	15-5-13 15-9-13	18·41 15·06	33·47		
TOTAL	...	...	...	206·81

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. The line between Bhavnagar City and mile 63/3½ on the main line has been renewed with 50-lb. flat-footed rails, except in station yards. The Jasdan extension is laid with 40-lb. flat-footed rails and the Kundla extension, with second-hand 41½-lb. flat-footed rails, except 1·85 miles near Liliamota, which are laid with new 40-lb. flat-footed rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur. Newly opened lines are ballasted with stone in cuttings and moorum in banks.

Fencing.—The line is practically unfenced.

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

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana it is 1 in 100; between Dhasa and Savar Kundla, 1 in 125 and between Botad and Jasdan, 1 in 150.

Agreement—

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1911	Miles. 157·95	Rs. 89,52,431	Rs. 14,58,671	Rs. 9,07,436	10·14	Rs. 178	37·79
1912	178·17	1,09,68,812	14,65,875	7,71,371	7·63	163	47·89
1st qr. of 1913	173·68	1,09,92,709	3,67,171	1,93,685	1·76	164	47·25
1913-14	208·31	1,12,27,138	14,42,984	7,38,766	6·58	185	48·80

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 14} Sub-heads (a) and (b) **BHAVNAGAR RAILWAY SYSTEM—concl'd.****14 (b) Dhrangadra railway (3' 3½" gauge)—**

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Wadhwan Junction to Dhrangadra	1-6-98	20.63	20.63	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Dhrangadra to Halvad (sanctioned on 26th September 1913) . . . . .	...	19.80	19.80	
GRAND TOTAL . . . . .	...	...	...	40.43

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar and jodka sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

Provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

- (i) *Land.*—Provided by the Dhrangadra Durbar free of cost.
- (ii) *Government aid.*—Nil.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), plus 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*— } The same as are, for the time being in force on the Bhavnagar railway.
- (a) Mails, troops, police, officials and Government stores.—
- (b) Bullion and coin.—
- (vii) *Power of Government to determine agreement.*—Not specified.
- (viii) *Power of Durbar to determine agreement.*—
- (ix) *Power of Bhavnagar railway to determine agreement.*— } Not specified pending new agreement.
- (x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907)—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	20.83	5,87,117	47,516	15,446	2.63	44	67.49
1905	20.83	5,86,695	49,042	13,375	2.28	45	72.73
1906	20.83	5,86,791	65,121	25,707	4.38	60	60.52
1907	20.83	5,87,610	66,614	24,953	4.25	61	62.54
1908	20.83	5,85,164	53,131	17,766	3.03	49	66.53
1909	20.83	5,85,705	60,202	18,564	3.17	56	69.16
1910	20.83	5,86,796	83,692	34,203	5.83	77	59.1
1911	20.83	5,85,335	93,689	43,546	7.44	68	58.51
1912	20.63	5,85,335	73,811	32,286	5.52	69	56.26
1st qr. of 1913	20.63	5,85,336	20,403	6,389	1.09	76	66.68
1913-14	20.63	5,81,236	87,131	42,643	7.34	81	61.06

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 15}
Sub-heads (a) to (c) **BURMA RAILWAYS SYSTEM—***Chairman.*—Lieut.-Colonel Alfred Glynn Begbie.*Managing Director.*—Walter Home, Esq., C.I.E.*Offices.*—199, Gresham House, Old Broad Street, London, E.C.*Date of registration of the Company.*—21st July 1896.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(a) Burma railways (3' 3½" gauge)	1,341·85	...	1,341·85
(b) Burma railways extensions (3' 3½" gauge)	186·93	68·25	253·18
(c) Southern Shan States railway (3' 3½" gauge)	23·00	82·04	105·04
Total	1,551·78	148·29	1,700·07

15 (a) Burma railways (3' 3½" gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Promé on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	REMARKS.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Promé	2-5-77	161·00	161·00		
SITTANG SECTION—					
<i>Main Line—</i>					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
<i>Branches—</i>					
Suburban lines*	1-3-80	6·00			
Malagon to Bantaw†	15-7-90	3·00			
	25-8-11	1·70	10·70		* Worked for goods traffic only.
MANDALAY SECTION—					
<i>Main Line—</i>					
Toungoo to Pynmana	1-5-88	59·00			
Pynmana to Yamethin	15-11-83	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		† Worked for passenger traffic only.
<i>Branches—</i>					
<i>Myingyan branch—</i>					
Thazi to Meiktila	10-5-98	12·69			
Meiktila to Myingyan	15-11-99	57·21	70·10		
<i>Mandalay Shore branch—</i>					
Mandalay to Mandalay shore*	13-4-89	2·50	2·50		
MID VALLEY SECTION—					
<i>Main line—</i>					
Myohaung to Amarpura shore	22-11-91	6·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·35			
Mohnyin to Mogaung	1-3-96	52·34			
Mogaung to Myitkyina	1-1-98	36·63	337·29		
<i>Branches—</i>					
<i>Sagaing-Alon branch—</i>					
Ywataung to Alon	15-4-00	70·46	70·46		
<i>Katha branch—</i>					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawngkhio	20-5-00	34·10			
Nawngkhio to Haipaw	1-6-01	58·25			
Haipaw to Lashio	1-3-03	50·94	177·84		
Carried over . . . . .	...	...	...	1,230·89	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 15, BURMA RAILWAYS SYSTEM—contd.
Sub-heads (a) to (c)

15 (a) Burma railways (3' 3½" gauge)—contd.

Progress in opening—concl'd.

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward					
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein*	15-1-04	3.18			* Worked for goods traffic only.
Bassein to Henzada	15-12-03	82.25			
Henzada to Henzada shore	20-3-03	2.46			
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23.07			
			110.96	110.96	
TOTAL					
				1,841.85	
DOUBLE LINE—					
Irrawaddy section—					
Rangoon to Kemmendine	30-10-89	3.50			
Kemmendine to Insein	10-1-90	5.50			
Insein to Hlawga	25-8-05	7.92			
Hlawga to Mogyobyt	1-10-07	3.25			
Mogyobyt to Hmawbi	23-11-07	4.13			
Hmawbi to Wanetchaung	14-2-08	5.00			
			29.30		
Sittang section—					
Rangoon to Pazundaung	1-6-01	0.70			
Pazundaung to Thingangyun	19-4-05	3.40			
Thingangyun to Togyaunggale	2-1-10	2.71			
Togyaunggale to Tewainggyi	30-11-07	4.08			
Tewainggyi to Ledaunggan	23-11-07	4.71			
Ledaunggan to Dabein	10-1-08	6.69			
Dabein to Tongyi	3-1-10	7.75			
Tongyi to Kyauktan	4-1-09	4.06			
Kyauktan to Payathonzu	15-2-03	8.26			
Payathonzu to Pegu	4-1-09	3.51			
			45.87		
Pegu-Pyuntaza section—					
Pegu to Shwehle	10-8-11	5.57			
Shwehle to Payagyi	26-5-11	4.91			
Payagyi to Pynbongyi	22-5-11	7.83			
Pynbongyi to Kadok	1-8-11	6.25			
Kadok to Paungdawthi	2-10-11	4.73			
Paungdawthi to Deiku	26-5-11	5.30			
Deiku to Pyuntaza	8-8-11	6.73			
			41.92		
Mandalay section—					
Myohaung to Mandalay	3-10-99	2.45			
			3.45		
TOTAL DOUBLE LINE					
				118.94	

Details of construction—

Permanent way.—The rails in use on the system are 60-lb., 50-lb. and 41½-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Engyin and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhau to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

Contracts—

Contract, dated the 9th March 1897 (called the principal contract), between the Secretary of State and the Burma Railways Company, as to taking over the Burma railways, the construction of other railways and their maintenance, management and working.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$ BURMA RAILWAYS SYSTEM—*contd.*15 (a) Burma railways (3' 3½" gauge)—*contd.*Contracts—*concl.*

Contract, dated the 6th February 1902, (supplemental to the contract of 1897), between the Secretary of State and the Burma Railways Company, as to the issue of debenture stock of £1,250,000.

Contract, dated the 5th May 1903 (supplemental to the contract of 1897), between the Secretary of State and the Burma Railways Company, as to the adoption of 1s. 4d. as the "prescribed" rate of exchange.

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), between the Secretary of State and the Burma Railways Company, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), between the Secretary of State and the Burma Railways Company, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Contract, dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), between the Secretary of State and the Burma Railways Company, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India ; } as to the provision of funds
 Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company ; } to meet further capital expenditure on the Burma railways.

Letter from the Burma Railways Company No. 591 (General), dated the 13th March 1913, to the Under Secretary of State for India, accepting the proposal that advances made by the Secretary of State on and subsequent to 1st April 1913 should bear interest at 4 per cent per annum.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) between the Secretary of State and the Burma Railways Company, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and the Burma Railways Extensions.

Contract, dated the 24th March 1914 (supplemental to the contracts of 1897, 1902, 1903, the 22nd and 23rd February 1907 and 1909) between the Secretary of State and the Burma Railways Company, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land*.—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid*.—The Government undertake to pay interest—

(a) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ½ per cent per annum up to and inclusive of the 1st July 1901);

(b) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(c) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits*.—The net receipts of each year are applied in payment to Government of—

(a) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000 ;

(b) interest at 2½ per cent per annum on the Company's share capital of £3,000,000 ;

(c) interest at 2½ per cent per annum on the Government assumed capital; and

(d) interest on capital overdrawn by Company up to the 31st March 1913 at 3½ per cent per annum and thereafter at 4 per cent per annum.

The surplus profits, after allowing for interest in any year ending on a 31st March, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{2}{3}$ ths to the former and $\frac{1}{3}$ ths to the latter.

(iv) *Rates and fares*.—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

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

(a) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3' 3½" gauge State railways, and at rates to be approved by the Government.

(b) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 15 BURMA RAILWAYS SYSTEM—contd.
Sub-heads (a) to (c)

15 (a) Burma railways (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (b), Burma railways extensions (3' 3½" gauge).

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

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

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.			
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.	%	Rs.	Rs.	Rs.	Rs.	
1897.	886.50	8,79,31,890	86,76,403	38,82,673	4.45	38,31,674	1,13,696*	-62,697	188	55.25
1898.	936.13	9,24,93,509	89,91,451	37,68,523	4.10	39,49,899	1,94,988	-3,56,364	185	57.87
1899.	999.84	10,11,17,647	88,25,724	35,78,407	3.54	39,35,209	1,67,835	-4,24,737	179	59.45
1900.	1,124.00	11,03,96,635	1,10,29,947	48,94,824	4.43	38,49,026	4,22,984	+6,23,414	196	55.02
1901.	1,177.70	11,99,22,468	1,18,85,329	49,69,656	4.16	40,41,108	4,38,024	+5,09,624	198	58.02
1902.	1,260.50	12,70,23,590	1,25,02,671	52,72,683	4.15	43,94,523	4,49,065	+4,28,755	203	57.83
1903.	1,336.97	13,01,31,876	1,36,14,478	52,19,322	4.01	44,06,500	4,37,976	+3,74,846	198	61.66
1904.	1,340.15	13,34,32,891	1,51,02,418	65,70,760	4.92	44,71,268	6,90,759	+14,08,793	217	56.49
1905.	1,340.15	13,55,91,056	1,57,75,957	61,81,063	4.56	45,35,974	6,02,907	+10,42,162	226	60.94
1906.	1,340.15	13,97,87,368	1,57,32,205	58,61,913	4.19	46,13,499	5,28,858	+7,19,556	226	62.74
1907.	1,340.15	14,50,55,112	1,66,16,416	59,31,463	4.09	43,49,484	5,21,825	+10,60,154	238	64.80
1908.	1,340.15	15,13,95,482	1,79,07,641	71,74,975	4.74	46,94,393	7,61,052	+17,18,690	257	59.74
1909.	1,340.15	15,50,28,745	1,83,49,589	66,59,920	4.80	44,55,997	9,70,207	+12,38,716	263	63.70
1910.	1,340.15	16,04,60,604	1,85,32,674	71,60,233	4.46	49,39,611	11,39,404	+10,61,128	266	61.36
1911.	1,341.85	16,48,65,768	1,92,44,930	66,72,090	4.05	49,91,981	9,71,526	+7,08,583	276	65.93
1912.	1,341.85	17,01,08,309	2,02,44,872	81,76,937	4.81	51,39,866	14,53,557	+15,62,594	290	59.61
1st yr. of 1918.	1,341.85	17,10,28,173	68,77,451	39,30,035	2.80	13,07,826	10,02,157	+16,20,052	394	42.86
1913-14.	1,341.85	17,48,43,821	2,24,77,965	1,04,50,766	5.98	54,01,568	21,70,845	+28,78,353	322	53.50

* From 1st September 1896 to 31st December 1897.

15 (b) Burma railways extensions (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Pegu-Moulmein extension—</i> Pegu to Moulmein	25-9-07	121.27	121.27	
<i>Henzada-Kyangin extension—</i> Henzada to Danbi Danbi to Kyangin	1-7-07 14-12-08	13.50 52.16	65.66	
TOTAL OPEN MILEAGE . . . . .	...	...	...	186.93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— <i>Daga loop—</i> Neikban to Begayet (sanctioned on 1st June 1906) . . . . .	...	66.25	66.25	66.25
GRAND TOTAL . . . . .	...	...	...	253.18

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 15} _{Sub-heads (a) to (c)} BURMA RAILWAYS SYSTEM—*contd.*15 (b) Burma railways extensions (3' 3½" gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pykado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300, uncompensated, on the Pegu-Moulmein extension and 1 in 200, uncompensated, on the Henzada-Kyangin extension ;

Contracts—

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under 15 (a), Burma railways proper), between the Secretary of State and the Burma Railways Company, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Dagu loop line.

Letter from the Burma Railways Company No. 568 (General), dated the 8th October 1912, to the Under Secretary of State for India, agreeing to the adoption of the financial year from 1st April 1913 for purposes of accounts

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) between the Secretary of State and the Burma Railways Company, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and Burma Railways Extensions.

Main provisions of contracts—

- (i) *Land.*—As under 15(a), Burma railways (3' 3½" gauge).
- (ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.
- (iii) *Terms of working.*—
- (iv) *Distribution of profits.*—
- } Separate half-yearly accounts are kept for (a) the whole of the Company's system and (b) for each of the extensions, except in regard to the Revenue Abstracts B. to G. inclusive and sub-head I of Abstract A. which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."
- } The net revenue receipts for each complete financial year are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances ; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under 15(a), Burma railways (3' 3½" gauge).

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

- (a) Mails, troops, police, high Government officials and Government stores.--
- (b) Government bullion and coin, and the persons in charge thereof.—
- } As under 15(a), Burma railways (3' 3½" gauge).

(vii) *Power of the Government to determine contract.*—

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

} The contract may be determined on twelve months' notice given by either party to the other on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the extensions, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(a), Burma railways (3' 3½" gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

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

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 15 BURMA RAILWAYS SYSTEM—concl'd.
Sub-heads (a) to (c)

15 (b) Burma railways extensions (3' 3½" gauge)—concl'd.

Statistics of working—

TABLE I.							TABLE II.			
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907	184.77	1,64,71,233	1,68,518	70,441	0.43	2,10,263	...	-1,39,822	83	58.20
1908	186.93	1,89,85,700	9,01,008	4,55,558	2.23	6,96,054	...	-2,40,496	93	49.44
1909	186.93	2,11,46,631	11,19,902	4,27,510	2.02	6,97,834	...	-2,70,374	115	61.68
1910	186.93	2,13,87,184	12,92,969	4,75,061	2.22	7,10,276	...	-2,35,215	183	63.26
1911	186.93	2,15,43,179	14,26,979	5,23,234	2.43	7,23,480	...	-2,05,246	147	63.93
1912	186.93	2,19,58,911	16,49,154	6,95,209	3.17	7,42,258	9,835	-56,794	170	57.84
1st qr. of 1913.	186.93	2,19,56,599	5,53,853	2,81,408	1.28	1,86,586	23,163	+71,659	228	49.19
1913-14.	186.93	2,20,24,165	21,84,418	10,16,827	4.62	7,65,057	78,717	+1,78,053	225	53.45

15 (c) Southern Shan States railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16.05		
Kywedatson to Yinnabin	20-8-13	6.95		
TOTAL OPEN MILEAGE . . . . .	...	...	23.00	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Yinnabin to Yawngiwe (sanctioned on 23rd July 1909) . . . . .	...	82.04		
GRAND TOTAL			82.04	105.04

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Engyin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 1,146 feet.

Gradients.—The ruling gradient on the open portion is 1 in 100.

Contract—

The construction of the line is being carried out for the State by the Burma Railways Company who is also working the open section pending the settlement of the question of permanent working of the whole line.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	16.05	83,91,878	11,090	7,927	0.09	25	28.52
1st qr. of 1913	16.05	97,96,426	5,797	3,635	0.04	28	37.28
1913-14	23.00	1,32,95,785	33,020	-6,046	...	28	118.31

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 16 **DIBRU-SADIYA RAILWAY SYSTEM—**
Sub-heads (a) and (b)*Chairman.*—The Lord Ribblesdale.*Secretary.*—S. Maclean Jack, Esq.*Offices.*—Blomfield House, 85, London Wall, London, E.C.*Date of registration of the Company.*—30th July 1881.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(a) Dibru-Sadiya railway (3' 3½" gauge)	86·02
(b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)	5·50
Total	91·52

16 (a) Dibru-Sadiya railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00		
<i>Saikhoa Ghat branch—</i>				
Makum Junction to Dum-Duma	2-5-84	10·00	61·50	
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52		
TOTAL	...	...	24·52	86·02

Details of construction—

Permanent-way.—The main line is laid for 18 miles with 60-lb. and for the remainder of its length with 50-lb. flat-footed steel rails on sal, nahor and uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Dum-Duma-Talap section of the Saikhoa Ghat branch is laid for 14 miles with 50-lb. section rails and the remainder with 41½-lb. flat-footed steel rails on uriam sleepers and the Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails, all on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880, between the Secretary of State and the Assam Railway Company, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches, as modified by—

Letter, from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898, and

Letter, from the India Office to the Company's London Board, No. 2731, dated the 23rd December 1901.

Dated the 25th July 1881, between the Secretary of State and the Assam Railways and Trading Company, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, vide letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. 1778 P.W., dated the 31st March 1905, from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry; } as to the construction of the extension from Talap to Saikhoa Ghat.

Telegram No. R. P. 5, dated the 11th May 1905, from the Railway Board to the Honourable the Chief Commissioner of Assam; }

Main provisions of contracts—

- (i) *Land.*—Provided by the Government free of cost to the Company.
- (ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on paid-up capital (exclusive of cost of Makum Branch).
Annual subsidy on Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.
Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 16 DIBRU-SADIYA RAILWAY SYSTEM—contd.
Sub-heads (a) and (b)

16 (a) Dibru-Sadiya railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(Note—The period of subsidy, for the whole line, terminated as from the 30th June 1908, vide letter from the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2398, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

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

(a) *Mails, troops, high Government officials and Government stores.*—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

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

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it.

Under the contract the Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, at intervals of five years commencing with the expiration of the first five years from the date of opening, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

Note.—It has been agreed, however, that the right of purchase shall not be exercised before 1921, and that the subsequent opportunities of purchase shall recur at intervals of ten years instead of five—vide India Office letter to the Company's London Board, No. 2731, dated the 23rd December 1901.

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

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	TABLE II.	
									Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1904	77.50	87,01,363	9,48,473	4,21,317	4.84	...	4,21,317	4.84	235	55.58
1905	77.50	87,51,147	9,54,293	4,32,053	4.95	...	4,32,053	4.95	237	54.78
1906	77.50	88,18,873	10,08,281	4,03,634	4.63	...	4,08,634	4.63	250	59.47
1907	77.50	89,99,076	10,39,442	3,90,987	4.34	...	3,00,987	4.34	258	62.99
1908	77.50	93,24,383	10,24,770	4,47,121	4.80	...	4,47,121	4.80	254	58.37
1909	77.50	95,64,604	11,09,679	4,84,171	5.06	...	4,84,171	5.06	275	56.87
1910	83.02	97,10,646	11,20,604	4,46,417	4.59	...	4,46,417	4.59	278	60.16
1911	86.02	1,03,08,044	11,68,873	4,30,708	4.18	5,112	4,35,820	4.23	266	63.77
1912	86.02	1,06,29,497	13,08,470	5,61,987	5.29	5,112	5,66,939	5.33	293	57.06
1st qr. of 1913.	86.02	1,06,58,110	3,57,078	1,58,839	1.49	...	1,58,839	1.49	310	55.81
1913-14	86.02	1,09,70,066	18,54,970	6,03,160	5.50	5,112	6,08,272	5.54	303	55.49

16 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—

This line was constructed by the Assam Railways and Trading Company in 1883, under the sanction of a concession granted in an Indenture made with the Secretary of State on the 30th July 1881, and was used originally only for the purpose of bringing coal from the mines on the south bank of the Dibing river to connect with the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dibing bridge to Ledo	17-2-84	5.50	5.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 16 DIBRU-SADIYA RAILWAY SYSTEM—concl'd.
Sub-heads (a) and (b)

16 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—concl'd.

Details of construction—

- Permanent-way.*—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.
Ballast.—The line is ballasted with broken stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 800 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contract—

- Letter, from the Government of India in the Public Works Department, No. 623 R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.
 Resolution by the Government of India in the Public Works Department, No. 234 R.T., dated the 11th March 1897, as to the application of the general rules for working open lines of railway to the Company's Colliery line.
 Contract, dated the 26th February 1903, between the Secretary of State and the Assam Railways and Trading Company, as to the grant of a new lease to the Company for working the coal mines in the Makum coal-fields for a period of 30 years from the 30th July 1901 and for the exercise of the privileges granted in connection therewith.

Main provisions of contract—

- (i) *Land.*—Mines and premises leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal.
 (ii) *Government aid.*—Nil.
 (iii) *Terms of working.*—The maintenance charges are kept separate and are borne by the Colliery. All other charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery branch in proportion to their respective gross earnings. For hire of rolling-stock provided by the Dibru-Sadiya railway, 5 per cent of gross earnings are charged to the Colliery.
 (iv) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.
 (v) *Special obligations as to the conveyance of.*—
 (a) Mails, troops, police, high Government officials and Government stores.— } Not specified.
 (b) Government bullion and coin, and the persons in charge thereof.— }
 (vi) *Power of the Government to determine contract.*—The Government may determine the contract and take possession of the mines if the Company fails to fulfil its obligations. On the termination of the contract the Government may purchase buildings and works at a fair valuation.
 (vii) *Power of the Company to determine contract.*—The Company may determine the contract if the mines become destroyed or rendered unfit through any extraordinary casualty. On the termination of the contract the Company is to take away all machinery, etc., belonging to the mines and the railways or tramways constructed for the purpose of working the mines, unless the Government shall be willing to purchase the same.
 (viii) *Power of the Company to surrender contract.*—Nil.
 (ix) *Term of contract.*—30 years from 30th July 1901.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

TABLE I.						TABLE II.	
Years.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	8.50	16,62,082	66,108	13,158	0.79	127	76.55
1905	8.50	16,78,156	59,439	27,210	1.62	134	54.22
1906	8.50	16,83,031	65,115	25,052	1.49	147	61.53
1907	8.50	16,94,069	60,036	22,762	1.34	136	62.09
1908	8.50	16,94,069	69,175	30,486	1.80	156	55.93
1909	5.50	16,94,069	79,905	34,891	2.06	219	56.33
1910	5.50	16,94,069	80,238	32,441	1.91	281	59.61
1911	5.50	16,94,069	83,118	30,429	1.30	291	63.39
1912	5.50	16,94,069	96,954	41,957	2.48	339	56.72
1st Qr. of 1913	5.50	16,94,069	22,965	10,138	0.60	321	55.86
1913-14	5.50	16,94,069	92,068	40,821	2.41	322	55.66

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 17 **GONDAL-PORBANDAR RAILWAY SYSTEM—**
Sub-heads (a) to (c)

Lines comprised in the system.—The Gondal-Porbandar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Gondal-Porbandar railway (3' 3½" gauge)	148-01	...	148-01
(b) Jetalsar-Rajkot railway (3' 3½" gauge)	46-21	...	46-21
(c) Khijadia-Dhari railway (3' 3½" gauge)	25-58	11-71	37-24
Total	219-75	11-71	231-46

17 (a) Gondal-Porbandar railway (3' 3½" gauge)—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Dhasa to Dhoraji	19-1-81	73-89			
Dhoraji to Porbandar	17-12-89	69-07			
Porbandar to Porbandar Bandar	16-3-90	61-55	144-81		*Is worked for goods traffic only.
Quarry branch—					
Banawao to quarry	17-12-89	3-70	3-70		
TOTAL . . . . .	...	...	...	148-01	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel peapod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Banawao quarry line where it is 1 in 150.

Agreement—

Nil.—The line is owned and worked by the Gondal and Porbandar States.

Statistics of working—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148-01	66,86,311	9,14,279	4,94,615	7-25	119	46-99
1912	148-01	68,92,518	8,94,139	4,46,293	6-56	116	50-09
1st qr. of 1913	148-01	68,91,364	8,91,347	4,83,937	10-08	157	39-06
1913-14	148-01	71,22,318	9,35,264	5,15,819	6-86	128	47-65

17 (b) Jetalsar-Rajkot railway (3' 3½" gauge)—

This line was constructed and was, up to the 1st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jetalsar to Rajkot Junction	12-4-93	46-21	46-21

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 17 GONDAL-PORBANDAR RAILWAY SYSTEM—concl'd.
Sub-heads (a) to (c)

17 (b) Jetalsar-Rajkot railway (3' 3½" gauge)—concl'd.

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.*Ballast.*—The ballast used is of broken stone.*Fencing.*—The line is unfenced except between Rajkot Para and Rajkot Junction.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Agreement—

Memorandum of conditions for separate working, from 1st April 1911, of the Kathiawar railways, sanctioned in the Government of India Foreign Department letter No. 431 I.B, dated the 23rd February 1911, to the address of the Secretary to the Government of Bombay, Political Department.

Terms and conditions, dated the 14th December 1913, prescribed by the Railway Board, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

- (i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.
- (ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal, Rajkot and Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar railway, which provides the rolling-stock and other appliances, etc., necessary thereunto.
- (iii) *Terms of working.*— } 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, plus actual
- (iv) *Distribution of profits.*— } * 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50. plus actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.
- (v) *Rates and fares.*—
- (vi) *Special obligations as to the conveyance of.*— } The same as those in force on the Gondal-Porbandar railway.
- (a) Troops, police, high Government officials and stores.—
- (b) Bullion and coin.—
- (vii) *Power of the Government to determine agreement.*—The Railway Board shall exercise the powers of an arbitrator.
- (viii) *Power of the Proprietors to determine agreement.*—Nil.
- (ix) *Term of agreement.*—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	46.21	15,78,655	1,88,439	69,248	4.39	78	63.25
1905	46.21	15,80,207	1,91,155	74,882	4.74	80	60.83
1906	46.21	15,82,472	1,83,261	65,653	4.15	76	64.18
1907	46.21	15,89,904	2,89,823	1,07,094	6.69	99	55.15
1908	46.21	16,00,937	2,49,957	1,11,178	6.94	104	55.52
1909	46.21	16,03,140	2,44,104	1,01,808	6.95	102	58.29
1910	46.21	16,13,833	2,74,868	1,24,701	7.72	114	54.63
1911	46.21	16,13,638	2,92,000	1,29,680	8.04	122	55.59
1912	46.21	16,14,858	3,51,069	1,82,072	11.28	146	48.14
1st qr. of 1913	46.21	16,18,950	1,11,588	62,961	15.56	186	48.58
1913-14	46.21	16,20,100	4,07,551	2,18,947	18.51	170	51.29

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 17 **GONDAL-PORBANDAR RAILWAY SYSTEM—concl'd.**
Sub-head (a) to (c)

17 (c) Khijadia-Dhari railway (3' 3½" gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Secretary of State for India in his despatch No. 16 Railway, dated the 7th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Khijadia to Gavadka	1-9-13	16.95	...	
Gavadka to Chhalala	10-3-14	9.18	...	
TOTAL OPEN MILEAGE			25.53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—	...	...	...
Chhalala to Dhari (sanctioned on 7th February 1913)	...	11.71	11.71	
GRANT TOTAL	...	...	...	37.24

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with moorum,

Fencing.—The station platforms only are fenced.

Curves.—The sharpest curves has a radius of 2,865 feet.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line was constructed by the Baroda Durbar at its own cost and made over to the Gondal-Porbandar railway for working from 1st March 1913 under the following terms:—

Main provisions of agreement—

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

(ii) **Government aid.**—Nil. The line is the property of the Baroda Durbar and is worked by the Gondal-Porbandar railway.

(iii) **Terms of working.**—40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, plus actual expenditure on maintenance of way, works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

(iv) **Distribution of profits.**—The whole of the net earnings are paid over to the Baroda Durbar.

(v) **Rates and fares.**—

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

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

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

The same as those in force on the Gondal-Porbandar railway.

(vii) **Power of the Government to determine agreement.**—

(viii) **Power of the Proprietors to determine agreement.**—

} Nil

(ix) **Term of agreement.**—5 years from 22nd May 1913.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5		1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1st qr. of 1913	16.89	9,25,655	1,000	650†	0.84	18	85.00
1913-14	25.53	13,65,967	23,940	14,940†	1.09	33	48.38

† Excluding expenses on maintenance of way, works and stations at present borne directly by the Baroda Durbar in its capital account.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 18 **JAMNAGAR RAILWAY (3' 3 $\frac{3}{4}$ " gauge)—**
Sub-head (a).

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50.29		
Jamnagar to Bedi Bandar	8-4-97	8.93		* Worked for goods traffic only.
TOTAL . . . . .	...	...	54.22	

Details of construction—

Permanent-way.—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced, except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

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

Gradients.—The ruling gradient is 1 in 200.

Agreement—

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 36 to the Report for 1907.)—

Year.	TABLE I.					TABLE II.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (5)	Earnings per mile per week.	Proportion of expenses to earnings.
	1	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	54.22	23,27,231	1,41,080	56,721	2.44	50	59.78
1905	54.22	23,27,105	1,43,341	62,008	2.66	53	58.20
1906	54.22	23,26,826	1,51,335	60,076	2.58	54	50.30
1907	54.22	23,26,958	2,14,652	1,02,785	4.42	76	52.12
1908	54.22	23,26,945	2,36,715	1,34,911	5.37	84	47.23
1909	54.22	23,24,854	2,37,240	1,15,995	4.99	84	51.11
1910	54.22	23,32,069	2,44,143	1,20,816	5.16	87	50.72
1911	54.22	23,27,124	2,45,850	1,17,260	5.04	87	52.30
1912	54.22	23,35,855	2,38,486	98,643	4.22	85	53.64
1st yr. of 1913	54.22	23,53,625	78,911	41,274	1.75	112	47.70
1913-14	54.22	23,53,951	2,91,782	1,55,756	6.62	103	46.62

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM.**
Sub-heads (a) to (f)

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Jodhpur-Bikaner railway (Jodhpur section) (3' 3 $\frac{1}{2}$ " gauge)	586.50	18.00	604.50
(b) Jodhpur-Bikaner railway (Bikaner section) (3' 3 $\frac{1}{2}$ " gauge)	470.37	28.00	498.37
(c) Jodhpur-Hyderabad railway (British section) (3' 3 $\frac{1}{2}$ " gauge)	123.98	...	123.98
(d) Mirpur Khas-Jhudo railway (3' 3 $\frac{1}{2}$ " gauge)	50.43	...	50.43
(e) Mirpur Khas-Khadro railway (3' 3 $\frac{1}{2}$ " gauge)	49.50	...	49.50
(f) Pipar Road-Bhavi Light railway (2' 0" gauge)	25.25	...	25.25
Total	1,308.03	48.00	1,352.03

19 (a) Jodhpur-Bikaner railway (Jodhpur section) (3' 3 $\frac{1}{2}$ " gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73.00		
Merta Road to Jodhpur	8-4-91	64.00		
Jodhpur to Luni Junction	9-3-85	20.00		
Luni Junction to Balotra	23-3-87	50.00		
Balotra to Barmer	15-5-99	60.00		
Barmer to the Jodhpur Frontier	22-12-00	74.44	341.44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	23-3-87	10.00	10.00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25.00		
Marwar Pali to Marwar Railway Junction	24-6-82	19.00	44.00	
Phalodi extension—				
Jodhpur to Osian	21-9-13	84.28		
Osian to Marwar Lohawat	17-3-14	27.22	61.50	
Merta City branch—				
Merta Road to Merta City	17-1-05	8.95	6.95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35.00		
Nagaur to Bhagu	9-12-91	24.50	59.50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61.11	61.11	
TOTAL OPEN MILEAGE . . . . .	...	...	...	586.50
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Marwar Lohawat to Phalodi (sanctioned on 21st August 1912). . . . .	...	18.00	18.00	18.00
GRAND TOTAL . . . . .	...	...	...	604.50

Details of construction—

Permanent-way.—About 11 miles of the line are laid with 36-lb. flat-footed iron rails, 132 miles with 36-lb., 46 miles with 41 $\frac{1}{2}$ -lb. and 348 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough deodar and sal.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150, except at mile 0-1 on the Jodhpur-Marwar Lohawat section of the Phalodi extension where the steepest gradient is 1 in 130.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 JODHPUR-BIKANER RAILWAY SYSTEM—contd.
Sub-heads (a) to (f)

19 (a) Jodhpur-Bikaner railway (Jodhpur section) (3' 3½" gauge)—concl'd.

Agreements—

Dated the 13th July 1889 } , between the Government of India and the Jodhpur and Bikaner Durbars,
Dated the 30th July 1889 } respectively, as to the construction (at the cost of the two Durbars for the
portions in their respective territories), management, maintenance and working of the Jodhpur-
Bikaner railway.

Dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of
Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur
Durbar and of the Government of India for the portions in their respective territories), of a railway
from Balotra to Hyderabad, and for the management, maintenance and working thereof by the
Jodhpur-Bikaner railway, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the
Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the
reply thereto;

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1537
R.T., dated the 20th August 1903; and

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197
R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

- (i) *Land*.—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar and that in Bikaner territory by the Bikaner Durbar.
- (ii) *Government aid*.—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.
- (iii) *Distribution of profits*.—Each of the two Durbars receives all the profits derived from the working of the portion of the line situated in its territory.
- (iv) *Rates and fares*.—
- (v) *Special obligations as to the conveyance of*.—
- (a) Mails, police, troops, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vi) *Power of the Government to determine agreements*.—
- (vii) *Power of the Durbars to determine agreements*.—
- (viii) *Term of agreements*.—
- } Not specified; but certain rates and fares were approved by executive orders of the Durbars.
- } Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	454·94	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	463·89	1,22,68,774	19,16,254	11,01,294	8·98	79	42·53
1906	463·89	1,22,77,015	20,91,368	12,28,531	9·97	87	41·50
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,42,85,467	19,38,235	8,65,023	6·06	80	55·14
1909	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910	525·00	1,44,92,736	26,90,468	15,49,708	10·69	99	42·40
1911	525·00	1,47,54,899	35,12,004	20,39,445	18·82	129	41·93
1912	525·00	1,62,57,742	38,58,597	21,52,276	13·12	141	44·74
1st qr. of 1913	525·00	1,69,55,945	8,56,544	5,09,800	8·01	126	40·48
1913-14	586·50	1,81,49,723	35,84,107	17,48,734	9·48	118	51·21

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 . JODHPUR-BIKANER RAILWAY SYSTEM—contd.
Sub-heads (a) to (f)

19 (b) Jodhpur-Bikaner railway (Bikaner section) (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Bhagn to Bikaner	9-12-91	47.60	219.45	
Bikaner to Dulmera	2-6-98	42.00		
Dulmera to Lunkransar	1-1-01	8.32		
Lunkransar to Suratgarh		69.53		
Suratgarh to Bhatinda	9-9-02	88.00		
<i>Hissar Extension—</i>				
Marwar Frontier to Sujangarh	16-9-09	1.42	135.95	
Sujangarh to Ratangarh	2-2-10	28.56		
Ratangarh to Churu	22-5-10	26.61		
Churu to Hissar	8-7-11	79.36		
<i>Bikaner-Ratangarh Chord—</i>				
Bikaner to Ratangarh	24-11-12	84.97	84.97	
TOTAL OPEN MILEAGE				
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—	...	...	...	470.37
Ratangarh to Sardarshahr (sanctioned on 6th March 1914)	...	28.00	28.00	28.00
GRAND TOTAL				
	...	...	...	498.37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 234 miles, 41½ lbs. per yard for about 5 miles, and 36 lbs. per yard for 231 miles laid on steel trough, deodar and sal sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Main provisions of agreements—

As noted under 19 (a), Jodhpur-Bikaner railway (Jodhpur section) (3' 3½" gauge).

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	245.35	50,98,549	7,23,901	4,95,677	7.96	57	43.96
1905	245.35	51,72,406	8,63,432	5,62,333	10.87	69	36.34
1906	245.35	52,70,205	10,92,839	4,74,514	9.00	86	56.58
1907	245.35	55,15,481	8,82,608	3,38,372	6.13	69	61.66
1908	245.35	75,07,823	7,74,785	3,49,359	4.66	61	54.84
1909	251.85	75,86,867	7,82,158	3,16,841	4.20	60	59.49
1910	308.04	82,04,896	10,61,570	6,07,372	7.40	67	42.79
1911	385.40	97,81,232	14,03,928	8,18,468	8.37	73	41.70
1912	470.37	1,06,03,834	16,53,041	8,58,360	8.09	63	48.07
1st qr. of 1913	470.37	1,07,55,915	5,30,710	3,16,338	2.94	87	40.39
1913-14	470.37	1,10,31,883	15,72,383	9,71,270	8.80	77	48.13

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***
Sub-heads (a) to (f)

19 (c) Jodhpur-Hyderabad railway (British section) (3' 8½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
1	2	3	4	5
Hyderabad to Shadipalli	18-8-92	55.49	123.98	The line from Hyderabad to Shadipalli was originally on the 5' 6" gauge, but was converted to, and opened on, the 3' 8½" gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier	22-12-00	68.49		
TOTAL . . . . .	...	...

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers
Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations and about 21½ miles between Shadipalli and Dhoro Naro the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1537 R.T., dated the 20th August 1908; and

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, between the Secretary of State and the Sind Light Railways, Limited, as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner, as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

- (i) *Land.*—Provided by the Government at the cost of capital.
- (ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.
- (iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for direct charges; and for joint charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**
Sub-heads (a) to (f)**19 (c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge)—concl'd.**

Main provisions of agreement and contracts—concl'd.

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.(v) *Rates and fares.*—The schedules of maxima and minima rates and fares, and the classification of goods, in force on the North Western railway are to apply. (As a temporary arrangement, until in the opinion of the Government it is considered desirable to enforce the provisions of the agreement, the classification of goods at that time in force on the Bombay, Baroda and Central India railway, and which was the same as that at the time obtaining on the Jodhpur-Bikaner railway, applies.)(vi) *Special obligations as to the conveyance of:—*

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

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

To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—(viii) *Power of the Durbars to surrender agreement.*—(ix) *Term of agreement.*—

The agreement is terminable, only on the 1st January or the 1st July in any year, on 12 months' notice given by either party to the other.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.							TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Milos.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . . .	123.98	40,45,972	5,04,008	2,18,814	5.41	1,59,771	+ 59,048	78	56.59
1903 . . .	123.98	40,45,338	5,81,094	2,62,379	6.49	1,60,179	+ 1,02,200	91	55.08
1904 . . .	123.98	39,58,081	6,48,723	3,45,007	8.72	1,54,548	+ 1,90,161	101	46.82
1905 . . .	123.98	39,67,948	7,28,989	3,69,002	9.80	1,58,622	+ 2,10,380	112	49.08
1906 . . .	123.98	40,70,635	8,91,458	5,11,938	12.38	1,57,778	+ 3,54,160	138	42.57
1907 . . .	123.98	40,23,073	8,05,017	3,57,918	8.90	1,21,968	+ 2,35,950	125	55.34
1908 . . .	123.98	42,81,148	7,59,479	3,34,028	7.80	1,49,807	+ 1,84,221	118	50.02
1909 . . .	123.98	42,98,099	8,19,444	2,69,834	6.28	1,61,400	+ 1,28,217	127	67.10
1910 . . .	123.98	42,32,763	9,00,091	3,80,517	8.99	1,42,724	+ 2,37,793	140	57.72
1911 . . .	123.98	42,01,787	12,02,852	6,94,934	16.54	1,42,970	+ 5,51,964	187	42.23
1912 . . .	123.98	42,19,491	13,53,683	6,81,332	16.23	1,46,744	+ 5,37,490	210	49.45
1st qr. of 1913 . . .	123.98	42,42,650	8,23,858	1,99,608	4.70	40,484	+ 1,59,124	201	38.37
1913-14 . . .	123.98	43,71,962	13,02,806	6,30,706	14.43	1,45,927	+ 4,84,779	202	51.59

19 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—*Date of registration of the Company.*—14th February 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50.43	50.43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41½-lb. flat-footed steel rails laid on deodar sleepers.*Ballast.*—The line is not ballasted.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 1,206 feet radius.*Gradients.*—The ruling gradient is 1 in 150.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 19} ~~Sub-heads (a) to (f)~~ JODHPUR-BIKANER RAILWAY SYSTEM—contd.

19 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—contd.

Agreement and contracts—

Agreement, dated the 22nd December 1900, between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 1537 R.T., dated the 20th August 1908; and

Letter from the Railway Board to the Agent to the Governor General for Rajputana, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911 between the Secretary of State and the Sind Light Railways, Limited, as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner, as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Contract, dated the 9th June 1913, between the Secretary of State and the Sind Light Railways, Limited, as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Contract, dated the 5th December 1913, between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner, as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts.—

- (i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.
- (ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.
- (iii) *Terms of working.*— } As between the Government and the Sind Light Railways, Limited,
- (iv) *Distribution of profits.*— } the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line is managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; provided that the difference (if any) between the following sums, viz.:—

- (a) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the contracts of 13th July 1911 and 16th September 1912, by the working agency to the Company, and
- (b) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versa*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (b) above.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 JODHPUR-BIKANER RAILWAY SYSTEM—contd.
Sub-heads (a) to (j)

19 (d) Mirpur Khas-Jhudo railway (3' 3½" gauge)—concl'd.

Main provisions of agreement and contracts—concl'd.

(v) Rates and fares.—

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

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

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

As noted under 19 (c), Jodhpur-Hyderabad railway (British section) (3' 3½" gauge).

(vii) Power of the Government to determine contract.—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

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

(ix) Term of contract.—Until determined under (vii).

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909	50.43	7,37,231	43,535	26,121	3.54	25	40.00
1910	50.43	7,20,800	98,463	59,078	8.20	38	40.00
1911	50.43	7,20,329	96,228	57,737	8.02	37	40.00
1912	50.43	7,23,827	1,16,870	70,002	9.69	44	40.00
1st qr. of 1913	50.43	7,22,771	48,383	29,030	4.02	74	40.00
1913-14	50.43	7,24,396	1,40,184	84,110	11.61	58	40.00

19 (e) Mirpur Khas-Khadro railway (3' 3½" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49.50	49.50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.*Ballast.*—The line is not ballasted.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Contracts—

Dated the 9th June 1913, between the Secretary of State and the Sind Light Railways, Limited, as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Dated the 5th December 1913, between the Secretary of State and their Highnesses the Maharajas of Jodhpur and Bikaner, as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main provisions of contracts—

The same as noted under 19(d) Mirpur Khas-Jhudo Railway (3' 3½" gauge) except as follows:—

(i) Power of the Government to determine contract.—Government may determine the contract by 'notice of purchase' either on the 31st December in the twenty-first year after the opening of the line for traffic, or on the 31st December in the last year of any subsequent period of 10 years, paying

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 Sub-heads (a) to (c) **JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.****19 (e) Mirpur Khas-Khadro railway (3' 3½")—concl'd.**

Main provisions of contracts—concl'd.

to the Company 25 times the amount of the average yearly net earnings of the railway during the 3 years immediately preceding the purchase, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

Government may also determine the contract and purchase the railway in the following events:—

- If it is considered desirable that the gauge of the railway should be altered;
- If it is considered desirable to convert the railway into a line of through communication; and
- If it is considered desirable to extend the line (without altering the gauge or making the railway part of a through route) and the Company is unable or unwilling to supply the necessary capital for the purpose;

on payment to the company 25 times the average net earnings during the 3 years preceding the purchase or 115 per cent of the capital expenditure whichever shall be the greater, but if the purchase occurs within less than 3 years from the opening of the line the price shall be 115 per cent of the capital expenditure.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	49·50	8,24,749	60,432	36,259	4·40	23	40·00
1st qr. of 1913	49·50	8,22,116	26,941	16,165	1·97	42	40·00
1913-14	49·50	8,22,222	83,384	50,000	6·08	32	40·00

19 (f) Pipar Road-Bhavi Light railway (2' 0" gauge)—

The line was constructed originally as a steam tramway, to which the provisions of the Indian Railways Act were applied since 6th July 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pipar Road to Bhavi	25-11-10	19·00	
Bhavi to Bilara	1-3-12	6·25	
TOTAL	...	...	25·25

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned by the Jodhpur Durbar by whom it was worked up to the 3rd February 1913. From the 4th February 1913, the working was taken over by the Jodhpur-Bikaner Railway Administration.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910	19·00	7,95,767	1,732	632	0·32	17	63·51
1911	19·00	2,51,555	15,998	5,246	2·08	16	67·20
1912	25·00	2,74,857	22,986	5,509	2·00	18	76·03
1st qr. of 1913	25·00	2,74,936	5,862	2,159	0·79	18	63·18
1913-14	25·25	2,76,987	26,156	1,323	0·48	20	34·94

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 20} _{Sub-head (a)} JUNAGAD RAILWAY (3' 3½" gauge)—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jetalsar to Junagad	1-9-88	16-00	67-30	
Junagad to Veraval Docks	1-2-89	51-30		
Branches—				
Kutiyana branch—				
Shapur to Manavadar	15-2-10	15-86	19-31	
Manavadar to Bantva	25-12-10	3-45		
Bilkha branch—				
Junagad to Bilkha	20-5-12	18-04	26-56	
Bilkha to Visavadar	15-2-13	12-92		
Dungarpur quarry line	10-12-12	0-25	0-25	
Total . . . . .	...	...	...	118-42

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

Agreement—

Nil.—The line is owned and worked by the State of Junagad.

Statistics of working—

Year.	Mileage open at end of each year.	TABLE I.				TABLE II.	
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88-98	48,05,266	4,45,926	2,06,461	4-30	96	53-70
1912	100-50	55,92,569	5,33,085	2,65,510	4-75	102	50-19
1st qr. of 1913	113-42	57,12,741	1,62,434	84,438	1-48	110	48-02
1913-14	118-42	60,44,323	6,18,701	2,97,360	4-92	105	51-93

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. MORVI RAILWAY (3' 3½" and 2' 6" gauges)—

The whole line was originally on the 2' 6" gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3' 3½" gauge—from Wadhwan to Than Road, 31.34 miles, on a new alignment and onwards to Rajkot, 42.60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2' 6" gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3' 3½" gauge— Wadhwan to Rajkot Junction	4-3-05	73.94	73.94	
2' 6" gauge— Vankaner to Morvi	24-3-87	15.70		
Quarry branch	23-12-05	3.19	18.89	
Total . . . . .	...	...	...	92.83

Details of construction—

Permanent-way.—The permanent-way on the 3' 3½" gauge section consists of 41½-lb. flat-footed steel rails on half-round teak sleepers; and that on the 2' 6" gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3' 3½" gauge is of 950 feet radius; and that on the 2' 6" gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

Year.	TABLE I.					TABLE II.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
						1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	94.36	34,08,196	3,54,636	1,68,909	5.55	78	46.73
1905	89.64	43,90,817	3,23,640	1,74,476	3.97	69	46.09
1906	94.64	44,90,459	3,07,560	1,59,584	3.55	62	48.11
1907	94.64	45,78,551	4,11,791	2,55,762	5.59	84	37.89
1908	92.83	46,43,725	5,08,262	2,82,464	6.08	105	44.43
1909	92.83	47,95,497	4,71,830	2,12,900	4.44	98	54.83
1910	92.83	49,91,020	5,29,105	2,96,286	5.94	109	44.00
1911	92.83	49,91,298	6,36,093	4,22,520	8.47	132	33.57
1912	92.83	51,21,785	7,24,917	4,54,377	8.87	150	37.32
1st qr. of 1913.	92.83	51,14,001	1,90,849	1,40,141	2.74	158	26.57
1913-14	92.83	52,11,157	7,76,902	5,03,049	9.65	161	35.25

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 22
Sub-head (a) . **MYSORE-ARSIKERE RAILWAY (3' 3½" gauge)—**

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in the Foreign Department, in their letter No. 3474-I.B., dated the 29th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Arsikere (sanctioned on 29th October 1913)	108.50	108.50

Number Main head 23
Sub-head (a) . **OKHAMANDAL RAILWAY (3' 3½" gauge)—**

Sanction to the construction of this line by the Baroda Durbar was conveyed in Railway Board's Notification, No. 156, dated the 5th June 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kaurnga to Arthara (sanctioned on 5th June 1913)	37.02	37.02

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—

Chairman.—Colonel T. Gracey, C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—6th October 1882.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Rohilkund and Kumaon railway (3' 3½" gauge)	256·32	2·56	258·88
(b) Lucknow-Bareilly railway (3' 3½" gauge)	298·03	15·89	313·91
(c) Powayan Light railway (2' 6" gauge)	39·50	—	39·50
Total	593·84	18·45	612·29

Running powers—

Home line over foreign line:—

Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway.

Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway.

} for passenger and goods trains. {

0·52

0·40

0·92

3·40

Foreign line over home line:—

Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains

24 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhojeepera to Kathgodam	12-10-84	53·92		
Extensions—			53·92	
Kasganj extension—				
Bareilly to Soron	29-1-06	54·95		
Soron to Kasganj	4-1-85	9·00		
			63·95	
Ramnagar extension—				
Moradabad to Got	10-5-08	4·19		
Got to Ramnagar	11-1-08	44·00		
			48·19	
Kashipur extension—				
Lalkua to Kashipur	11-1-08	36·00		
			36·00	
Shahjahanpur extension—				
Pilibhit to Bisalpur	24-2-11	23·14		
Bisalpur to Carewganj	13-1-12	31·12		
			54·26	
TOTAL OPEN MILEAGE	...	...	...	256·92
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.—				
Shahbaznagar to Shahjahanpur (sanctioned on 17th June 1909)	...	2·56		
			2·56	2·56
GRAND TOTAL	...	...	...	258·88

Details of construction—

Permanent-way.—The permanent-way consists of 41½ and 50-lb. steel rails on sal, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj, are laid with 41½-lb. steel rails on sal and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepera and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the construction, maintenance, management and working of the railway from Bhojeepera to Kathgodam.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 21} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.*24 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—*contd.***Contracts—*consid.***

- Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.
- Dated the 31st December 1892 (supplemental to the contract of 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.
- Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.
- Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1s. 4d. per rupee as the "prescribed" rate of exchange.
- Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.
- Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.
- Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barnadeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Main provisions of contracts.—

- (i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.
- (ii) *Government aid.*—Government guaranteed interest at 4 per cent per annum in sterling on the capital up to £200,000 expended on the Company's original railway until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,887).

[NOTE.—Of these, debentures for £40,000 were paid off from advances by the Secretary of State in England on 1st July 1911].

The Company reimburses the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

- (iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

- (1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year, and
- (2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

- (a) the Company's original line and "the Additional Main Line Works,"
- (b) the Lucknow-Bareilly railway and "the State Line Works" and
- (c) "the Branch Railways" and "the Branch Line Works"

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.

24 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—contd.

Main provisions of contracts—contd.

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order:—

- (a) in payment of contribution to Provident Fund contingent on net earnings,
- (b) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),
- (c) in payment of interest on borrowed capital, and
- (d) in payment of interest at 6 per cent per annum on the *bond fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereof of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order:—

- (a) in payment of contribution to Provident Fund contingent on net earnings,
- (b) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half-year next after the opening of lines to traffic,
- (c) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),
- (d) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and
- (e) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[Note 1.—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Bamdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[Note 2.—The amount advanced by the Secretary of State to pay off debentures for £40,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(v) Rates and fares—

Maxima:—

Passengers:—

1st class, 3 annas per mile.
Lower class, 4½ pies per mile.
Luggage, 2 pies per maund per mile.

Company's lines:—

Goods:—

Edible grains, ¼rd pie per maund per mile.
Other goods, 2 pies per maund per mile.

Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.

On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ¼th pie per maund per mile.

Lucknow-Bareilly railway and branches:—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company varies such rates.

For traffic between the joint line (Bareilly-Bhojepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-heads (a) to (d)} ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.*24 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—*contd.***Main provisions of contracts—*contd.***

- for distances exceeding 100 miles ; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ½th pie per maund per mile.

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

(a) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly. On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3' 3½" gauge State railways, and at rates to be approved by the Government.

(b) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3' 3½" gauge State railways, and at rates to be approved by the Government.

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

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) Power of the Government to determine contract.—

Contract of 1882 : The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government are to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890 : If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations.

On the determination of the contract the Government will resume possession of the State railway, and at their option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904 : If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government are to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909 : By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.

24 (a) Rohilkund and Kumaon railway (3' 3½" gauge)—concl'd.

Main provisions of contracts—concl'd.

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(a) the contract of 1909 so far as it relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(b) the contract of 1909 so far as it relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided for in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1892, 1890 and 1904, and also that of 1909 so far as they relate to "the State Line Works" to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe its obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as it relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe its obligations in regard thereto.

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

(ix) Term of contract.—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

TABLE I.						TABLE II.		
Year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55-00	19,40,266	36,543	1,733	0-09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95-26
1885	55-00	21,71,124	2,38,572	80,153	3-69		68	66-40
1886	55-00	22,52,962	3,00,191	1,23,832	5-50		86	58-75
1887	55-00	22,91,619	3,19,274	1,16,800	5-10		92	63-42
1888	55-00	23,40,100	3,31,092	1,42,120	6-07		96	57-46
1889	55-00	23,96,624	3,72,270	1,60,135	6-68		107	56-98
1890	55-00	24,17,052	3,14,834	1,51,003	6-25		90	52-04
1891	53-92	20,49,458	3,85,084	1,60,081	7-81		112	58-43
1892	53-92	20,58,575	4,33,648	1,97,780	9-61		127	54-39
1893	53-92	20,82,280	4,25,909	1,83,180	8-80		124	56-09
1894	53-92	20,80,440	4,59,313	2,15,191	10-34	134	58-15	
1895	53-92	20,78,251	4,04,504	1,52,209	7-32	118	62-37	
1896	53-92	20,79,863	4,26,905	1,58,821	7-40	125	63-96	
1897	53-92	21,20,428	4,73,720	1,72,319	8-13	124	59-83	
1898	53-92	21,42,552	4,62,308	2,20,785	10-30	135	52-24	
1899	53-92	21,48,313	4,65,623	2,34,020	10-89	136	49-74	
1900	53-92	21,53,125	4,37,572	2,28,048	10-59	128	47-88	
1901	53-92	22,09,423	3,84,314	2,09,896	9-50	112	45-38	
1902	53-92	23,36,911	4,10,628	2,18,317	9-34	120	46-83	
1903	53-92	25,89,790	4,13,147	2,20,405	8-51	121	46-65	
1904	53-92	43,55,575	4,18,787	2,24,403	5-15	122	46-41	
1905	53-92	93,34,539	4,40,664	1,54,126	1-65	129	65-02	
1906	117-37	1,16,53,319	8,03,607	3,65,161	3-18	124	54-56	
1907	117-37	1,28,55,065	10,67,928	5,69,506	4-43	158	48-67	
1908	203-35	1,35,79,271	11,44,078	5,50,193	4-05	103	51-91	
1909	202-06	1,86,93,877	12,70,929	6,26,391	4-57	121	50-71	
1910	202-06	1,52,28,920	13,46,150	7,62,425	5-00	128	48-86	
1911	225-20	1,59,24,548	14,73,586	7,99,809	5-02	128	45-72	
1912	256-32	1,62,89,858	16,99,670	11,51,794	7-07	144	39-87	
1st qr. of 1913	256-32	1,68,05,789	4,86,893	2,99,341	1-84	37	38-76	
1913-14	256-32	1,67,73,684	18,84,583	10,57,858	6-30	141	43-88	

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.

24 (b) Lucknow-Bareilly railway (3' 3½" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55-00		
Sitapur to Lakhimpur	15-4-87	28-60		
Lakhimpur to Gola Gokaran Nath	15-12-87	21-50		
Gola Gokaran Nath to Pilibhit	1-4-91	57-55		
Pilibhit to Bhojsepara	15-11-84	24-00		
Bhojsepara to Bareilly	12-10-84	12-00		
			188-55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1-75		
			1-75	
Sonaripur extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-2-93	30-78		
Sohela to Sonaripur	18-3-94			
			30-78	
Chandan Choki extension—				
Dudhwa to Chandan Choki	4-4-03	7-57		
			7-57	
Sonaripur-Ramnagar Ghat extension—				
Sonaripur to Kaurialaghat	2-1-11	20-62		
			20-62	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	38-75		
			38-75	
				298-02
TOTAL OPEN MILEAGE				
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Dudhwa to Gauri Phanta (sanctioned on 23rd September 1910).	...	15-89	15-89	15-89
				313-91
GRAND TOTAL				

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sal sleepers.

Ballast.—The ballast consists of broken brick, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kaurialaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— } As noted under 24 (a), Rohilkund and Kumaon railway (3' 3½" gauge).

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.

24 (b) Lucknow-Bareilly railway (3' 3½" gauge)—contd.

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) attributable to each year.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198'33	79,17,846	4,95,068	1,72,145	2'17	2,72,055	...	-89,910	56	65'23
1892	198'33	81,66,804	6,82,636	2,74,601	3'36	3,07,651	10,636	-43,686	66	59'79
1893	223'05	83,89,362	7,28,878	2,73,541	3'26	3,26,770	3,495	-56,724	67	62'47
1894	231'17	85,93,158	9,72,269	3,94,240	4'59	3,45,323	24,180	+24,787	88	53'45
1895	231'17	87,22,466	8,25,934	3,13,116	3'59	3,56,596	15,834	-59,314	74	62'09
1896	231'17	89,63,020	8,27,599	3,02,071	3'37	3,48,885	18,415	-60,229	75	63'50
1897	231'17	93,02,715	8,27,371	3,35,776	3'61	3,61,550	11,570	-87,344	75	59'42
1898	231'17	94,90,476	10,34,088	5,00,200	5'27	3,64,852	69,058	+67,290	94	51'63
1899	231'17	94,97,435	12,72,160	6,33,855	6'67	3,65,537	1,26,640	+1,42,178	114	50'21
1900	231'17	99,21,432	12,53,801	6,51,957	6'57	3,78,097	1,34,915	+1,43,945	107	48'00
1901	231'17	1,01,83,243	13,72,520	7,58,124	7'44	3,91,798	75,769	+2,80,559	123	44'76
1902	231'17	1,12,86,019	14,53,329	7,69,568	6'81	4,23,528	67,704	+2,78,336	182	47'05
1903	237'04	1,15,01,911	14,03,266	7,48,689	6'51	4,53,825	53,222	+2,41,642	126	46'35
1904	237'04	1,17,14,505	14,96,120	7,97,671	6'81	4,48,328	61,426	+2,87,917	133	46'68
1905	237'04	1,17,99,857	15,47,488	8,20,992	6'96	4,50,448	65,048	+3,05,496	138	46'95
1906	237'04	1,20,09,658	16,55,250	8,36,782	6'97	4,57,588	65,253	+3,13,942	143	49'46
1907	237'04	1,24,59,395	16,97,182	9,07,863	7'29	4,18,611	73,329	+4,16,023	150	46'51
1908	237'04	1,27,50,545	16,15,542	7,80,747	6'12	4,50,365	48,511	+2,81,871	131	51'67
1909	237'04	1,43,82,316	17,17,491	7,84,749	5'46	4,11,131	44,700	+3,28,918	139	54'31
1910	237'04	1,60,60,757	18,25,185	10,15,746	6'32	4,75,558	80,364	+4,59,824	148	44'35
1911	257'57	1,72,02,079	19,40,488	10,44,604	6'07	5,07,263	74,720	+4,62,621	152	46'17
1912	296'33	1,83,53,912	22,67,346	13,67,532	7'45	5,66,069	1,21,033	+6,50,430	157	39'70
1st qr. of 1913	296'33	1,87,59,973	6,65,878	4,08,008	2'16	1,65,812	32,297	+2,07,899	42	39'02
1913-14	298'02	1,91,90,007	22,50,319	12,45,837	6'49	6,84,031	74,936	+3,96,870	148	44'64

24 (c) Powayan Light railway (2' 6" gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Date of registration of the Company.—22nd April 1887.

Progress in opening—

Sections of railway.	Date of opening.		Miles.	Total.
	1	2		
Shahjahanpur to Powayan	17-6-90		17'00	
Powayan to Khotar	19-5-91		14'00	
Khotar to Mailani	22-12-94		8'50	
TOTAL	...	...	...	39'50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808-W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148-17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam tramway from Khotar to Mailani on the Lucknow-Bareilly railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 24} _{Sub-heads (a) to (c)} ROHILKUND AND KUMAON RAILWAY SYSTEM—concl'd.

24 (c) Powayan Light railway (2' 6" gauge)—concl'd.

Local Government orders and contracts—concl'd.

Contract, dated the 1st July 1901 (called the Tramway Company's contract), between the Secretary of State and the Powayan Steam Tramway Company, as to handing over to the former, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 24 (a), Rohilkund and Kumaon railway), between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, between the Secretary of State and the Rohilkund and Kumaon Railway Company, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), between the Secretary of State and the Powayan Steam Tramway Company, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Main provisions of Local Government orders and contracts—

(i) *Land*.—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid*.—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working*.—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[*Note*.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits*.—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares*.—To be those from time to time applicable to the Lucknow-Bareilly railway.

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

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

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

} Not specified.

(vii) *Power of the Government to determine contract*.—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fail to observe its obligations.

Government also have the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

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

(ix) *Term of contract [if not determined under (vii)]*.—Up to the 31st December 1932.

Statistics of working—

Year.	TABLE I.					TABLE II.	
	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.					
1	2	3	4	5	6	1	2
1901	39'50	8,41,038	66,862	20,059	2'39	33	70'00
1902	39'50	8,93,456	75,675	22,521	2'52	37	70'24
1903	39'50	8,94,619	71,815	28,482	3'18	35	60'34
1904	39'50	8,94,751	78,015	30,937	3'46	38	60'34
1905	39'50	8,94,751	92,614	36,707	4'10	45	60'37
1906	39'50	8,94,751	99,568	39,491	4'41	48	60'34
1907	39'50	8,94,751	87,302	34,626	3'87	42	60'34
1908	39'50	8,94,801	81,450	32,292	3'60	40	60'35
1909	39'50	8,94,801	91,687	36,353	4'06	45	60'35
1910	39'50	8,94,801	95,236	37,799	4'22	46	60'31
1911	39'50	8,94,801	1,02,092	40,737	4'51	50	60'33
1912	39'50	8,94,801	1,01,188	40,213	4'49	49	60'26
1st qr. of 1913	39'50	8,94,801	20,797	8,262	0'92	41	60'27
1912-14	39'50	8,94,801	97,963	38,875	4'34	48	60'32

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$ UDAIPUR-CHITORGARH RAILWAY (3' 3½" gauge)—

The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the maintenance and working of the line were taken over by the Durbar.

Running powers—

Home line over Foreign line :—

Bombay, Baroda and Central India railway, 3' 3½" gauge, Berach Signal station to Chitorgarh . Miles. 1'43

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60.39	
Separate station at Chitorgarh	15-8-98	0.47	
Debari to Udaipur	25-8-99	6.44	
TOTAL	---	---	67.30

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contract—

Nil.—The line is owned and worked by the Mewar Durbar.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	TABLE I.			TABLE II.		
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	67.30	20,66,093	1,51,293	58,175	2.57	42	64.86
1905	67.30	20,97,484	2,07,927	1,03,552	5.00	58	50.19
1906	67.30	20,75,567	2,47,813	1,35,467	6.52	69	45.93
1907	67.30	20,75,702	2,50,515	1,36,695	6.58	70	45.43
1908	67.30	20,77,554	2,38,916	1,18,044	5.68	68	50.59
1909	67.30	20,96,383	2,43,050	1,24,855	5.95	69	48.62
1910	67.30	20,97,410	2,52,090	1,33,470	6.36	72	47.05
1911	67.30	21,15,951	2,94,208	1,53,302	7.24	81	46.07
1912	67.30	21,95,945	3,05,495	1,57,311	7.16	87	48.50
1st qr. of 1913	67.30	22,06,066	91,789	54,629	2.47	104	40.48
1913-14	67.30	22,34,126	3,19,133	1,65,344	7.40	91	48.13

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 26} _{Sub-head (a)} . AMBAJI-TARANGA LIGHT RAILWAY (2' 6" gauge)—*Date of registration of the Company.*—1st September 1905.

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was authorised by the Railway Board in their letter No. 1693 R. C., dated the 8th July 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Baroda Frontier to Semna (sanctioned on 8th July 1911)	18'00	18'00

Number ^{Main head 27} _{Sub-head (a)} . ARRAH-SASARAM LIGHT RAILWAY (2' 6" gauge)—*Date of registration of the Company.*—19th October 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Arrah to Sasaram	6-3-11	60'50	60'50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sasaram to Tarachandi Hill (sanctioned on 8th September 1913) . . . . .	...	4'66	4'66	
GRAND TOTAL . . . . .	...	...	...	65'16

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on s&il sleepers.*Ballast.*—The line is ballasted with broken stone.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 573 feet radius.*Gradients.*—The ruling gradient is 1 in 250.

Local Government orders and agreements—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39 R., dated the 12th October 1909, authorising the construction of a line from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company, as to the grant of a concession to the Company of the right to construct and work the line.

Agreement, dated the 30th October 1912 (supplemental to the agreement of 15th October 1909), between the District Board of Shahabad and the Arrah-Sasaram Light Railway Company; as to the construction, maintenance and working of the extension from Sasaram to Tarachandi Hill as a part of the Arrah-Sasaram Light railway.

The Arrah-Sasaram Tarachandi Hill extension order published under the Bihar and Orissa Government, Railway Department, Notification No. 4760 R., dated the 8th September 1913;

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 27} _{Sub-head (a)} **ARRAH-SASARAM LIGHT RAILWAY (2' 6" gauge)—concl'd.**

Main provisions of Local Government orders and agreements—

- (i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.
- (ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.
- (iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the Company are divided equally between the District Board of Shahabad and the Company.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.
- (b) Troops, police, high Government officials and Government stores.—
- (c) Government bullion and coin, and the persons in charge thereof.— } Nil.
- (vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi)].*—Not specified.

Statistics of working—

TABLE I.								TABLE II.		
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income. [column 5+ column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	60.50	20,75,772	1,88,866	44,286	2.13	15,581	59,867	2.88	45	66.79
1912	60.50	21,98,127	1,72,469	59,379	2.71	21,805	81,184	3.69	54	65.54
1st qr. of 1913	60.50	22,05,708	45,682	16,472	0.74	4,681	21,153	0.95	58	63.94
1913-14	60.50	22,31,185	1,94,799	71,403	3.19	17,932	89,335	4.00	61	63.37

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 23 Sub-head (a). BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2' 6" gauge)—

This railway is being financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. Its construction was sanctioned by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

During the year under report the Mysore Durbar undertook the construction of the line on behalf of the Company, and the work on the section between Yellahauka, a station on the Hindupur (Yesvantpur-Mysore Frontier) railway, to Devanhalli, 14.89 miles, was in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bangalore to Chickballapur (sanctioned on 10th September 1909)	...	87.95	37.95

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 29}{\text{Sub-head (a)}}$ BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—

Date of registration of the Company.—30th July 1903.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-2-05	28.00	34.50	
Basirhat to Chingrighata	2-3-09	8.50		
Pattipooker branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16.62	16.62	
TOTAL	---	---	---	51.12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sal and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited, as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited, modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway-Company order, published under the Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903;

Agreement, dated the 3rd August 1903, between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited, as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;

The Baraset-Basirhat-Taki Extension order, published under the Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907;

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;

The Baraset-Basirhat-Pattipooker Extension order, published under the Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909;

as to the construction, maintenance and working of the line from Baraset to Basirhat.

as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosana-bad as a part of the Baraset-Basirhat Light railway.

as to the construction, maintenance and working of an extension from Belia ghata bridge to Pattipoo-ker, as part of the Baraset-Basirhat Light railway.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 29} _{Sub-head (a)} BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—concl'd.

Main provisions of agreements and Local Government orders—

- (i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.
- (ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.
- (iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.
- (iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.
- (b) Troops, police, high Government officials and Government stores.—
- (c) Government bullion and coin, and the persons in charge thereof.— } Nil.
- (vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi)].*—Not specified.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (-), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	26'06	9,07,781	1,11,201	55,632	6'18	-5,394	50,238	5'54	90	49'93
1906	26'06	9,52,953	1,50,731	79,536	8'35	-12,869	66,667	7'02	111	47'23
1907	26'06	10,06,570	1,72,574	85,830	8'53	-16,096	69,734	6'93	127	50'26
1908	26'06	10,52,939	1,49,043	58,588	5'56	-5,944	52,644	5'00	110	60'69
1909	34'50	14,20,327	1,73,715	69,303	4'88	-6,478	62,825	4'42	97	60'45
1910	51'12	21,80,982	2,35,676	73,810	3'36	-674	72,636	3'33	89	68'80
1911	51'12	22,12,771	2,78,247	1,12,198	5'07	-6,356	1,05,843	4'78	105	59'67
1912	51'12	22,42,907	3,38,814	1,62,421	7'24	-23,668	1,38,753	6'18	127	51'99
1st qr. of 1913.	51'12	22,46,018	90,886	38,007	1'69	-4,469	33,518	1'49	136	58'18
1913-14	51'12	23,08,116	3,28,574	1,86,668	5'91	-16,053	1,20,546	5'22	124	58'42

APPENDIX 1,—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 80}}{\text{Sub-head (a)}}$ **BARSI LIGHT RAILWAY (2' 6" gauge)—**

Chairman.—G. A. Anderson, Esq.
Secretaries.—W. A. Browne & Co.
Offices.—Winchester House, Old Broad Street, London, E.C.
Date of registration of the Company.—11th July 1895.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Barsi Road Junction to Barsi Town	1-8-97	21.59		
<i>Pandharpur extension—</i>				
Barsi Road Junction to Pandharpur	2-12-08	30.56	21.59	
<i>Tadwale extension—</i>				
Barsi Town to Kuslamb	15-6-05	6.34	30.56	
Kuslamb to Tadwale	1-5-06	20.36		
<i>Latur extension—</i>				
Tadwale to Latur	1-5-11	36.99	26.70	
			36.99	
TOTAL OPEN MILEAGE	...	...	...	115.84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pandharpur to Pandharpur town (sanctioned on 21st November 1903)	...	1.36		
			1.36	1.36
- GRAND TOTAL	...	...	...	117.20

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 425 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter from the India Office to the London Board of the Barsi Light Railway Company, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1s. 4d. as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Contract, dated the 7th October 1913 (supplemental to the contracts of 1902, 1903, 1905 and 1909) *between the Secretary of State and the Barsi Light Railway Company*, as to the extension of the Company's existing line from Barsi town to Pandharpur station on the north bank of the Bhima river to the town of Pandharpur.

Contract, dated the 24th February 1914 (supplemental to the contracts of 1895, 1902, 1903, 1905, 1909 and 1913) *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of the Government Financial year for the purposes of accounts.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number

Main head 30	Sub-head (a)
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 BARSII LIGHT RAILWAY (2' 6" gauge)—concl'd.

Main provisions of contracts and agreements—

- (i) *Land*.—In the case of the original Barsii railway the Company are allowed the use of part of the road between Barsii Town and Barsii Road Junction station, any land required outside the road being acquired, at the expense of the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.
- (ii) *Government aid*.—Nil.
- (iii) *Distribution of profits*.—The whole to go to the Company.
- (iv) *Rates and fares*.—Certain maxima have been fixed, within which the Company are permitted to vary their rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted. In addition to the above, the Company shall be entitled to charge a pontage on passenger and goods traffic crossing the Bhima river subject to certain conditions.
- (v) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- } To be conveyed upon the whole of the Company's system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.
- (vi) *Power of the Government to determine contract*.—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of the line (excluding rolling-stock, workshop machines and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsii Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.
- (vii) *Power of the Company to surrender contract*.—Nil.
- (viii) *Term of contract [if not determined under (vi)]*.—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	21'59	13,43,991	1,66,934	64,952	4'83	140	61'09
1905	27'93	27,68,002	2,19,478	1,39,518	5'01	168	30'59
1906	78'50	41,11,334	2,19,234	1,09,862	2'67	96	49'90
1907	78'50	47,47,946	5,43,330	2,24,090	4'72	183	58'78
1908	78'50	43,29,297	4,31,002	1,72,063	3'98	105	60'08
1909	78'50	57,13,286	6,44,775	3,49,578	6'22	158	39'58
1910	78'50	61,33,032	6,97,520	3,89,427	6'52	174	44'18
1911	115'84	68,96,322	7,44,738	3,98,877	5'79	124	46'44
1912	115'84	70,14,477	10,31,325	5,66,671	8'09	171	45'05
1st qr. of							
1913	115'84	70,09,214	3,09,586	1,86,976	2'65	208	30'60
1913-14	115'84	71,46,963	13,18,673	8,46,882	11'94	219	35'78

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 31 **BOWRINGPET-KOLAR RAILWAY (2' 6" gauge)**—
Sub-head (a)

This line, which has been financed by the District Board of Kolar from the proceeds of a debenture loan, was sanctioned for construction by the Mysore Durbar in the Government of India, Foreign Department, letter No. 2161-I. B., dated the 15th October 1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Kolar	15-12-13	10.92	10.92

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41½-lb. rails, 5 miles of which are laid on teakwood and the remainder on steel peapod trough sleepers. The wooden sleepers are mostly squared, and a few half-round.

Ballast.—The line is ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Between the Mysore Durbar and the District Board of Kolar, as to the maintenance, management and working of the line by the Mysore Durbar, under consideration.

Main provisions of agreement—

- (i) *Land.*—All land, except that required for quarrying ballast, brick-fields and kindred purposes, was provided by the Mysore Durbar free of cost.
- (ii) *Mysore Government aid.*—The line which has been financed by the District Board of Kolar from the proceeds of a debenture Loan was constructed, and is worked, by the Mysore Durbar, for the District Board of Kolar. The Durbar guarantees the payment of interest at 4 per cent. to the debenture holders for 25 years after the opening of the line, the District Board subsequently recouping the Durbar any amount advanced for the purpose.
- (iii) *Terms of working.*— } The railway is charged with the same percentage of its gross
- (iv) *Distribution of profits.*— } earnings as obtains on the Mysore State railways. The balance of the gross earnings is payable to the District Board. In addition to the net earnings the District Board are entitled to a rebate equal to the difference between the percentage charged and the actual working expenses whenever the latter exceed the former.
- (v) *Rates and fares.*—Certain maxima and minima have been fixed by the Mysore Durbar within which rates can be varied under the advice of the Railway Board.
- (vi) *Special obligations as to the conveyance of.*—
 - (a) Mails, troops, police, high Government officials and Government stores—
 - (b) Government bullion and coin, and the persons in charge thereof—
 } Any special service that the Durbar may require for any of their own Departments or for the Departments of the Government of India shall be performed under the same conditions as may for the time being be in force on State owned and worked railways.
- (vii) *Power of the Government to determine agreement.*—The Government have power to purchase the railway at the end of 25 years after the opening of the line, or at subsequent intervals of 10 years subject to 12 months' notice.
- (viii) *Power of the Mysore Durbar to determine agreement.*—The Mysore Durbar may purchase the railway at any time after 12 months' notice in the following events:—
 - (a) If it is necessary to alter the gauge of the line;
 - (b) If it is desired to convert this line into a line of through communication; and
 - (c) If the District Board cannot find money required for further extension of the line.
- (ix) *Term of agreement [if not determined under (vii) or (viii)].*—Nil.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	TABLE II.	
						Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
1913-14	Miles. 10.92	Rs. 2,95,577	Rs. 7,598	Rs. —2.83	..	Rs. 48	103.33

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 33} _{Sub-head (a)} . BUKHTIARPORE-BIHAR LIGHT RAILWAY (2' 6" gauge)—

Date of registration of the Company.—19th July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpore on the East Indian railway to Bihar	1-7-03	18'50	
Bihar to Silao	17-7-09	9'56	
Silao to Rajgir	1-11-11	5'00	
Total . . . . .	...	...	33'00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpore-Bihar Light Railway Company, scheduled to the above order;

The Bukhtiarpore-Bihar Tramway Company order published under the Bengal Government, Railway Department, Notification No. 100-R., dated the 25th June 1901;

Agreement, dated the 16th August 1901, between Messrs. Martin and Company of Calcutta and the Bukhtiarpore-Bihar Light Railway Company;

Agreement, dated the 17th February 1904, between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company, as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company;

The Bukhtiarpore-Bihar Extension order published under the Bengal Government, Railway Department, Notification No. 11-R., dated the 15th June 1908;

The Bukhtiarpore-Bihar-Rajgir extension order published under the Bengal Government, Railway Department, Notification No. 20-R., dated the 14th November 1911;

Agreement, dated the 28th November 1911 (supplemental to the agreements of 21st August 1899, 16th August 1901 and 2nd June 1908), between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company;

as to the construction, maintenance and working of the Bukhtiarpore-Bihar Light railway.

as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Bihar to Silao.

as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Silao to Rajgir.

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpore-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpore and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpore-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Company's share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the Railway Company are to be equally divided between the District Board of Patna and the Company.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main Head 32 BUKHTIARPORE-BIHAR LIGHT RAILWAY (2' 6" gauge)—*concl'd.*
Sub-head (a)Main provisions of agreements and Local Government orders—*concl'd.*(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.(v) *Special obligations as to the conveyance of.*—

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

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

} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.(vii) *Power of the Company to surrender agreement.*—Nil.(viii) *Term of agreement.*—None specified.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—) the District Board.	Total income (column 5 + or — column 7)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	18.50	7,48,851	35,800	15,117	2.02	...	15,117	2.02	74	57.77
1904	18.50	8,11,233	1,13,923	66,571	8.31	—10,616	55,955	6.90	118	41.57
1905	18.50	8,25,210	88,848	35,681	4.32	— 90	85,691	4.81	92	59.84
1906	18.50	8,43,827	1,11,409	48,163	5.71	—5,674	42,489	5.04	116	56.77
1907	18.50	8,92,221	1,10,888	46,073	5.16	—4,501	41,572	4.66	115	58.45
1908	18.50	9,00,878	1,10,152	45,122	5.01	—1,915	43,207	4.80	114	59.04
1909	28.00	11,90,978	1,52,322	58,331	4.87	—5,198	53,133	4.44	128	61.70
1910	28.00	12,01,403	1,23,966	54,564	4.54	—8,421	51,143	4.25	85	55.99
1911	33.00	12,38,725	1,34,135	62,381	5.04	—4,827	57,554	4.64	78	53.38
1912	33.00	12,63,209	2,49,976	1,42,235	11.26	—20,464	1,21,771	9.64	145	43.10
1st qr. of 1913	33.00	12,72,539	36,364	7,099	0.56	+ 4,924	12,023	0.94	85	60.48
1913-14	33.00	13,11,472	1,58,559	46,537	3.54	+13,879	60,414	4.61	92	70.65

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 33 BURDWAN-KATWA RAILWAY (2' 6" gauge)—
Sub-head (a)*Date of registration of the Company—1913.*

Construction of this line by the Burdwan-Katwa Railway Company was authorised in Railway Board's telegram No. 3711-R.C., dated the 30th December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Burdwan to Katwa (sanctioned on 30th December 1913)	32.00	32.00

Number Main head 34 BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY (2' 6" gauge)—
Sub-head (a)*Date of registration of the Company.—29th March 1913.*

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction was given to the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company and the work of construction commenced in May 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	18.50	18.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 35.
Sub-head (a) **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY (2' 6" gauge)—**
Date of registration of the Company.—18th November 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Champaner Road Junction to Pavagarh	2-2-11	11-00	
Pavagarh to Shivrajpur	10-11-11	6-00	
Shivrajpur to Bamankua mines	1-1-11	1-44	
Shivrajpur to Shivrajpur mines	24-1-11	1-80	
Total . . . . .	...	...	20-24

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Local Government order—

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5-Ry., dated the 1st September 1909, as to the construction, maintenance and working of the line from Champaner Road to Shivrajpur.

"Further Order" published under the Bombay Government, Public Works Department, Notification No. 2 Ry., dated the 28th January 1913, authorising the introduction of an amended schedule of charges for the carriage of parcels and goods and a revised classification of goods, with maximum and minimum rates therefor.

Main provisions of Local Government order—

(i) *Land.*— } For the purposes of the line and not for the purposes of any building or
(ii) *Government aid.*— } erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be in the possession of the Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by the Government.

(iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.

(iv) *Rates and fares.*—Certain maxima for coaching traffic and minima and maxima for goods traffic have been fixed. The railway can vary the rates and fares quoted so as not to exceed the maxima or go below the minima where the latter have been prescribed.

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

(a) Mails, troops, police, high Government officials and Government stores.— } Nil.
(b) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender contract.*—Nil; but power is reserved to the Company to transfer the undertaking, with the sanction of the Local Government.

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

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	20-24	9,02,929	64,061	15,545	1-72	61	75-74
1912	20-24	9,26,707	67,731	31,705	3-42	83	63-86
1st qr. of 1913	20-24	9,27,947	32,759	18,153	1-95	124	44-59
1913-14	20-24	9,38,663	86,769	25,223	2-68	82	70-93

APPENDIX 1—contd.

History of railways constructed and in progress.

* [For Index see page preceding this appendix.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$ **CUTCH RAILWAY (2' 6" gauge)—**

This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Tuna to Anjar	18-5-05	11-67		
Anjar to Bhuj	1-11-08	25-11		
Total open mileage	...	...	36-78	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Anjar to Baohan (sanctioned on 20th November 1913)	...	23-75	23-75	
GRAND TOTAL	...	...	...	60-53

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil.—The line is owned and worked by the Cutch Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6		7
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	11-67	4,25,731	23,496	20,008	4-91	75	26-63
1906 . . .	11-67	7,18,668	40,273	19,919	2-77	66	50-54
1907 . . .	11-67	8,17,815	43,221	24,070	2-94	71	44-31
1908 . . .	36-78	8,74,980	40,006	18,237	2-07	20	34-41
1909 . . .	36-78	9,42,842	84,864	47,851	5-07	44	43-61
1910 . . .	36-78	9,42,842	93,630	55,938	5-93	49	40-24
1911 . . .	36-78	9,48,711	1,01,037	59,576	6-17	53	42-05
1912 . . .	36-78	10,08,738	1,01,730	56,463	5-61	53	41-67
1st qr. of 1913	36-78	10,51,183	23,033	12,650	1-20	52	45-07
1913-14 . .	36-78	10,52,405	97,786	33,455	3-17	51	65-78

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 37. DEHRI-ROHTAS LIGHT RAILWAY (2' 6" gauge)—
Sub-head (a)

Date of registration of the Company—17th March 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas.	6-2-11	23.83	23.83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on s&al sleepers.

Ballast.—The line for a distance of 15 miles has been ballasted and this work is still in progress.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 240 feet radius.

Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, between the District Board of Shahabad and Messrs. Octavius, Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;

as to the construction, maintenance and working of the line, from Dehri-on-Sone to Rohtas.

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24-R., dated the 10th November 1908;

Main provisions of agreement and Local Government order—

- (i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the line, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.
- (ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.
- (iii) *Distribution of profits.*—The profits go to the Company.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials and Government stores.— } Nil.
(b) Government bullion and coin, and the persons in charge thereof.— }
- (vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.
- (vii) *Power of the Company to surrender agreement.*—Nil.
- (viii) *Term of agreement [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	23.83	5,32,474	24,066	—12,291	—	21	151.07
1912	23.83	5,51,080	79,436	34,910	6.31	64	56.17
1st qtr. of 1913	23.83	5,81,890	80,602	17,360	2.98	99	43.30
1913-14	23.83	6,15,474	1,49,661	93,912	15.25	120	37.33

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 88 Sub-head (a) **DHOLPUR-BARI RAILWAY (2' 6" gauge)—**

This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari.	24-2-08	19.62		
Bari to Baseri	15-9-13	8.81		
Total open mileage . . . . .	...	...	28.43	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Baseri to Tantpur (sanctioned on 25th June 1912) . . . . .	...	7.81	7.81	
GRAND TOTAL . . . . .	...	...	...	36.24

Details of construction—

Permanent-way.—Five miles are laid with 85-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder with 30-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

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

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19.62	7,33,502	21,352	—11,261	...	25	152.74
1909	19.62	6,91,940	36,226	5,773	0.83	35	24.06
1910	19.62	6,98,601	48,377	19,835	2.85	47	53.99
1911	19.62	7,41,111	41,566	14,938	1.93	41	65.50
1912	19.62	8,24,492	40,264	7,945	0.96	39	39.27
1st qr. of 1913	19.62	8,54,148	13,682	5,468	0.64	21	60.04
1913-14	28.43	10,73,930	54,372	21,722	2.02	15	60.04

Number Main head 89 Sub-head (a) **DWARA-THERRIA LIGHT RAILWAY (2' 6" gauge)—**

Date of registration of the Company.—15th March 1913.

The line is under construction by the Khassia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited," under the Dwara-Therria Steam Tramway Order published by the Hon'ble the Chief Commissioner of Assam under Notification No. 44, dated the 4th August 1902, have been transferred by Messrs. H. V. Low and Company, of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13.50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6.00	
			19.50

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 40} _{Sub-head (a).} GODHRA-LUNAVADA RAILWAY (2' 6" gauge)—

Date of registration of the Company.—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 731 R.C., dated the 13th March 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand Total.
1	2	3	4	5
Godhra to Lunavada Road	4-12-13	24.00	24.00	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION Lunavada Road to Lunavada (sanctioned on 18th March 1912) . . . . .	...	1.59	1.59	
GRAND TOTAL	

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails on steel trough sleepers, I. S. R. pattern.

Ballast.—The line is laid on coarse and hard sand ballast.

Fencing.—Only station yards have been fenced.

Curves.—The sharpest curve has a radius of 637 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company, concluded after the close of the year under report.

Main provisions of contract—

- (i) *Land.*—Land in British territory provided by the Government free of cost to the Company including land permanently or temporarily required for quarrying, ballast, brickfields and kindred purposes.
- (ii) *Government aid.*—The Government allow to the Railway Company in respect of each year by way of rebate, a sum not exceeding the net earnings from all traffic, except the earnings derived from the carriage of stores, interchanged between the Bombay, Baroda and Central India railway and this railway, as shall, together with the net earnings of the Company in respect of this railway, make up an amount equal to interest for the year at the rate of 5 per cent per annum on the paid up share capital of the Company.
- (iii) *Distribution of profits.*—When the net earnings of the Company in any year exceed the minimum amount sufficient to give a return of 5 per cent per annum on the paid up share capital of the Company such excess is to be divided equally between the Government and the Company.
- (iv) *Rates and fares.*—Such as may from time to time be agreed upon between the Government and the Company and the classification of goods to be in conformity with that from time to time in force on State railways of the same gauge.
- (v) *Special obligations as to the conveyance of—*
 - (a) Mails, troops, police, high Government officials and Government Stores.—
 - (b) Government bullion and coin and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as apply to State railways on the same gauge.
- (vi) *Power of the Government to determine agreement.*—The Government may, by giving twelve months' 'notice of purchase,' determine the contract on the 31st March 1944 or on the 31st March in the last year of any subsequent period of ten years.

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

[For Index see page preceding this Appendix.]

Number Main head 40 GODHRA-LUNAVADA RAILWAY (2' 6" gauge)—*concl'd.*
Sub-head (a)Main provisions of contract—*concl'd.*

If the contract is determined by 'notice of purchase' the Government shall pay to the Company 25 times the amount of the average net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' 'notice of special purchase', determine the contract at any time in the following cases:—

- (a) when it is considered desirable that the gauge of the railway should be altered ;
- (b) when it is considered desirable to convert the railway into a line of through communication ; and
- (c) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by 'notice of special purchase', the Government to pay to the Company 25 times the average net earnings (excluding payment on account of rebate) of the Company during the last preceding three years, or 115 per cent of the total capital expenditure of the Company, whichever may be the greater.

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

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

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Government of India.	Total come.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4		6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1913-14	24'00	11,89,708	18,289	1,860	0'16	...	1,860	0'16	82	66'00

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number

Main head 41	JESSORE-JHENIDAH LIGHT RAILWAY (2' 6" gauge)—
Sub-head (a)	

Date of registration of the Company.—28th March 1911.

The sanction accorded by the Government of Bengal to the construction of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
<i>Main line—</i> Jessore to Jhenidah	1-10-13	28-90	
<i>Branch—</i> Kaliganj to Kot Chandpur	1-10-13	7-90	
Total . . . . .	...	...	36-80

Details of construction.—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid chiefly on sal, and a percentage of jam sleepers.

Ballast.—Only the first 4 miles from Jessore are ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 382 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract and agreement—

Contract, dated the 26th May 1913, between the Secretary of State and the Jessore-Jhenidah Railway Company, as to the construction, maintenance and working of the line.

Agreement, dated the 26th May 1913, between the District Board of Jessore and the Jessore-Jhenidah Railway Company, as to the grant of certain concessions to the latter by the former under certain conditions.

Main provisions of contract and agreement.—

- (i) *Land.*—Land on one side of the District Board road not exceeding 8 feet in width granted free, any additional land being acquired by Government at the cost of the Company.
- (ii) *Aid by the District Board.*—The District Board of Jessore guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to make up a dividend of 4 per cent per annum on the Company's paid up share capital, provided that the total sum so payable by the Board shall not in any one year exceed the sum of Rs. 32,000. The Board will recommend and apply to the Local Government for the exemption of the Company from road cess, or for the levy of only a nominal tax for a period of 21 years from the date of opening of the line for traffic.
- (iii) *Distribution of profits.*—Surplus profits of the Company in excess of 4 per cent on their paid up share capital are divisible between the Company and the District Board in equal shares.
- (iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be arranged by the Secretary of State and the classification of goods shall be in conformity with that in force on State railways of the same gauge.
- (v) *Special obligations as to the conveyance of—*
 - (a) Mails, troops, police, high Government Officials and Government stores.—
 - (b) Government bullion and coin and the persons in charge thereof.—

} Are conveyed in

the same manner and subject to the same regulations and conditions as are in force on State railways of the same gauge.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. JESSORE-JHENIDAH LIGHT RAILWAY (2' 6" gauge)—*concl'd.***Main provisions of contract and agreement—*concl'd.***

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months previous 'notice of purchase', determine the contract either on the 31st March 1948 or on the 31st December in the last year of any subsequent period of 10 years, paying to the Company 25 times the amount of the average yearly net earnings during the 3 years immediately preceding, provided that the amount payable to the Company shall not in any case exceed by more than 20 per cent, nor be less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchase', determine the contract at any time in the following cases :—

(a) when it is considered desirable to alter the gauge of the railway ;

(b) when it is considered desirable to convert the railway into a line of through communication ; and

(c) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by 'notice of special purchase' the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

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

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

Statistics of working.—

TABLE I.								TABLE II.		
Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income, [column 5 + or — column 7.]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
1913-14	Miles. 36'30	Rs. 12,33,610	Rs. 49,667	Rs. 12,145	0'98	Rs. ...	Rs. -12,145	0'98	Rs. 52	75'55

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 42}
_{Sub-head (a).}

MADAYA LIGHT RAILWAY (2' 6" gauge)—

Date of registration of the Company.—28th August 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3.40		
Obo to Toungbyon	25-7-12	4.90		
Total open mileage . . . . .	...	...	8.30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—	...	...
Toungbyon to Madaya (sanctioned on the 13th February 1906).	...	7.70	7.70	
GRAND TOTAL . . . . .	...	...	...	16.00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

- (i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.
- (ii) *Government aid.*—Nil.
- (iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.
- (iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half anna per mile. The charges for goods and for passengers' luggage to be fixed between the Promoters and the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, troops, police, high Government Officials and Government stores.—
- (b) Government bullion and coin, and the persons in charge thereof.—
- (vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.
- (vii) *Power of the Promoters to surrender contract.*—Nil.
- (viii) *Term of contract [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8.30	Information	not furnished.				
1st qr. of 1913	8.30						
1913-14	8.30						

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 43 NADIAD-KAPADVANJ RAILWAY (2' 6" gauge)—
Sub-head (a)

Date of registration of the Company—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 546-R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj	5-8-13	27'86	27'86

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails laid on steel trough sleepers, Indian State Railway pattern.*Ballast.*—The line is partially ballasted with heavy laterite.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 500.

Agreement—

Between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company, concluded after the close of the year under report.

Main provisions of agreement—

As noted under 40 (a), Godhra-Lunavada railway (2' 6" gauge).

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1st qr. 1913.	27'86	9,25,052	6,571	1,810	9'30	...	1,810	0'20	61	72'45
1913-14	27'86	12,50,471	1,02,727	41,218	3'30	...	41,218	3'30	70	59'88

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4t.}}{\text{Sub-head (a)}}$ SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—*Date of registration of the Company—28th November 1905.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Shahdara to Saharanpur	15-10-07	92.50	92.50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Baraut to Meerut (sanctioned on 4th January 1902, but commencement of work not authorised).	...	30.00	30.00	
GRAND TOTAL . . . . .	...	...	...	122.50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on s&al sleepers.*Ballast.*—The line is ballasted with stone and broken brick.*Fencing.*—The line is partially fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 1,000.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 389-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co., of Calcutta, (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

as to the construction, maintenance and working of the line from Shahdara to Saharanpur with a branch from Baraut to Meerut.

Main provisions of Local Government order and agreement—

- (i) *Land.*— } The Local Government provide free of charge for the purposes of the
(ii) *Government aid.*— } railway sufficient land for a single 5' 6" gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the Company are authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur and Baraut and Meerut.
- (iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid up capital of the Company shall be divided equally between the Government and the Company; payments on account but subject to adjustment being made at close of first half-year.
- (iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods in conjunction with the General classification of Goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 44.} SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—
_{Sub-head (a)} *concl'd.*

Main provisions of Local Government order and agreement—*concl'd.*(v) *Special obligations as to the conveyance of.—*

- (a) Mails, troops, police, high Government Officials and Government stores.— } *Nil.*
 (b) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—*Nil.*(viii) *Term of agreement [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93.02	33,02,226	1,01,146	29,788	0.90	45	70.55
1908	92.63	41,35,292	3,35,533	1,41,823	3.43	70	57.73
1909	92.63	41,56,390	4,05,856	1,96,014	4.71	84	51.70
1910	92.50	41,67,317	5,04,232	2,76,330	6.67	105	44.60
1911	92.50	42,16,557	5,32,232	3,10,746	7.37	110	41.61
1912	92.50	42,51,039	6,10,763	3,54,779	8.34	126	41.87
1st qr. of 1913 .	92.50	42,69,811	1,93,252	1,26,997	2.97	160	34.28
1913-14	92.50	43,42,552	6,17,500	3,48,514	8.02	128	43.53

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 45}{\text{Sub-head } (a)}$ TARKESSUR-MAGRA LIGHT RAILWAY (2' 6" gauge)—

Date of registration of the Company.—1890.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Budrani	7-11-94	12.50	
Budrani to Magra	8-3-95	18.62	
Magra to Tribeni	14-4-04	2.15	
TOTAL . . . . .	...	...	33.27

Details of construction--

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pykado sleepers. The Tribeni extension is laid on s&l sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716.25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order--

Agreement, dated the 16th October 1890, between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company, scheduled to the order quoted below;

The Bengal Provincial Railway Company order, published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

as to the construction, maintenance and working of the Tarkessur-Magra Light railway.

Agreement, dated the 12th March 1904, between the Secretary of State and the Bengal Provincial Railway Company, as to the construction, maintenance and working of the extension of the Tarkessur-Magra Light railway from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order--

- (i) *Land.*— } Land required for the purposes of the main line, from Tarkessur to Magra acquired by the Government of Bengal at the cost of the Company; and that
- (ii) *Government aid.*— } for the extension from Magra station to Tribeni ghat on the Hooghly river provided by Government free from rent or other charges.
- (iii) *Distribution of profits.*—The profits go to the Company.
- (iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5' 6" gauge railways have been fixed. Full control over charges of all kinds is reserved to the Local Government.
- (v) *Special obligations as to the conveyance of.*—
- (a) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.
- (b) Troops, police, high Government Officials and Government stores.—
- (c) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]*

Number Main head 25 TARKESSUR-MAGRA LIGHT RAILWAY (2' 6" gauge)—*concl'd.*
Sub-head (a)Main provisions of agreements and Local Government order—*concl'd.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

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

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, <i>i.e.</i> , outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1904	33·27	10,43,715	89,785	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,638	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,782	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	61	68·70
1908	33·27	10,98,192	1,13,074	30,483	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·48	72	69·46
1910	33·27	11,82,454	1,24,373	43,085	3·60	73	65·88
1911	33·27	11,32,071	1,26,287	42,946	3·73	73	66·05
1912	33·27	11,45,721	1,30,562	48,715	4·22	75	62·69
1st qr. of 1913	33·27	11,53,264	84,171	11,585	1·00	79	66·10
1913-14	33·27	11,55,833	1,34,391	46,818	4·05	78	65·15

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 46} ^{Sub-head (a)} **TEZPORE-BALIPARA LIGHT RAILWAY (2' 6" gauge)—**

Date of registration of the company.—2nd October 1893.

This line was authorised for construction under the Indian Tramways Act, 1886, by the Hon'ble the Chief Commissioner of Assam on the 1st June 1895. On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezapore-Balipara Light railway. It was worked by the Tezapore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.		Miles.	Total.
	1	2		
Tezapore Ghat to Bindakuri		9-8-94	8-10	
Bindakuri to Balipara		1-9-95	12-00	
TOTAL		20-10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserei sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezapore and Rangapara, 16 miles, is 1 in 125 and between Rangapara and Balipara, 4 miles, 1 in 100.

Local Government order—

Tezapore-Balipara Steam Tramway Company order, published under the Notification by the Hon'ble the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezapore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from Hon'ble the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893. Government of India, Public Works Department, letter No. 189 B.C., dated the 2nd February 1894. Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

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

(a) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(b) Troops, police, high Government Officials and Government stores.— } *Nil.*

(c) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together

with a bonus of 20 per cent over and above such value.

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

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907)—

Year.	Mileage open at end of each year.	TABLE I.					TABLE II.			
		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
1904	Miles. 20-10	Rs. 4,87,210	Rs. 88,463	Rs. 17,291	3-55	Rs. 5,000	Rs. 22,291	4-57	Rs. 85	80-45
1905	20-10	4,87,240	1,03,380	27,082	5-56	5,000	32,082	6-58	99	78-80
1906	20-10	4,87,240	1,14,740	34,976	7-18					
1907	20-10	4,87,240	1,11,509	28,951	5-94	5,000	39,976	8-20	110	69-51
1908	20-10	4,87,240	88,990	20,972	4-30	5,000	38,951	8-07	107	74-05
1909	20-10	4,87,240	85,964	23,618	4-81	5,000	25,972	5-33	86	76-43
1910	20-10	4,87,240	91,015	25,945	5-32	5,000	28,618	5-87	84	72-52
1911	20-10	4,87,240	1,14,875	31,892	6-54	5,000	30,945	6-35	90	72-40
1912	20-10	4,87,240	1,20,635	31,709	7-12	5,000	36,892	7-57	110	72-23
1st qr. of 1913.	20-10	4,87,240	27,379	4,035	0-08		39,709	8-14	116	71-28
1913-14	30-10	4,87,240	1,34,638	40,459	8-31	5,000	4,035	0-09	129	85-26
							45,489	9-33	105	69-93

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 47. **DARJEELING-HIMALAYAN RAILWAY SYSTEM (2' 0" gauge)**—
Sub-heads (a) & (b)

Lines comprised in the system—

The Darjeeling-Himalayan railway system is made up of—

	Open lines.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Darjeeling-Himalayan railway	51·00	.....	51·00
(b) Darjeeling-Himalayan railway extensions	14·28	88·88	98·16
Total	65·28	88·88	149·16

47 (a) Darjeeling-Himalayan railway (2' 0") gauge—
Date of registration of the Company.—1879.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·03	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
TOTAL . . . . .	...	...	51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41½-lb. flat-footed steel rails on wooden sleepers These are being renewed with a special section steel rail, 41½ lbs. to the yard as required.**Ballast.**—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been put in.**Fencing.**—The line is unfenced.**Curves.**—The sharpest curve has a radius of 60 feet.**Gradients.**—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Contract and agreement—

Contract, dated the 8th April 1879, between the Secretary of State and the late Mr. Franklin Prestage, as to the construction, maintenance, management and working of the railway.

Agreement, dated the 24th January 1913, between the Secretary of State and the Darjeeling-Himalayan Railway Company, providing for the exclusion from the Company's capital of the debentures raised for buying up the shares of the Darjeeling-Himalayan Railway Extensions Company for the purposes of clause 16 of the contract of 8th April 1879.

Main provisions of contract and agreement—

- (i) **Land.**—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.
 - (ii) **Government aid.**—The Government undertake to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.
 - (iii) **Distribution of profits.**—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.
 - (iv) **Rates and fares.**—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.
 - (v) **Special obligations as to the conveyance of—**
 - (a) Mails, troops, police, high Government Officials and Government stores.—Mails and Post office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government Officials and Government stores.]
 - (b) Government bullion and coin; and the persons in charge thereof.—Not specified.
 - (vi) **Power of the Government to determine contract.**—
 - (vii) **Power of the Company to surrender contract.**—
- If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from the Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government have the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, viz., to May 1919, vide Railway Board's letter No. 1412 B. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

- (viii)
- Term of contract.**
- None specified.

APPENDIX 1—*conid.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number—Main head 47. **DARJEELING-HIMALAYAN RAILWAY SYSTEM (2' 0" gauge)—*conid.***
 Sub-heads (a) & (b)
 47 (a) Darjeeling-Himalayan railway (2' 0" gauge)—*conid.*

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income. (column 5—column 7.)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1904 .	51'00	37,38,486	10,45,187	4,75,227	12'71	97,200	3,78,027	10'11	394	54'53
1905 .	51'00	37,51,562	9,72,644	4,09,514	10'91	77,621	3,31,893	8'85	367	57'90
1906 .	51'00	37,43,284	9,60,351	4,01,239	10'72	75,126	3,28,113	8'71	370	59'07
1907 .	51'00	37,53,304	9,49,717	4,29,129	11'48	83,471	3,45,656	9'21	356	54'81
1908 .	51'00	37,47,327	9,44,452	4,21,454	11'24	66,163	3,55,292	9'48	356	55'38
1909 .	51'00	37,72,667	9,89,125	4,39,895	11'66	88,395	3,51,500	9'31	373	55'52
1910 .	51'00	37,94,440	10,03,569	4,41,931	11'65	90,653	3,51,278	9'26	378	55'96
1911 .	51'00	38,51,689	10,39,802	4,44,286	11'53	91,435	3,52,801	9'16	388	56'86
1912 .	51'00	39,25,147	11,38,900	5,11,268	13'02	98,475	4,12,793	10'52	429	55'11
1st qr. of 1913.	51'00	39,55,640	2,43,409	87,282	2'21	14,849	72,433	1'83	367	64'15
1913-14	51'00	40,76,057	11,93,789	5,01,915	12'30	1,08,006	3,93,309	9'65	452	58'18

47 (b) Darjeeling-Himalayan railway extensions (2' 0" gauge)—

Date of registration of the Company, —20th January 1913.

The construction on this line by the Darjeeling-Himalayan Railway Company for the Darjeeling-Himalayan Railway Extensions Company was authorised by the Railway Board in their telegram No. 251-R.C., dated the 6th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Kissengunj extension—</i>				
Panchanai to Motigara ...	16-3-14	2'16		
<i>Teesta Valley extension—</i>				
Siliguri to Sivoke ...	16-3-14	12'12		
Total open mileage			14'28	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
<i>Kissengunj extension—</i>				
Motigara to Kissengunge (sanctioned on 6th February 1913) ...		6'50		
<i>Teesta Valley extension—</i>				
Sivoke to Teesta Bridge Bazar (sanctioned on 6th February 1913)		17'28		
			83'88	
GRAND TOTAL				98'16

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. British standard section steel rails laid on sal sleepers.

Ballast.—The line is ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 200 feet.

Gradients.—The steepest gradient on the Panchanai-Motigara section is 1 in 150, and on the Siliguri-Sivoke section, 1 in 100.

APPENDIX 1—*contd.**History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 47 **DARJEELING-HIMALAYAN RAILWAY SYSTEM (2' 0" gauge)—*concl'd.***
Sub-heads (a) & (b)47 (b) Darjeeling-Himalayan railway extensions (2' 0" gauge)—*concl'd.*

Contract— } The extensions are being constructed and worked under the provisions of
 Main provisions of contract— } a contract, *between the Secretary of State and the Darjeeling-Himalayan
 Railway Extensions Company*, concluded after the close of the year under report.

Statistics of working—

TABLE I.									TABLE II.	
Year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Secy. of State.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	...	Rs.	...
1913-14	14.28	22,92,311	Information		not furnished.	...	—	...	...	...

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 48 Sub-head (a). GWALIOR LIGHT RAILWAY (2' 0" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
<i>Gwalior-Sipri section—</i>				
Gwalior to Sipri	2-12-99	73.81		
<i>Gwalior-Bhind section—</i>				
Gwalior to Bhind	2-12-99	53.93	73.81	
<i>Gwalior-Sheopur-Kalan section—</i>				
Gwalior to Jora Alapur	1-1-04	31.34	52.33	
Jora Alapur to Sabalgarh	1-12-04	26.05		
Sabalgarh to Birpur	1-11-08	19.55		
Birpur to Sherpur Kalan	15-6-09	46.88		
			123.82	
TOTAL				249.96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 60 on the Gwalior-Sipri section, 1 in 80 on the Gwalior-Sheopur Kalan section and 1 in 150 on the Gwalior-Bhind section.

Agreement—

Main provisions of agreement.— } Nil. The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained, stocked and worked. The working of the trains and traffic of the line was under the control of the Great Indian Peninsula Railway Company up to the 30th June 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	TABLE II.	
						Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126.14	22,79,267	4,094	—4,113		6	258.32
1900	126.14	27,10,557	84,617	—137	...	18	100.16
1901	126.14	31,00,762	82,227	—520	...	13	100.63
1902	126.14	39,77,104	1,09,577	9,346	0.23	17	91.47
1903	126.14	41,76,958	1,66,002	68,226	1.63	25	58.90
1904	183.53	46,62,983	1,83,284	52,501	1.13	22	71.36
1905	183.53	54,72,847	1,89,735	52,745	0.96	20	72.20
1906	183.53	57,87,428	2,58,222	1,12,211	1.94	27	56.54
1907	183.53	63,00,513	3,08,791	1,15,709	1.84	32	62.52
1908	203.08	66,13,092	2,61,725	99,262	1.50	25	62.07
1909	249.96	68,19,209	2,52,537	85,063	1.25	20	66.82
1910	249.96	68,57,494	3,69,295	1,74,444	2.54	28	53.78
1911	249.96	67,47,029	4,05,871	1,71,420	2.54	31	57.76
1912	249.96	67,67,204	5,13,976	2,27,870	3.37	40	53.87
1st qr. of 1913	249.96	67,71,609	1,42,484	1,00,594	1.49	44	29.40
1913-14	249.96	69,10,589	5,14,000	2,10,000	3.04	40	59.14

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 49} _{Sub-head (a)} HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—*Date of registration of the Company.*—2nd May 1895.

Running powers—

Foreign line over home line:—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20		
Dumjur to Bargachia	2-10-97	5·87		
Bargachia to Maja	4-5-98	5·50		
Maja to Amta	1-6-98	6·62		
			27·19	
<i>Champadanga branch—</i>				
Bargachia to Jagatbalabpur	2-10-97	1·50		
Jagatbalabpur to Autpur	1-6-04	8·50		
Autpur to Champadanga	24-8-08	6·68		
			16·68	
TOTAL OPEN MILEAGE . . . . .	...	...	...	43·87
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Autpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised).	...	3·50	3·50	3·50
GRAND TOTAL . . . . .	...	...	...	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Bargachia to Amta and from Bargachia to Jagatbalabpur. The line from Jagatbalabpur to Champadanga is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, between the District Board of Howrah and the Bengal District Road Tramways Company (Howrah-Amta), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), between the District Board of Howrah and the Howrah-Amta Light Railway Company, as to the construction and working of an extension from Jagatbalabpur to Autpur.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Autpur.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 49. HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—concl'd.
Sub-head (a)

Main provisions of agreements and Local Government orders—

- (i) *Land*.—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.
- (ii) *Aid by the District Board*.—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners of Howrah allow the Company free use of so much of the municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.
- The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.
- (iii) *Distribution of profits*.—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.
- (iv) *Rates and fares*.—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.
- (v) *Special obligations as to the conveyance of*.—
- (a) Mails, troops, police, high Government officials and Government stores.— } Nil.
(b) Government bullion and coin, and the persons in charge thereof.— }
- (vi) *Power of the Local Authority to determine agreement*.—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.
- (vii) *Power of the Company to surrender agreement*.—Nil.
- (viii) *Term of agreement [if not determined under (vi)]*.—Not specified.

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+) or share of net profits to, (—) the District Board.	Total income, (column 5 + or — column 7.)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1904	37·19	16,16,304	2,97,790	1,55,718	9·63	—35,715	1,20,003	7·42	170	47·71
1905	37·19	16,11,552	3,28,722	1,79,429	10·93	—39,563	1,39,866	8·52	170	45·42
1906	37·19	18,23,741	3,51,462	1,77,670	9·74	—38,681	1,38,989	7·62	162	49·45
1907	37·19	18,33,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	45·13
1908	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·87
1909	43·87	21,80,794	4,37,024	2,10,668	9·66	—40,935	1,69,733	7·78	191	51·79
1910	43·87	22,24,279	4,83,490	2,15,230	9·67	—45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,52,728	10·97	—53,751	1,98,977	8·63	219	49·36
1912	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,159	2,39,710	10·44	245	45·32
1st or of 1913.	43·87	23,23,366	1,52,598	76,465	3·29	—16,060	60,405	2·60	267	49·89
1913-14	43·87	25,61,026	5,94,848	3,68,927	10·50	—47,009	2,21,918	8·66	261	54·75

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 50 HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—
Sub-head (a)*Date of registration of the Company.*—19th June 1895.**Running powers—***Home line over foreign line:—*

Telkul Ghat to Kadamtala, Howrah-Amra Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Kadamtala to Chanditala	2-8-97	8·88		
Chanditala to Kistrampur	10-9-97	3·75		
Kistrampur to Sheakhala	7-11-97	4·75		
			17·38	
<i>Janai branch—</i>				
Chanditala to Janai.	5-5-98	2·37		
			2·37	
Total	...	...	...	19·75

Details of construction—*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pyinkado.*Ballast.*—The line is ballasted throughout.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 144 feet radius at Howrah town.*Gradients.*—The line is practically level throughout.**Agreements and Local Government order—**

Agreement, dated the 12th June 1889, between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

Agreement, dated the 16th July 1889, between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

Agreement, dated the 27th September 1889, between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company;

as to the grant of a concession of the right to construct, maintain and work the line from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala), providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line.(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open. The Municipal Commissioners of Howrah allow to the Company free use of so much of the Municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{3}$ rd to the former and $\frac{2}{3}$ rd to the latter.

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number ^{Main head 50} **HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—concl'd.**
 Sub-head (a).

Main provisions of agreements and Local Government order—concl'd.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

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

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

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

} Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, plus a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, plus a bonus of 15 per cent thereon.

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

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.									TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1904	19-75	6,17,198	86,257	39,139	6-31	-2,747	36,392	5-90	76	54-63
1905	19-75	6,19,394	88,266	38,128	6-15	-2,419	35,709	5-78	78	56-80
1906	19-75	6,23,896	90,595	37,047	5-94	-2,548	34,499	5-53	80	59-11
1907	19-75	6,24,968	95,232	39,226	6-28	-2,728	36,498	5-84	84	58-81
1908	19-75	6,33,299	1,01,053	84,303	5-42	-2,987	31,316	4-94	89	66-05
1909	19-75	6,50,458	1,07,476	38,523	5-92	-3,595	34,927	5-37	104	64-16
1910	19-75	6,56,173	1,19,792	63,350	9-05	-5,032	58,318	8-88	116	47-11
1911	19-75	6,56,138	1,26,090	62,171	9-48	-4,666	57,505	8-76	123	50-63
1912	19-75	6,61,685	1,41,087	74,861	11-31	-6,785	68,076	10-28	137	46-93
1st qr. of 1913	19-75	6,68,508	38,100	21,363	0-03	-2,213	19,650	0-03	148	42-62
1913-14	19-75	7,18,108	1,57,837	69,053	9-69	-6,282	63,371	8-62	154	55-87

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 51. JAGADHRI LIGHT RAILWAY (2' 0" gauge)—
Sub-head (a)

Date of registration of the Company.—27th August 1909.

Progress in opening—

Section of railway.	Date of opening.	Milos.	Total
1	2	3	4
Jagadhri station to Jagadhri city	11-8-11	3-31	3-31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sal and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only, and the remainder is being ballasted gradually with broken bricks.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

- (i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.
- (ii) *Government aid.*—Nil.
- (iii) *Distribution of profits.*—The whole of the profits belong to the Company.
- (iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.
- (v) *Special obligations as to the conveyance of—*
 - (a) Mails, troops, police, high Government officials and Government stores.— } Not
 - (b) Government bullion and coin.— } specified.
- (vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.
- (vii) *Power of the Company to surrender contract.*—Nil.
- (viii) *Term of contract [if not determined under (vi)].*—None specified.

Statistics of working—

TABLE I.						TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	1	2
	Milos.	Rs.	Rs.	Rs.		Rs.	
1911	3-31	1,05,600	7,903	503	0-47	9	93-64
1912	3-31	1,11,266	25,038	1,720	1-54	145	98-13
1st qr. of 1913	3-31	1,11,467	6,962	1,497	1-34	160	78-48
1913-14	3-31	1,14,132	25,281	3,428	2-99	147	86-48

APPENDIX 1—contd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 52 Sub-head (a) JORHAT (PROVINCIAL) RAILWAY (2' 0" gauge)—

This line was originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway." Its construction out of the Provincial revenues of Assam, for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat, was approved by the Government of India in their letter No. 621-R. C., dated the 11th August 1882.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
<i>Main line—</i>				
Gosaigaon to Jorhat	15-12-84	7.00		
Jorhat to Dhali river	15-12-84	9.50		
Dhali river to Titabar	16-7-87	1.75	19.25	
<i>Cold weather line—</i>				
Gosaigaon to Borghop	22-10-01	4.75		
Borghop to a point further down the river	8-12-11	2.50	7.25	
<i>Mariani branch—</i>				
Chenimara Junction to Mariani	7-1-85	7.00	7.00	
TOTAL . . . . .	...	...	...	82.50

Details of construction—

Permanent-way.—2.51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 1.75 miles, between Chenimara and Mariani, 0.75 mile, between Chenimara and Titabar, and 2.50 miles, between Jorhat and Gosaigaon, are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

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

Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.								TABLE II.	
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State pertaining to each year.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	1	2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904	30.25	9,09,781	74,298	—3,840	...	36,260	—40,100	47	105.17
1905	30.25	9,08,441	78,600	2,458	0.27	36,480	—34,022	48	96.87
1906	31.73	9,09,185	92,540	19,995	1.43	32,515	—19,520	59	85.96
1907	31.75	9,29,798	81,667	523	0.06	31,723	—31,200	55	99.48
1908	31.75	9,29,930	1,01,098	11,258	1.21	31,681	—20,423	62	88.86
1909	31.65	9,52,583	99,533	11,283	1.18	31,748	—30,465	60	88.66
1910	30.00	9,68,204	95,976	7,529	0.78	31,959	—24,430	59	92.16
1911	32.00	9,72,295	1,09,457	31,354	3.22	32,885	—1,531	70	71.35
1912	32.50	9,84,343	1,22,406	83,068	8.36	83,541	—478	79	72.98
1st qr. of 1913.	32.50	10,43,645	80,528	9,824	0.89	10,369	—1,045	78	69.46
1913-14	32.50	10,64,859	1,30,085	39,846	3.74	85,717	+4,129	82	69.36

APPENDIX 1—concl'd.

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 53 Sub-head (a) **TARIKERE-YEDAHALLI RAILWAY (2' 0" gauge)—**

The construction of this line by the Mysore Durbar, under the provisions of the Mysore Tramway Regulation No. II of 1906, was sanctioned by the Government of India in their Foreign Department letter No. 3225-I.B., dated the 25th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarikere, on the Birur-Shimoga railway, to Yedahalli (sanctioned on 25th September 1913).	---	25'00	25'00

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 1.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31st MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
Railways, the transactions of which											
I—STATE LINES WORKED											
1	5' 6" GAUGE. Cawnpore-Banda ...	21-4-13	O. & B. Ry.	21-4-13	Juhi ...	Hamirpur Road	38'37	...	33'37	...	33'37
2	Eastern Bengal ...	2-1-02	E. B. Ry.	10-12-13 10-10-13	Dum Dum Junction. Ballygunj ...	Canal Junction Jadabpur ...	1'18 ...	1'18 (2nd line.) 1'33 (2nd line.)	390'87	95'65 (double) 20'68 (quad- rangle).	507'20
							1'18	2'53		116'33	
3	Jakhal-Hissar ...	1-11-13	N. W. Ry....	1-11-13	Jakhal ...	Hissar ...	50'63	...	50'63	...	50'63
4	North Western ...	13-5-61	N. W. Ry.	16-6-13 7-11-13 1-4-13 13-5-13 15-11-13 23-2-14	Jullundur ... Saraikala ... Hyderabad ... Faharanpur ... Kalanour ... Dhilwan ...	Hoshiarpur ... Havelian ... Gidu ... Kalanour ... Ambala ... Beas ...	24'09 34'70 58'79	... 3'56 14'03 35'15 1'99 54'73	(d) 3,050'60	659'66 (double)	3,710'16
5	Oudh and Rohilkhand ...	23-4-67	O. & B. Ry.	5-3-13 21-1-13	Kashi ... Moghal Sarai	Benares Canton- ment. Bechampur ...	... ...	2'22 1'24	(f) 1,503'55	19'63 (double)	1,523'18
	Total ...	...	...	...	...	...	143'97	61'32	5,028'92	795'62	5,824'54
6	3' 3 3/4" GAUGE. Cawnpore-Burhwal (3' 3 3/4" gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(e)79'60	...	79'60
7	Eastern Bengal ...	28-8-77	E. B. Ry.	1-4-13 15-1-14	Kalchini ... Hasmara ...	Hasmara ... Dalsingpara ...	6'66 8'52	... ...	1,039'13	...	1,039'13
							10'18				
8	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(j)2'18	...	2'18
	Total ...	...	...	...	...	...	10'18	...	1,120'91	...	1,120'91
9	2' 6" GAUGE. Eastern Bengal ...	18-7-31	E. B. Ry. ...	...	...	...	...	...	35'10	...	35'10
10	Kalka-Simla ...	9-11-03	...	...	...	...	...	...	59'92	...	59'92
11	Kobat-Thal ...	1-4-03	...	...	...	...	...	...	61'75	...	61'75
12	Nowshera-Durgai ...	1-1-01	...	...	...	...	...	...	40'25	...	40'25
13	Trans Indus (Kalabagh- Bannu).	15-6-13	...	15-6-13	Kalabagh ...	Bannu ...	88'91	...	88'91	...	88'91
	Total ...	...	...	...	...	...	88'91	...	285'93	...	285'93
14	2' 0" GAUGE Jorhat (Provincial) ...	15-12-84	Assam Ad- ministration.	...	...	...	...	...	32'50	...	32'50
	Total State lines work- ed by the State.	...	...	...	...	...	213'00	61'32	6,468'26	795'02	7,268'88

DIX 2.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1914.						Serial No.	REMARKS.	
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.				
18	14	15	16	17	From	To	Single line.	Second, third, etc., lines, as the case may be.	23	23	
I.											
pass through the Government accounts.											
BY THE STATE.											
33-37	2-35	35-73	18-12-10	O. & E. Ry.	Hamirpur Road.	Khirada ...	(a) 43-23	...	1	(a) Work commenced.	
					Sumerpore...	Balatal ...	(b) 61-55	...		(b) Not commenced.	
664-89	809-90	974-79	21-7-12	E. B. Ry....	New goods approach—Kakurgachi Road.		North of Sealdah.	...	(a) 0-76 (3rd and 4th lines).	2	(c) This is an independent 3' 6" gauge track alongside the existing 3' 3 1/2" gauge line.
			6-1-12	E. B. Ry.	Naibati ...	Halisahar ...	...	(a) 1-60 (3rd line).		
			30-6-10	E. B. Ry....	Low level connection—Dum Dum Junction.		Canal Junction.	(a) 1-66	1-6 (2nd line).		
			6-8-12	E. B. Ry.	Poradaha ...	Bhairamara...	...	(a) 11-79 (2nd line).			
			23-8-13	E. B. Ry.	Poradaha ...	Jagati ...	...	(a) 4-10 (2nd line).		
			10-12-08	State ...	Lower Ganges bridge at Sara-Bhairamara Point near Gopalpur.		(a) 14-22	(c) 10-98 (2nd line).			
			28-12-11	E. B. Ry....	Sara ...	Santahar ...	(a) & (c) 48-51	...			
			0-0-12	E. B. Ry....	Jadabpur ...	Baranipur ...	...	(a) 10-65 (2nd line).		
50-63	6-39	57-63	...	...	...	...	64-39	41-54	3	(d) Includes 26-28 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bhatinda and Kot Kapura over which the Bombay, Haroda and Central India (3' 3 1/2" gauge) railway trains also work.
4,369-38	1,214-74	5,584-57	...	...	...	...	...	...	4	(e) Excludes a portion of double line between Gida and Hyderabad, viz., 0-75 mile, and 3-67 miles of sidings constructed but not worked and 1-40 miles of main line and 4-20 miles of sidings of the Delhi Durbar railway worked by the East Indian railway.
1,542-81	(g) 314-26	1,857-07	3-2-10	O. & E. Ry.	Saharanpur...	Khan Alam-pura.	...	(h) 1-50 (2nd line).	5	(f) Excludes 2-18 miles of 3' 3 1/2" gauge line at Benares shown under 3' 3 1/2" gauge, but includes 16-79 miles of mixed (5' 6" and 3' 3 1/2") gauge line, between Barhwal and Barabanki, 1-17 miles of 3' 3 1/2" gauge track over the Ramganga bridge, Barilly, and 0-49 mile of mixed (5' 6" and 3' 3 1/2") gauge track over the Ramganga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.	
6,661-55	1,348-25	8,509-78	...	...	...	...	172-17	43-04	6	(g) Includes 1-06 miles of 3' 3 1/2" gauge sidings on mixed (5' 6" and 3' 3 1/2") gauge section between Barhwal and Barabanki
79-60	10-26	89-86	...	...	...	...	...	...	7	(h) Since opened.
1,039-13	241-57	1,280-70	11-5-12	E. B. Ry.	Teesta Junction.	Lalmohirhat	...	(a) 7-25 (2nd line).	8	(i) Excludes 3-40 miles of the Lucknow-Barilly railway, between Aishbagh and Daliganj, worked over, but includes 10-79 miles referred to in remark (f) above and 0-59 mile over the Ganges bridge, Cawnpore.	
2-18	...	2-18	...	...	...	...	...	...	9	(j) Length between the O. & E. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
1,117-39	251-83	1,369-22	...	...	...	...	...	7-25	10	
35-10	1-57	36-67	...	...	...	...	...	...	11	
59-32	8-91	68-33	...	...	...	...	...	...	12	
61-75	3-38	65-13	...	...	...	...	...	...	13	
40-25	6-00	46-25	...	...	...	...	...	...	14	
88-91	14-48	103-39	17-1-13	N. W. Ry.	Laki ...	Tank ...	(a) 47-12	...			
235-93	34-34	320-37	...	...	...	...	47-12	...		
32-50	2-04	34-54	...	...	...	...	...	...
8,100-88	2,138-46	10,237-33	...	...	...	...	219-29	50-29		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. <small>[For abbreviations used see Index to Appendix I.]</small>	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
15	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	3-2-13	Junction near Raja-ki-Mandi.	Bilochpura ...	...	0-85 (2nd line)	123-10	2-78 (double)	125-88
16	Baran-Kotah ...	1-7-08		...	...	...	...	...	40-29	...	40-29
17	Bengal-Nagpur ...	0-0-80	B. N. Ry. Co.	1-5-13	Bobbili ...	Salur ...	10-37	...	1,803-23	73-23 (double)	1,876-46
				27-11-13	Mohnda ...	Chandrapura	11-70				
				17-2-14	Sudamdih Block Hut.	Bhowrah Block Hut.	1-72				
							23-79				
18	Bezwa Extension ...	10-2-39	N. G. S. Ry. Co.	...	...	...	...	...	20-58	...	20-58
19	Bhopal Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	13-13	...	13-13
20	Bombay, Baroda and Central India.	10-2-80	B. B. & C. I. Ry. Co.	1-12-13	Bayana	Agra	50-61	4-17 (2nd line)	6	256-07 (double)	906-23
				7-3-13	Ankleswar	South end of Nerbudda.	...				
							50-61	4-17			
21	East Indian ...	15-8-54	E. I. Ry. Co.	1-2-13	Dhulian Ganjes	Jangipur ...	18-24	2nd line. { 0-45 3-24 0-60	1,793-84	605-90 (double) 20-53 (triple) 3-58 (quad-ruple) 0-85 (sextuple)	2,424-20
				1-5-13	Jangipur ...	Katwa ...	65-20				
				1-1-13	Pradhankhanta	Pathardih ...	9-59				
				1-1-13	Londa ...	Pathardih ...	...			
				6-3-13	Delhi ...	Jumna Bridge	...				
			4-10-13	Allahabad ..	Jumna Bridge	...	93-03	4-29	630-86		
22	Great Indian Peninsula	19-4-58	G. I. P. Ry. Co.	1-5-13	Itarsi	Badnur ...	66-25	0-04 (2nd line)	1,862-68	617-06 (double) 4-29 (quad-ruple)	2,481-03
				3-2-13	Mile 837-53	Mile 837-57	0-04				
				3-2-13	Mile 837-7	Mile 837-60	0-03				
							66-32	0-04	621-35		
23	Madras and Southern Mahratta.	1-7-56	N. & S. M. Ry. Co.	...	...	...	...	...	988-79 (j)	44-94 (double)	1,031-73
24	South Indian	23-5-80	S. I. Ry. Co.	...	...	...	...	...	445-94	...	445-94
	Total	...	...	...	...	...	233-75	9-15	7,823-24	1,623-23	9,457-47

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
128.66	49.90	178.56	..	..	..	..	..	..	15	
40.29	3.39	43.68	..	..	..	..	..	..	16	
1,940.69	452.93	2,402.61	26-1-06 17-5-12 21-10-12 27-12-12	B. N. Ry. Co.	Raipur ... Chandrapura ... Bhowrah Branch.	Parvatipuram ... Jurangdeeh ... Pathardih Link.	(a) 260.67 (b) 12.00 ..	.. (c) 0.02 (2nd line). (d) 51.25 (2nd line).	17	(a) Work commenced on 37.48 miles only. (b) Work commenced. (c) This is only a portion of the line between Bhowrah Branch and Pathardih Link.
20.58	0.97	21.55	..	..	..	..	272.67	51.87	18	
12.13	(d)	12.13	..	..	..	..	..	..	19	(d) Included with the Native State section, serial No. 128.
1,252.60	247.93	1,500.23	..	..	..	..	..	..	20	
3,086.16	991.85	4,078.01	23-5-13 27-5-13 12-2-13 12-2-13 21-4-13 29-11-12	E. I. Ry. Co.	Toposi ... Burdwan ... Gya ... Noghal Sarai Lice at Moghal Sarai Baidyabati ... Uttarpara ...	Baraboni ... Kamarkundu ... Kastha ... Ganj Khawaja Bhadreswar ... Lillooah ...	(b) 6.41 (b) 37.77 .. .. .. .. ..	.. .. (e) 5.24 (e) 4.10 (e) 0.61 (f) 10.93 (f) 12.43	21	(e) Since opened. (f) Third line.
8,118.86	663.65	3,777.61	8-6-08 8-6-08 8-6-08 8-6-08 17-2-05 6-3-12	G. I. P. Ry. Co.	Badnur ... Amla ... Pandhurna ... Amla ... Hirdagarh ... Ravali ... Tank Bundur	Amla ... Pandhurna ... Nagpur ... Hirdagarh ... Jamai ... Mahim ... Victoria Terminus.	(b) 14.45 (b) 38.80 (b) 64.94 (b) 35.25 (b) 6.69 (g) 1.30 (c) 1.96	.. .. .. .. .. (h) 1.30 (h) 1.96	22	(g) Opening deferred. (h) Second line. (i) This is an overhead connection of the Harbour Branch extension.
1,076.67	208.72	1,285.39	17-4-13	M. & S. M. Ry. Co.	Guntur ...	Tenali ...	(b) 15.86	..	23	(j) Includes 1.90 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bezvada and Kistna Block hut.
445.94	70.94	516.88	..	..	..	..	..	..	24	
11,126.38	2,690.27	13,816.65	..	..	..	..	496.10	106.13		

I—contd.
pass through the Government Accounts.
BY COMPANIES.

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix I.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
25	3' 3 3/4" GAUGE. Assam-Bengal ...	1-7-95	A. B. Ry. Co.	4-2-13	Dikhow ...	Behubar ...	6-74	...	811-78	...	811-78
26	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	(c) 1,812-63	(d) 3-01	1,815-04
27	Burma ...	2-5-77	B. Rys. Co.	...	...	...	...	...	1,222-91	118-94 (double)	1,341-85
28	Burma extensions ...	15-4-07	B. Rys. Co.	...	...	...	...	...	186-93	...	186-93
29	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32-00	...	32-00
30	Jodhpur-Hyderabad (British section) (h).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123-98	...	123-98
31	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	...	...	...	...	...	298-02	...	298-02
32	Madras and Southern Mahratta.	24-3-84	} M. & S. M. Ry. Co. {	...	...	...	...	...	(i) 1,520-30	...	1,520-30
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		296-28	...	296-28
34	Nilgiri ...	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28-96	...	28-96
35	Palampur-Deesa (k) ...	9-11-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	17-28	...	17-28
36	South Indian ...	15-7-61	S. I. Ry. Co.	1-1-14	Mandapam ...	Pamban ...	3-12	...	879-92	...	879-92
37	Southern Shan States ...	15-6-12	B. Rys. Co...	20-8-13	Kywedatson ...	Yinmabin ...	6-95	...	23-00	...	23-00
38	Tinnevely-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50-41	...	50-41
39	Tirhoot ...	1-11-75	B. & N. W. Ry. Co.	...	...	...	...	...	778-11	10-05 (double)	788-16
	Total ...	...	...	...	...	...	16-81	...	8,082-96	132-00	8,214-96

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
<i>I—contd.</i>										
<i>pass through the Government Accounts.</i>										
<i>BY COMPANIES—contd.</i>										
811.73	159.95	951.68	17-8-10 18-11-12	A. B. Ry. Co.	Bhairab Bazar Fenchuganj	Tangi Sylhet	(a) 39.23 (b) 15.15	...	25	(a) Since opened. (b) Work commenced.
(e) 1,818.65	(f) 374.42	2,193.07	...	...	...	...	54.38	...	26	(c) Includes 5.17 miles on 5' 6" gauge, of which 2.10 miles at Ujjain are worked by the Bombay, Baroda and Central India railway (5' 6" gauge) and 3.07 miles at Agra worked by the East Indian railway.
1,460.79	302.60	1,763.39	...	...	...	...	...	...	27	(d) Includes 0.09 mile on 5' 6" gauge at Delhi worked by the Agra-Delhi Chord railway.
186.93	38.09	225.02	1-6-06	B. Rys. Co.	Begayet	Naikban	(g) 66.25	...	28	(e) Includes 5.35 miles on the 5' 6" gauge. (f) Includes 12.66 miles on the 5' 6" gauge. (g) In abeyance.
32.00	2.82	34.82	...	...	...	...	...	...	29	(h) The Native State section of this railway forms an integral part of the Jodhpur railway.
123.96	16.44	140.42	...	...	...	...	...	...	30	
298.02	47.04	345.06	28-9-10	R. & K. Ry. Co.	Dudwa	Gauri Phanta	(a) 15.89	...	31	(i) Includes 1.90 miles of mixed (5' 6" and 8' 3 1/2") gauge line between Bezwada and Kistna Block hut. (j) Not commenced.
1,520.80	170.84	1,691.64	...	...	...	...	...	...	32	
296.23	31.27	327.55	28-1-14	Mysore Durbar.	Chickajur...	Chitaldrag...	(j) 21.67	...	33	
28.96	4.13	33.09	...	...	...	...	...	...	34	(k) This line is the joint property of Government and the Falanpur Durbar.
17.28	1.29	18.57	...	...	...	...	...	...	35	
879.92	155.62	1,035.54	14-12-10	S.I. Ry. Co.	Dhanushkodi Jetty.	Dhanushkodi Point.	(b) 1.57	...	36	(l) Work is in progress on 49 miles only.
23.00	2.10	25.10	23-7-09	B. Rys. Co.	Yinmabin	Yawnghwe	(i) 82.04	...	37	(m) Includes sidings on the Native State section, serial No. 146.
50.41	(m) 12.90	63.31	...	...	...	...	...	...	38	
798.21	155.80	954.01	9-2-11	B. & N. W. Ry. Co.	Rosera Ghat	Khagaria	(b) 34.79	...	39	
8,316.86	1,455.31	9,802.27	...	...	...	...	276.99	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 1.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1.	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which</i>											
II.—STATE LINES WORKED											
40	2' 6" GAUGE. Broach-Jambusar ...	...	...	...	...	...	...	...	...	...	...
41	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	1-4-13	Rajoli ...	Babupeth ...	35 67	...	216 06	...	216 06
42	Jubbulpore-Gondia Ex-tension.	18-4-08	B. N. Ry. Co.	1-5-13 1-11-13	Balaghat ... Ram Rama ...	Katangi ... Branch ...	28 93 5 58 <u>34 51</u>	...	310 97	...	310 97
43	Morappur-Dharmapuri...	18-1-06	S. I. Ry. Co.	15-5-13	Dharmapuri...	Hosur ...	54 87	...	73 40	...	73 40
44	Nagpur-Ghindwara ...	1-1-11	B. N. Ry. Co.	20-10-13 20-10-13	Sansar ... Katchidhans ..	Ghindwara ... Branch ...	42 58 4 08 <u>46 66</u>	...	97 60	...	97 60
45	Parulia-Ranchi ...	15-11-07	B. N. Ry. Co.	6-10-13	Ranchi ...	Lohardaga ...	42 61	...	115 29	...	115 29
46	Raipur-Dhantari ...	10-9-00		...	...	...	...	...	56 94	...	56 94
47	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25 98	...	25 98
	Total ...	...	...	...	...	...	214 52	...	895 64	...	895 64
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total State lines worked by Companies.	...	...	...	...	...	465 08	9 15	16,806 84	1,761 25	18,568 07
III.—LEASED											
48	5' 6" GAUGE. South Bihar	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79 19	...	79 19
	3' 3 1/2" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Leased lines	...	...	...	...	...	...	...	79 19	...	79 19
	TOTAL PART I	...	...	...	...	...	708 14	70 47	23,354 29	2,556 85	25,911 14
PART											
<i>Railways the transactions of which do</i>											
IV.—DISTRICT											
49	5' 6" GAUGE. Tenali-Repalli ...	...	...	...	...	...	...	...	...	...	...
50	3' 3 1/2" GAUGE. Bezwa-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51 80	...	51 80
51	Podanur-Pollachi ...	...	...	...	...	...	...	...	...	...	...
52	Tanjore District Board ..	2-4-94	S. I. Ry. Co.	...	...	...	...	...	108 36	...	108 36
	Total ...	...	...	...	...	...	...	...	155 16	...	155 16
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total District Boards' lines.	...	...	...	...	...	...	...	155 16	...	155 16

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

I—concl'd.

pass through the Government accounts.

BY COMPANIES—concl'd.

...	...	...	28-4-11	B. B. & C. I. Ry. Co.	Broach ...	Jambusar ...	(a) 29'78	...	40	(a) Work commenced.
216'06	19'03	235'09	26-8-04	B. N. Ry. Co.	Babupeth ...	Chanda ...	(a) 2'26	...	41	
310'97	37'33	348'30	24-6-04	B. N. Ry. Co.	Khirsadoh ..	Sirgera ...	(b) 8'43	...	42	(b) Not commenced.
78'40	4'10	77'50	...	...	...	...	...	...	43	
97'60	7'14	104'74	...	...	...	...	...	...	44	
115'29	10'27	125'56	...	...	...	...	...	...	45	
56'94	3'50	60'44	...	...	...	...	...	...	46	
25'38	2'53	27'90	...	...	...	...	...	...	47	
895'64	88'89	979'53	...	...	...	...	40'47	...		
...		
20,368'98	4,229'47	24,598'45	...	...	...	...	812'56	106'12		

LINES.

79'19	8'67	87'86	...	...	...	...	...	...	48	
...		
...		
...		
79'19	8'67	87'86	...	...	...	...	...	...
28,549'04	6,374'60	34,923'64	...	...	...	...	1,031'85	156'41		

II

not pass through the Government accounts.

BOARDS' LINES.

...	...	...	9-4-13	M.S.M. Ry. Co.	Tenali ...	Repalli ...	(a) 21'10	...	49	
51'60	7'03	58'83	...	...	...	...	...	...	50	
...	...	...	19-11-13	S. I. Ry. Co.	Podanur ...	Pollachi ...	(a) 25'04	...	51	
108'36	9'11	112'47	15-10-13	S. I. Ry. Co.	Nidamangalam (Tiruturaipandi)	Mannargudi Vedaraniem	(a) 3'58 (b) 20'00	28'58	52	
155'16	16'14	171'30	...	...	...	...	58'62	...		
...		
...		
155'16	16'14	171'30	...	...	...	...	74'72	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 1.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 18TH MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i> V.-DISTRICT BOARDS' LINES GUARAN											
53	5' 6" GAUGE. Nil. 3' 3 1/2" GAUGE. Nil. 2' 6" GAUGE. Nil. Bowringpet-Kolar ... 2' 0" GAUGE. Nil. Total District Boards' lines guaranteed by Native States.	15-12-13	Mysore Durbar.	15-12-13	Bowringpet ..	Kolar	10'92	...	10'92	...	10'92
54	5' 6" GAUGE. Amritsar-Patti ...	21-9-06	N. W. Ry.	...	...	...	...	...	54'26	...	54'26
55	Jullundur Doad ...	23-6-12	N. W. Ry.	1-1-13 1-6-13 11-8-13 10-1-14	Sultanpur Lodi Lohian-Khas Ferozepore. Lohian Khas.	Lohian Khas. Phillaur. Makhu. Gidarpindi.	4'48 89'99 25'86 4'39 74'72	...	102'97	...	102'97
56	Jullundur-Mukerian ...	...	...	...	...	...	...	...	...	...	...
57	Mandra-Bhon ...	...	...	...	...	...	...	...	...	...	...
58	Phagwara-Rahon ...	...	...	...	...	...	...	...	...	...	...
59	Sara-Serajganj ...	...	...	...	...	...	...	...	...	...	...
60	Southern Punjab ...	10-11-97	...	...	...	...	...	...	423'50	1'56	424'06
61	Southern Punjab "Ludhiana" Extension.	10-6-05	N. W. Ry.	...	...	...	...	...	152'04	...	152'04
62	Sutlej Valley ...	6-7-10	...	...	...	...	...	...	208'19	...	208'19
63	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	...	...	...	...	...	155'48	...	155'48
	Total	...	...	...	...	...	74'72	...	1,095'44	1'56	1,097'00
VI.- BRANCH LINE COMPANIES' RAILWAYS											
64	3' 3 1/2" GAUGE. Ahmedabad-Dholka ...	23-2-03	B. R. & C. I. Ry. Co.	...	...	...	...	...	33'54	...	33'54
65	Ahmedabad-Parantij ...	1-5-97	...	...	...	...	...	...	88'70	...	88'70
66	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	...	...	...	...	...	55'22	...	55'22
	Total	...	...	...	...	...	...	...	177'46	...	177'46
	2' 0" GAUGE.										
67	Dhond-Baramati ...	...	...	...	...	...	...	...	...	...	...
68	Godhra-Lunavada ...	4-12-13	Guzerat Eys. Co.	4-12-13	Godhra	Lunavada Road	24'00	...	24'00	...	24'00
69	Jacobabad-Kashmore ...	...	...	...	...	...	...	...	...	...	...
70	Murtajapur-Ellichpur ...	1-12-13	G. I. P. Ry. Co.	1-12-13	Murtajapur	Ellichpur	47'65	...	47'65	...	47'65
71	Murtajapur Yeotmal ...	...	...	...	...	...	...	...	...	...	...
72	Nadiad-Kapadvanj ...	5-3-13	Guzerat Eys. Co.	5-3-13	Nadiad	Kapadvanj	27'86	...	27'86	...	27'86
	Total	...	...	...	...	...	99'51	...	99'51	...	99'51
73	2' 0" GAUGE. Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	16-3-14 16-3-14	Panchanai Siliguri	Motigara Sivoko	2'16 12'12 14'28	...	14'28	...	14'28
	Total branch line Companies' railways assisted by Government under "rebate" terms.	...	...	...	...	...	183'51	...	1,386'69	1'56	1,386'25

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
...	
10'92	0'41	11'33	...	...	...	...	...	...	53	
...		
10'92	0'41	11'33	...	...	...	...	...	...
ASSISTED UNDER "REBATE" TERMS.										
54'26	7'75	62'01	...	...	...	...	...	...	54	
102'97	14'72	117'69	2-6-11 28-10-12	S. P. Ry. Co.	Gidarpindi Jullundur...	Makhu Nakodar ...	(a)10'00 (a)19'32 29'32	...	55	(e) Since opened.
...	...	...	19-3-14	(b)	Jullundur...	Mukerian ...	(c)45'35	...	56	(b) Hoshiarpur Doab Branch Railways Company.
...	...	...	3-12-13	N. W. Ry.	Mandra ...	Bhon ...	(d)46'50	...	57	
...	...	...	19-3-14	(b)	Phagwara ...	Rahon ...	(c)28'00	...	58	(c) Not commenced.
...	...	...	10-10-13	E. B. Ry...	Ishardi ...	Serajganj ...	(d)49'20	...	59	(d) Work commenced.
425'62	89'30	514'92	...	...	...	...	...	...	60	
132'04	16'31	168'35	...	...	...	...	...	...	1	
208'19	27'26	235'45	...	...	...	...	...	...	62	
155'48	10'17	165'65	...	...	...	...	...	...	63	
1,098'86	165'51	1,264'07	...	...	...	...	198'37	...		
38'54	2'78	36'32	...	...	...	...	...	...	64	
88'70	(e) 12'07	100'77	...	...	...	...	...	...	65	(e) Includes 1'63 miles of 5' 0" gauge sidings.
55'22	9'97	65'19	...	...	...	...	...	...	66	
177'46	24'32	202'28	...	...	...	...	...	...
...	...	...	2-11-12	G. I. P. Ry. Co.	Dhond ...	Baramati ...	(a)27'33	...	67	
24'00	1'86	25'86	13-3-12	Guzerat Rys. Co.	Lunavada Road.	Lunavada ...	(d) 1'59	...	68	
...	...	...	16-10-13	Upper Sind Light Rys. Co.	Jacobabad...	Kashmore...	(d)76'50	...	69	
47'65	4'58	52'23	...	...	...	...	...	...	70	
...	...	...	9-4-12	G. I. P. Ry. Co.	Martajapur	Yeotmal ...	(d)70'08	...	71	
27'86	4'40	32'26	...	...	...	...	...	...	72	
99'51	10'84	110'85	...	...	...	...	175'60	...		
14'28	...	14'28	6-2-13 6-2-13	D.H.By. Co.	Motigara Sivoke ...	Kissengunge Teesta Bridge	(f)66'50 (d)17'38 83'88	...	73	(f) Portion since opened.
1,899'81	201'17	1,599'98	...	...	...	...	458'25	...		

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix I.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
VII.—BRANCH LINE COMPANIES' RAILWAYS											
74	5' 6" GAUGE. Hardwar-Dehra ...	1-3-00	O. & E. Ry.	...	...	...	...	...	32'04	...	32'04
	3' 3½" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
75	2' 6" GAUGE. Burdwan-Katwa ...	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Branch Line Companies' railways assisted under "guarantee" terms.	...	...	...	...	...	...	...	32'04	...	32'04
VIII.—COMPANIES' LINES GUARANTEED											
76	5' 6" GAUGE. Nizam's Guaranteed State	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(a)380'18	...	380'18
77	3' 3½" GAUGE. Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	...	...	...	...	...	(a)390'75	0'38	391'13
78	2' 6" GAUGE. Bangalore-Chickballapur Light.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	...	...	720'88	0'38	721'26
IX.—ASSISTED COMPANIES' LINES SUBSIDIZED											
79	5' 6" GAUGE. Delhi-Umballa-Kalka ...	1-3-91	E. I. Ry. Co.	...	...	...	...	...	192'12	...	192'12
80	3' 3½" GAUGE. Rohilkund and Kumaon	12-10-84	E. & K. Ry. Co.	...	...	...	...	...	256'32	...	256'32
	2' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
	Total Assisted Companies' lines subsidized by the Government of India.	...	...	...	...	...	...	...	448'44	...	448'44

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	
									23	
II—contd.										
<i>not pass through the Government accounts.</i>										
ASSISTED UNDER "GUARANTEE" TERMS.										
32'04	4'47	36'51	...	...	...	...	...	...	74	
...		
...	...	...	30-12-18	B. K. T. Ry. Co.	Burdwan ...	Katwa ...	32'69	...	75	
...		
32'04	4'47	36'51	...	...	...	...	32'69	...		
BY NATIVE STATES.										
330'13	44'45	374'58	...	...	...	...	...	...	76	(a) 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 trates work.
391'51	50'54	442'05	...	...	...	...	...	...	77	
...	...	...	10-9-09	Mysore Durbar.	Bangalore ...	Chickballapur	(b)37'95	...	78	(b) Work commenced.
...		
721'64	94'99	816'63	...	...	...	...	87'95	...		
BY THE GOVERNMENT OF INDIA.										
192'12	23'94	216'06	11-9-18	D. U. K. Ry. Co.	Panipat ...	Mile 14'81	14'81	...	79	
256'82	34'77	291'09	17-6-09	R. & K. Ry. Co.	Shahbaznagar	Shahjahanpur	(b)2'56	...	80	
...		
...		
448'44	53'71	502'15	...	...	...	...	17'37	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 1.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
X.-ASSISTED COMPANIES' LINES											
	5' 6" GAUGE.	...	...	...	...	...	...	...	...	...	...
	Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3½" GAUGE.	...	...	...	...	...	...	...	...	...	...
81	Dibru-Sadiya ...	15-8-82	Assam Ry. & Trading Co.	...	...	...	...	...	86-02	...	86-02
	2' 6" GAUGE.	...	...	...	...	...	...	...	...	...	...
82	Buthidang-Maungdaw...	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.	...	...	...	...	...	...	...	...	...	...
88	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51-00	...	51-00
	Total Assisted Companies' lines subsidized by Local Governments.	...	...	...	...	...	...	...	187-02	...	187-02
XI.-ASSISTED COMPANIES' LINES											
	5' 6" GAUGE.	...	...	...	...	...	...	...	...	...	...
	Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3½" GAUGE.	...	...	...	...	...	...	...	...	...	...
84	Bengal Doonars ...	15-1-98	B. D. Ry. Co.	...	...	...	...	...	36-40	...	36-40
	2' 6" GAUGE.	...	...	...	...	...	...	...	...	...	...
85	Arrah-Sasaram Light ...	6-8-11	A. S. Lt. Ry. Co.	...	...	...	...	...	60-50	...	60-50
86	Baraset-Basirhat Light ...	1-2-05	B. B. Lt. Ry. Co.	...	...	...	...	...	51-12	...	51-12
87	Bukhtiarpore-Bihar Light	1-7-08	B. B. Ry. Co.	...	...	...	...	...	38-00	...	38-00
88	Jessore-Jhenidah Light...	1-10-18	J. J. Lt. Ry. Co.	1-10-13	Jessore ...	Jhenidah ...	28-90	...	36-80	...	36-80
				1-10-18	Kaligunj ...	Kotehandpur...	7-90	...			
89	Tezporo-Balipara Light ...	9-8-94	T. B. Lt. Ry. Co.	...	...	...	36-80	...	20-10	...	20-10
	Total	...	...	...	...	...	36-80	...	201-52	...	201-52
	2' 0" GAUGE.	...	...	...	...	...	...	...	...	...	...
90	Howrah-Amra Light ...	1-7-97	H. A. Lt. Ry. Co.	...	...	...	...	...	48-87	...	48-87
91	Howrah-Sheakhala Light	2-8-97	H. S. Lt. Ry. Co.	...	...	...	...	...	19-75	...	19-75
	Total	...	...	...	...	...	...	...	68-62	...	68-62
	Total Assisted Companies' lines subsidized by District Boards.	...	...	...	...	...	36-80	...	301-54	...	301-54
XII.-ASSISTED COMPANIES' LINES RECEIV-											
92	Tarkeasur ...	1-1-85	E. I. Ry. Co.	...	...	...	...	...	22-21	...	22-21
	3' 3½" GAUGE.	...	...	...	...	...	...	...	...	...	...
93	Bengal and North-Western	2-4-84	B. & N. W. Ry. Co.	15-8-13	Thawe ...	Turkaulia ...	22-78	...	1,240-12	...	1,240-12
				26-4-18	Turkaulia ...	Captainganj ...	37-83	...			
				9-5-13	Izat Bridge ...	Allahabad ...	1-46	...			
	Carried over	...	...	...	...	...	62-02	...	1,240-12	...	1,240-12

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix J.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XII.—ASSISTED COMPANIES' LINES RECEIV-											
	3' 3½" GAUGE—concl'd.										
	Brought forward ...	...	...	...	...	...	62'02	...	1,240'12	...	1,240'12
94	Bengal Doocars extensions	20-4-00	B. D. Ry. Co.	...	...	...	...	...	116'56	...	116'56
95	Mirpur Khas-Jhudo ...	12-4-09	} J. B. Ry. {	...	...	...	...	...	50'43	...	50'43
96	Mirpur Khas-Khadro ...	1-1-12		49'50	...	49'50
	Total ...	...	...	...	...	...	62'02	...	1,456'61	...	1,456'61
	2' 6" GAUGE.										
97	Barsi Light ...	1-3-97	B. Lt. Ry. Co.	...	...	...	...	...	115'84	...	115'84
98	Champaner-Shivrajpur Light.	2-2-11	Shivrajpur Syndicate.	...	...	...	...	...	20'24	...	20'24
99	Dwara-Therria Light ...	...	...	...	...	...	...	...	...	...	...
100	Powayan Light ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39'50	...	39'50
101	Shahdara (Delhi)-Sabaranpur Light.	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92'50	...	92'50
	Total ...	...	...	...	...	...	...	...	268'08	...	268'08
	2' 0" GAUGE.										
102	Matheran Light ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12'61	...	12'61
	Total Assisted Companies' lines receiving land only from Government.	...	...	...	...	...	62'02	...	1,759'51	...	1,759'51
XIII.—UNASSISTED											
	5' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3½" GAUGE.										
103	Ledo and Tikak-Margherita colliery.	17-2-94	Assam Rys. & Trading Co.	...	...	...	...	...	5'50	...	5'50
	2' 6" GAUGE.										
104	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
105	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	23'83	...	23'83
106	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	...	...	...	...	...	8'30	...	8'30
107	Tarkessur-Magra Light	7-11-94	B. P. Ry. Co.	...	...	...	...	...	33'27	...	33'27
	Total ...	...	...	...	...	...	...	...	65'40	...	65'40
	2' 0" GAUGE.										
108	Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	...	...	...	...	...	3'31	...	3'31
	Total Unassisted Companies' lines.	...	...	...	...	...	...	...	74'21	...	74'21

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

II—contd.

not pass through the Government accounts.

ING LAND ONLY FROM GOVERNMENT—concl.

1,240.13	197.66	1,437.78	...	...	...	...	...	...	...	...
116.56	12.10	128.66	26-9-19	B. D. Ry. Co.	Chalaa ...	Matelli ...	5.31	...	94		
50.43	2.63	53.06	...	...	...	...	...	...	95		
49.50	3.00	52.50	...	...	...	...	...	...	96		
1,458.61	215.39	1,672.00	...	...	...	...	5.31	...			
115.84	13.17	129.01	21-11-08	B. Lt. Ry. Co.	Pandharpur station.	Pandharpur town.	(a) 1.36	...	97	(a) Work commenced.	
20.24	3.09	23.33	...	...	...	...	...	...	98		
...	...	...	15-5-02	Khasia Hills (Assam) Coy. Ltd.	{ Dwara ... Maolong ...	Maolong ... Therria Ghat	(a) 18.50 (b) 6.00 19.50	...	99		
39.50	1.25	40.75	...	...	...	...	...	...	100	(b) Commencement of work not authorised.	
92.50	8.62	101.12	4-1-02	S. S. Lt. Ry. Co.	Baranb ...	Meerut ...	(c) 30.00	...	101	(c) In abeyance.	
268.08	26.18	294.21	...	...	...	...	50.88	...			
12.61	1.18	13.79	...	...	...	...	...	...	102		
1,759.51	246.12	2,005.63	...	...	...	...	56.17	...			
COMPANIES' LINES.											
...			
5.50	7.66	13.16	...	...	...	...	...	...	103		
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Baroda Frontier.	Samaia ...	(d) 18.00	...	104	(d) Work commenced on 13.00 miles only.	
23.88	2.63	26.46	...	...	...	...	...	...	105		
8.30	...	8.30	13-2-06	Madaya Tramway Co.	Madaya ...	Toungbyon	(a) 7.70	...	106		
33.27	3.23	36.50	...	...	...	...	...	...	107		
65.40	4.86	70.26	...	...	...	...	25.70	...			
3.31	0.55	3.86	...	...	...	...	...	...	109		
74.21	13.07	87.28	...	...	...	...	25.70	...			

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix I.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.			
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	
					From	To	Single line.	Second, third, etc., lines, as the case may be.				
1	2	3	4	5	6	7	8	9	10	11	12	
PART												
<i>Railways, the transactions of which do</i>												
XIV.—NATIVE STATE LINES												
	5' 6" GAUGE. Nil.	...	...	...	...	...	...	...	...	...	...
109	8' 3 1/2" GAUGE. Bhavnagar ...	20-12-80	Bhavnagar Durbar.	15-5-13 15-9-13	Botad Vinchhia	Vinohhia Jasdan	18-41 15-06 33-47	...	(a) 206-31	...	206-31	
110	Bikaner ...	9-12-91	J. B. Ry. ...	...	...	...	...	...	470-37	...	470-37
111	Dhrangadra ...	1-6-98	Bhavnagar Durbar.	...	...	...	...	...	20-63	...	20-63
112	Gondal-Porbandar ...	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	(c) 148-01	...	148-01
113	Jamnagar ...	8-4-97	Jamnagar Durbar.	...	...	...	...	...	(d) 54-23	...	54-23
114	Jotalsar-Rajkot ...	12-4-98	G. P. Ry. ...	...	...	...	...	...	46-21	...	46-21
115	Jodhpur ...	21-6-82	J. B. Ry. {	21-9-13 17-3-14	Jodhpur Osian	Osian Marwar Lohawat	34-28 27-22 61-50	...	586-50	...	586-50	
116	Junagad ...	1-9-88	Junagad Durbar.	15-2-13	Bilkha	Visavadar	12-92	...	(f) 113-42	...	113-42	
117	Khijadia-Dhari ...	1-3-13	G. P. Ry. {	1-3-13 10-3-14	Khijadia Gavadka	Gavadka Chhalala	16-35 9-18 25-53	...	25-53	...	25-53	
118	Morvi ...	11-3-80	Morvi Durbar	...	...	...	...	...	78-94	...	78-94
119	Mysore-Arsikere ...	...	...	...	...	...	...	...	...	...	...
120	Okhamandal ...	...	...	...	...	...	...	...	...	...	...
121	Udaipur-Chitorgarh ...	1-8-95	Udaipur Durbar.	...	...	...	...	...	67-30	...	67-30
	Total 2' 6" GAUGE.	...	...	...	...	...	139-42	...	1,812-44	...	1,812-44
122	Cutch ...	18-5-05	Cutch Durbar	...	...	...	...	...	36-78	...	36-78
123	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	15-9-13	Eari	Basari	8-81	...	28-43	...	28-43	
124	Morvi ...	24-3-87	Morvi Durbar	...	...	...	...	...	18-89	...	18-89
	Total 2' 0" GAUGE.	...	...	...	...	...	8-81	...	84-10	...	84-10
125	Gwalior Light ...	2-12-99	Gwalior Durbar.	...	...	...	...	...	249-96	...	249-96
126	Pipar Road-Bhavi Light	25-11-10	J. B. Railway	...	...	...	...	...	25-25	...	25-25
127	Tarikere-Yedahalli ...	...	...	...	...	...	...	...	...	...	...
	Total	...	...	...	...	...	...	...	275-21	...	275-21
	Total Native State lines worked by Native States.	...	...	...	...	...	142-23	...	2,171-75	...	2,171-75
XV.—NATIVE STATE LINES												
128	5' 6" GAUGE. Bhopal-Itarsi (Native State section).	18-11-84	G. I. P. Ry. Co. {	...	...	...	...	...	44-49	...	44-49
129	Bhopal-Ujjain ...	11-11-95		...	...	...	...	...	113-27	...	113-27
130	Bina-Goona-Baran ...	23-9-95		...	...	...	...	...	145-61	...	145-61
131	Jind-Panipat (Native State section).	...	...	...	...	...	...	...	...	...	...
132	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9-88	...	9-88
133	Nagda-Ujjain ...	15-7-98	B. B. & C. I. Ry. Co.	...	...	...	...	...	34-82	...	34-82
134	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co. {	...	...	...	...	...	21-50	...	21-50
135	Petlad-Cambay (Tarapur-Cambay section).	20-6-01		12-30	...	12-30
	Total	...	...	...	...	...	...	...	381-37	...	381-37

DIX 2—contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
13	14	15	16	17	From	To	Single line.	Second, third, etc., lines, as the case may be.	23	

II—contd.

not pass through the Government accounts.

WORKED BY NATIVE STATES.

...
206'31	30'69	237'00	...	...	...	...	...	...	109	(a) Includes 1'03 miles of Dock estate line worked for goods traffic only.
470'37	22'02	492'39	6-3-14	J. B. Ry.	Ratangarh...	Sardarsahar	(b) 28'00	...	110	(b) Not commenced.	
20'63	1'82	22'45	26-9-13	Dhrangadra Durbar.	Dhrangadra	Halvad	(b) 19'60	...	111	(c) Includes 1'55 miles from Porbandar to Porbandar Bandar and 3'70 miles of Ranawao quarry branch worked for goods traffic only.	
148'01	17'50	165'51	...	...	...	...	...	...	112	
54'22	3'75	57'97	...	...	...	...	...	...	113	(d) Includes 3'93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only.
46'21	4'67	50'88	...	...	...	...	...	...	114	
586'50	40'92	627'42	21-8-12	J. B. Ry.	Marwar Lohawat.	Phalodi	(e) 18'00	...	115	(e) Since opened.	
113'42	11'13	124'55	...	...	...	...	...	...	116	(f) Includes 0'25 mile of Durgapur quarry line and 0'80 mile of Veraval Dock estate line worked for goods traffic only.
25'53	3'97	29'50	7-2-13	Baroda Durbar.	Chhalala	Dhari	(g) 11'71	...	117		
73'94	7'83	81'77	...	...	...	...	...	...	118	(g) Work commenced.
...	...	...	29-10-13	Mysore Durbar.	Mysore	Araikere	(g) 106'50	...	119	
...	...	...	5-6-13	Baroda Durbar.	Kuranga	Arthara	(g) 37'02	...	120	
67'90	4'85	72'15	...	...	...	...	...	...	121	
1,812'44	149'15	1,961'59	...	...	...	...	221'08	...		
36'78	2'70	39'48	20-11-13	Cutch Durbar.	Anjar	Bachan	(g) 23'75	...	122		
28'43	4'27	32'70	25-6-12	Dholpur Durbar.	Baseri	Tantpur	(g) 7'81	(b) 1'44 (3rd line)	123		
16'89	2'70	21'59	...	...	...	...	...	...	124	
84'10	9'67	93'77	...	...	...	...	81'56	1'44		
249'96	11'98	261'94	...	...	...	...	...	...	125	
25'25	0'63	25'89	...	...	...	...	...	...	126	
...	...	...	25-9-13	Mysore Durbar.	Tarikere	Yedahalli	(g) 25'00	...	127	
275'21	12'61	287'82	...	...	...	...	25'00	...		
2,171'75	171'43	2,343'18	...	...	...	...	277'59	1'44		

WORKED BY COMPANIES.

44'49	(h) 25'63	70'12	...	...	...	...	...	...	128	(h) Includes sidings on the British section, serial No. 10.
113'27	8'97	122'24	...	...	...	...	...	...	129	
145'61	11'64	157'25	...	...	...	...	...	...	130	
...	...	...	11-9-13	D. U. K. Ry. Co.	14'81 miles from Panipat.	Jind	28'80	...	131	
9'88	5'74	15'62	...	...	...	...	...	...	132	
34'32	1'06	35'38	...	...	...	...	...	...	133	
21'50	2'05	23'55	...	...	...	...	...	...	134	
12'30	3'81	16'11	...	...	...	...	...	...	135	
391'37	58'90	450'27	...	...	...	...	28'80	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauge.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 1.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XV.-NATIVE STATE LINES											
3' 3 1/2" GAUGE.											
136	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	37-92	...	37-92
137	Gaekwar's Mehsana ...	21-3-87	B. B. & C.I. Ry. Co.	...	...	...	...	...	138-00	...	138-00
138	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51-35	...	51-35
139	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	...	...	...	...	...	50-31	...	50-31
140	Jaipur ..	10-11-05	B. B. & C. I. Ry. Co.	...	...	...	...	...	72-84	...	72-84
141	Kolhapur ...	21-4-91	M. & S. M. Ry. Co.	...	...	...	...	...	29-27	...	29-27
142	Mysore-Nanjangud ...	1-12-91		...	...	...	...	...	15-60	...	15-60
143	Sangli ...	1-4-07		...	...	...	...	...	4-90	...	4-90
144	Secunderabad-Gadwal ...	...	...	...	...	...	...	...	...	...	...
145	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	...	...	...	...	...	64-75	...	64-75
146	Tinnevelly-Quilon (Travancore) (Native State section) ...	1-6-04		...	...	...	...	...	58-05	...	58-05
147	Vijapur-Kalol-Kadi ...	10-6-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	46-11	...	46-11
	Total ...	...	...	...	...	...	...	...	569-30	...	569-30
2' 8" GAUGE.											
148	Billimora-Kalamba ...	...	...	...	...	...	...	...	...	...	...
149	Gaekwar's-Dabhoi ...	8-4-78	B. B. & C. I. Ry. Co.	15-11-13	Dabhoi ...	Jarod ...	28-83	...	141-93	...	141-93
150	Kosamba-Zankhvar ...	1-5-12	B. B. & C. I. Ry. Co.	...	...	...	...	...	26-12	...	26-12
151	Mourbhanj ...	20-1-05	B. N. Ry. Co.	...	...	...	...	...	32-41	...	32-41
152	Parlakimedi Light ...	1-4-00		...	...	...	...	...	24-62	...	24-62
153	Petlad-Vaso ...	...	...	...	...	...	...	...	...	...	...
154	Rajpipla ...	1-7-97	B. B. & C. I. Ry. Co.	...	...	...	...	...	37-37	...	37-37
	Total ...	...	...	...	...	...	28-83	...	262-50	...	262-50
2' 0" GAUGE.											
N7.											
	Total Native State lines worked by Companies ...	...	...	...	...	...	28-83	...	1,213-17	...	1,213-17

DIX 2--contd.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

II--contd.

not pass through the Government accounts.

WORKED BY COMPANIES--contd.

87.92	4.57	42.49	...	...	...	...	...	...	136	
138.00	15.50	153.50	15-3-12 15-3-12 14-1-13	Baroda Durbar.	Patan ... Khalipur ... Wagrod ...	Kakoshi ... Khakhal ... Khareda ...	(a)25.01 (b)17.12 28.00	...	137	(a) Work is proceeding on 15 miles only. (b) Not commenced.
51.85	4.03	55.88	...	...	...	...	...	...	138	
50.31	6.52	56.83	...	...	...	...	...	...	139	
72.84	(c)7.72	80.56	12-12-13	Jaipur Durbar.	Jaipur ...	Reengus ...	(d)36.00	...	140	(c) Includes 0.23 mile of 5' 6" gauge.
29.27	1.89	31.16	...	...	...	...	...	...	141	(d) Work commenced.
15.80	1.09	16.89	...	...	...	...	...	...	142	
4.90	0.29	5.19	...	...	...	...	...	...	143	
...	...	...	27-3-14	N. G. S. Ry. Co.	Secunderabad	Gadwal ...	(d)117.00	...	144	
64.75	10.68	75.43	...	...	...	...	...	...	145	
58.05	(e)	58.05	1-10-13	S. I. Ry. Co.	Qailon ...	Trivandrum	(d)39.15	...	146	(e) Included with the British section, serial No. 98.
46.11	4.63	50.74	...	...	...	...	...	...	147	
569.30	56.92	626.22	...	...	...	...	262.28	...		
...	...	...	5-7-11	Baroda Durbar.	Billimora ...	Kalamba ...	(d)35.00	...	148	
141.98	12.23	154.20	9-4-13 25-3-14 25-3-14 26-3-14	Baroda Durbar	Jarod ... Motipura ... Ghantoli ... Masar Road	Samlaya ... Tankhala ... Songir ... Jambusar ...	(d)5.35 (d)24.67 (d)2.49 (f)7.22	...	149	(f) Not commenced.
28.12	2.53	28.65	23-3-14	Baroda Durbar.	Zankhvav ...	Bardipada ...	22.57	...	150	
32.41	1.76	34.17	...	...	...	...	...	...	151	
24.62	1.71	26.33	...	...	...	...	...	...	152	
...	...	...	7-6-11	Baroda Durbar.	Petlad ...	Vaso ...	(d)15.50	...	153	
37.37	4.14	41.51	...	...	...	...	...	...	154	
262.50	22.36	284.86	...	...	...	...	112.80	...		
...		
1,213.17	138.18	1,351.35	...	...	...	...	403.83	...		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix I.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914.		
				Date of opening.	SECTION OPENED.		MILEAGE OPENED.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
PART											
<i>Railways, the transactions of which do</i>											
XVI.—NATIVE STATE LINES											
	5' 6" GAUGE.										
155	Jammu and Kashmir (Native State section) (a)	15-3-90	N. W. Ry.	...	...	...	...	...	16-01	...	16-01
156	Khanpur-Chaabran ...	2-7-11		...	...	...	...	...	22-02	...	22-02
157	Ludhiana-Dhuri-Jakhal	10-4-01		...	...	...	...	...	78-65	...	78-65
158	Rajpura-Bhatinda ...	1-11-84		...	...	...	...	...	108-04	...	108-04
	Total ...	...	...	...	...	...	...	...	224-72	...	224-72
	3' 3½" GAUGE.										
159	Cooch Behar ...	15-9-98	E. B. Ry. ...	...	...	...	...	...	33-09	...	33-09
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Native State lines worked by State Railway Agency.	...	...	...	...	...	...	...	257-81	...	257-81
XVII.—LINES IN FOREIGN											
	5' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3' 3½" GAUGE.										
160	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	...	...	...	...	...	14-65	...	14-65
161	Pondicherry ...	15-12-79		...	...	...	...	...	7-85	...	7-85
162	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51-10	...	51-10
	Total ...	...	...	...	...	...	...	...	73-60	...	73-60
	2' 6" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2' 0" GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	TOTAL FOREIGN LINES	...	...	...	...	...	...	...	73-60	...	73-60
	TOTAL PART II	...	...	...	...	...	464-31	...	8,742-74	1-94	8,744-68
	TOTAL PART I	...	...	...	...	...	708-14	70-47	23,854-29	2,556-85	25,911-14
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(b) 1,173-45	70-47	32,097-08	2,558-79	34,655-82

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1914.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914.						Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			
					From	To	Single line.	Second, third, etc. lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

II—concl'd.
not pass through the Government accounts.

WORKED BY STATE RAILWAY AGENCY.

16-01	1-01	17-02	...	...	...	...	...	...	155	(a) The British section of this railway forms an integral portion of the North Western railway.
22-02	3-43	25-45	...	...	...	...	...	...	156	
78-65	5-76	84-41	...	...	...	...	...	...	157	
108-04	25-07	133-11	...	...	...	...	...	...	158	
224-72	35-27	259-99	...	...	...	...	...	...
33-09	2-84	35-48	...	...	...	...	...	...	159	
...		
...		
257-81	37-61	295-42	...	...	...	...	...	...
...		
TERRITORY.										
...		
14-65	2-19	16-78	...	...	...	...	...	...	160	
7-85	2-19	10-04	...	...	...	...	...	...	161	
51-10	15-65	66-75	...	...	...	...	...	...	162	
73-60	19-97	93-57	...	...	...	...	...	...
...		
...		
73-60	19-97	93-57	...	...	...	...	...	...
8,746-62	1,016-25	9,762-87	...	...	...	...	1,410-98	1-44		(b) This is the actual mileage opened. The net mileage added (i.e., mileage actually opened, plus or minus corrections of mileage, due to realignments, remeasurements, abandonments, etc.) during the 15 months ending 31st March 1914 is 1,171-08 miles.
28,519-04	6,374-60	34,893-64	...	...	...	...	1,031-85	156-41		
37,295-66	7,420-85	44,716-51	...	...	...	...	2,442-83	157-85		

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).		
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.	
1	2	3	4	5	6	7	8	9	10	
PART										
Railways, the transactions of which										
I.—STATE LINES WORKED										
3	(a)	Eastern Bengal	5' 6"	58	42,82	64,76	1,08,16	15,52,55	1,79	
3	(b)	Eastern Bengal	3' 3 3/4" & 2' 6"	2,01	17,19	22,78	41,98	11,70,74	9,44	
...	...	Lower Ganges Bridge	5' 6"	79,34	...	...	79,34	...	3,41,97
8	(a)	North-Western, Commercial section	"	...	1,61,00	1,20,00	2,81,00	58,16,16	...	
		" " Military " . . . . .	"	...	...	1,72	1,72	17,75,06	...
8	(c)	Jakhal-Hissar	"	3,20	...	...	3,20	37,22	...
8	(l)	Kalka-Simla	2' 6"	...	4	73	77	1,99,25	...	
8	(m)	Kohat-Thal	"	...	—37	5	—32	43,71	...	
8	(n)	Nowshera-Durgai . . . . .	"	...	...	6	6	26,08	...
8	(o)	Trans-Indus (Kalabagh-Bannu)	"	9,47	89	...	10,36	51,02	7,57	
9	(a)	Oudh and Rohilkhand	5' 6"	...	82,57	15,88	48,45	20,32,07	...	
9	(d)	Cawnpore-Burhwal	3' 3 3/4"	...	...	...	...	...	...
9	(b)	Cawnpore-Banda	5' 6"	19,29	...	...	19,29	29,96	38,82
52	(a)	Jorhat (Provincial)	2' 0"	...	17	4	21	10,08	...	
TOTAL				...	1,13,89	2,54,81	2,26,02	5,94,22	1,27,35,85	3,99,89

- 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. South Indian.
 Eastern Bengal. Great Indian Peninsula.
 Oudh and Rohilkhand. Bombay, Baroda and Central India.
 Sindh Punjab and Delhi (North-Western). Madras (now included under the Madras and Southern
 Maharashtra 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). Brahmaputra-Sultanpur (Eastern Bengal railway).
 Saganli-Baxaul (Tirhoot 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. Indian Midland.
 Bengal-Nagpur. Lucknow-Bareilly.
 Bengal Central (Eastern Bengal railway). Mysore.
 Burma. Madras and Southern Mahratta.

DIX 3.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).												CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).	REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total. (columns 17 & 18).					
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.		
11	12	13	14	15	16	17	18	19	20	21	22	23	
I.													
<i>pass through the Government Accounts,</i>													
BY THE STATE.													
3,06	1,53	23,46	...	1,12,72	...	16,88,73	1,79	16,90,53	} 20,473	(a)	3		
1,11	90	40,17	...	8	1	12,10,99	9,45	12,50,44		(b)	3		
...	...	...	...	...	16,96	...	3,58,93	3,58,93	2,398	...	...
1,57	104	89,53	...	8,23,33	...	61,81,32	...	61,81,22	} 58,516	(n)	8		
1,54	1,23	2,64	17,77,70	...	17,77,70		(o)	8		
54	47	89	...	28,11	...	28,11		(p)	8		
3,33	2,89	...	...	...	...	1,99,25	...	1,99,25	} 58,516	(q)	8	
71	87	43,71	...	43,71		(r)	8		
65	56	28	26,31	...	26,31		(s)	8		
57	49	5,39	...	1,09	2,89	57,50	10,76	68,26	} 17,094	(t)	8		
1,25	1,03	63,34	...	20,95,41	...	20,95,41		(u)	9		
...		(v)	9		
90	84	...	...	...	56	29,96	39,38	69,34	462	(b)	9	
31	29	...	...	57	...	10,65	...	10,65	71	(a)	52	
...	...	1,11,77	...	5,01,92	20,42	1,83,49,54	4,20,31	1,87,69,85	90,009				

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

	£	Rs.
East Indian railway	6,550,000 @ R. 15 = £1 =	9,82,50,000
Eastern Bengal railway	1,196,437 "	= 1,70,46,555
Sindh, Punjab and Delhi railway	2,988,804 "	= 4,40,07,060
South Indian railway	989,277 "	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049 "	= 1,55,40,735
Great Indian Peninsula railway	14,859,218 "	= 22,28,88,270
Bombay, Baroda and Central India railway	4,185,280 "	= 6,20,29,200
Madras railway	2,561,928 "	= 3,84,28,920

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES.)				Total capital outlay on final heads (excluding ferries).		
Main-head.	Sub-head.			On new lines, &c., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.	
										1	2	3	4	5	6	7	8	9	10
PART										
Railways, the transactions of which										
II.—STATE LINES WORKED										
1	(a)	Bengal-Nagpur	5' 6"	21,76	58,50	31,67	1,11,93	32,12,12	8,16	
1	(b)	Gondia-Chanda	2' 6"	15,73	9,18	82	25,73	4,55,03	75	
1	(c)	Jubbulpore-Gondia extension	"							
1	(e)	Nagpur-Chhindwara	"							
1	(g)	Purulia-Banohi	"							
1	(h)	Raipur-Dhamtari	"							
2	(a)	Bombay, Baroda and Central India *	5' 6"	...	44,67	1,01,98	1,46,65	22,90,45	...	
2	(f)	Bombay, Baroda and Central India	3' 3 3/4"	...	10,88	7,71	18,09	16,26,70	...	
2	(k)	Palanpur-Deesa								
2	(g)	Branch-Jambusar	2' 6"	8,43	...	...	8,43	...	10,45
4	(a)	East Indian	5' 6"	16,67	1,41,22	59,97	2,17,86	64,33,71	20,92	
5	(a)	Great Indian Peninsula	"	29,53	1,01,37	1,20,57	3,11,47	56,12,43	1,21,11	
5	(b)	Agra-Delhi Chord	"	...	4	1,23	1,27	1,45,95	...	
5	(c)	Baran-Kotah . . . . .	"	...	...	...	...	46,48	...
5	(d)	Bhopal-Itarsi (British section) . . . . .	"	...	...	182	82	40,23	...
6	(a)	Madras and Southern Mahratta	"	92	7,32	16,16	24,40	17,54,30	92	
6	(c)	Madras and Southern Mahratta	3' 3 3/4"	...	13,63	6,37	20,00	13,43,61	...	
6	(f)	Dhone-Kurnool . . . . .	"	...	...	2	2	10,09	...
6	(j)	Mysore section (M. and S. M.)	"	...	92	85	1,77	1,73,92	...	
	(b)	Bezwada extension	5' 6"	...	...	2	2	12,34	...
10	(a)	South Indian	"	...	13,91	2,13	22,09	6,63,66	...	
10	(b)	South Indian	3' 3 3/4"	...	26,07	40,29	66,36	9,09,42	...	
10	(c)	Nilgiri	"	...	42	64	1,06	77,70	...	
10	(f)	Morappur-Dharmapuri	2' 6"	...	2,55	93	3,48	29,64	...	
10	(k)	Tirupattur-Krishnagiri . . . . .	"	...	...	...	...	10,79	...
10	(h)	Tinnevelly-Quilon (Travancore) (British section)	3' 3 3/4"	...	...	...	...	44,20	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section)	"	50	...	1	1	1,18,03	150	
Carried over	88,54	4,36,18	4,52,24	9,76,96	2,50,40,80	1,62,81

DIX 3—contd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total. (columns 17 & 18).		Sub-head.	Main-head.	
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 13 of Appendix 2.)	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
1,71	1,34	47,40	...	1,50,94	9	34,10,55	8,19	34,18,74	23,628	(a)	1	
										(b)	1	
										(c)	1	
57	52	...	...	...	...	4,55,08	75	4,55,78	3,039	(e)	1	
										(g)	1	
										(h)	1	
2,29	1,52	...	...	65,65	...	23,56,10	...	23,56,10	29,043	(a)	2	* Includes the capital outlay on the Patri branch (Rs. 8,08,405).
89	71	...	...	54,33	...	16,81,03	...	16,81,03		(f)	2	
							10,45	10,45	70	(g)	2	
2,66	1,58	19,30	...	1,90,91	10	66,49,42	21,02	66,70,44	52,662	(a)	4	
2,26	1,49	...	...	2,15,69	...	59,28,12	1,21,11	59,49,23	47,774	(a)	5	
1,16	82	...	...	...	...	1,45,95	...	1,45,95	978	(b)	5	
1,15	1,06	...	...	...	...	46,48	...	46,48	310	(c)	5	
3,31	...	...	...	...	...	40,23	...	40,23	268	(d)	5	† Includes the expenditure on Native State section also.
1,70	1,37	...	...	71,61	...	18,25,91	92	18,26,83	24,307	(a)	6	
88	79	...	...	34,58	...	13,78,14	...	13,78,14		(c)	6	
32	29	...	...	...	...	10,09	...	10,09	67	(f)	6	
60	55	...	...	6,89	...	1,87,81	...	1,87,81	1,885	(g)	6	
57	55	...	...	...	...	12,34	...	12,34	82	(b)	7	
1,53	1,32	...	...	18,08	...	7,01,74	...	7,01,74	14,417	(a)	10	
1,03	88	26,11	...	66,50	...	10,02,03	...	10,02,03		(b)	10	
2,66	2,35	...	...	3,49	...	81,19	...	81,19	30,32	(c)	10	
40	38	...	...	68	...	30,32	...	30,32		(g)	10	
43	39	...	...	34	...	11,13	...	11,13	1,085	(k)	10	
87	...	...	...	...	...	44,20	...	44,20		(h)	10	
2,03	...	21	...	...	...	1,18,24	50	1,18,74	199,110	(i)	10	‡ Outlay supplied by Native State.
...	...	93,61	...	8,81,64	13	2,60,16,05	1,62,94	2,61,78,99				

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAYS.	Gauge.	CAPITAL OUTLAY 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 improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
Main head.	Sub- head.								
1	2	3	4	5	6	7	8	9	10
PART									
Railways, the transactions of which									
II.—STATE LINES WORKED									
		Brought forward . . . . .	...	88,54	436,18	4,52,24	9,76,96	2,50,40,80	1,62,81
11	(a)	Assam-Bengal	8' 3 1/4"	27,42	11,80	6,90	45,08	14,18,77	58,60
12	(b)	Tirhoot	"	5,60	11,41	2,85	19,86	7,56,71	19,26
15	(a)	Burma	"	...	9,10	22,82	31,92	16,67,34	...
15	(b)	Burma extensions	"	—1	...	43	42	2,17,56	26
15	(c)	Southern Shan States	"	35,11	3,40	...	38,51	41,27	87,92
19	(c)	Jodhpur-Hyderabad (British section) . . . . .	"	...	...	1,52	1,52	48,41	...
24	(b)	Lucknow-Bareilly	"	61	3,52	3,98	8,11	1,82,59	3,34
		TOTAL . . . . .	...	1,57,27	4,74,91	4,90,20	11,22,38	2,93,68,47	3,32,19
III.—LEASED									
4	(c)	South Bihar	5' 6"	...	...	...	...	1,19,77	...
		UNCLASSIFIED EXPENDITURE . . . . .	...	...	...	...	...	...	...
		TOTAL, PART I . . . . .	...	2,71,16	7,29,22	7,16,22	17,16,60	4,22,24,06	7,32,08
PART									
Railways, the transactions of which									
IV.—DISTRICT									
6	(m)	Tenali-Repalli	5' 6"	56	...	...	56	...	56
6	(d)	Beswada-Masulipatam	3' 3 1/4"	...	...	5	5	22,04	...
10	(g)	Tanjore District Board	"	1,53	...	32	1,85	49,23	1,53
10	(h)	Podanur-Pollachi	"	49	...	...	49	...	49
		TOTAL . . . . .	...	2,58	...	87	2,95	71,27	2,53
V.—DISTRICT BOARD'S LINE									
31	(a)	Bowringpet-Kolar	2' 6"	2,04	78	...	2,82	2,82	...
		TOTAL . . . . .	...	2,04	78	...	2,82	2,82	...

DIX 3—contd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 and 18).		Sub- head.	Main head.	
Open (calcu- lated on mileage in column 12 of Appen- dix 2).	Of single track, in- cluding sidings (cal- culated on mileage in column 15 of Appendix 2).	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	Open.	Under construc- tion.	In thousands of rupees.	Equiva- lent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
I—concl'd.												
pass through the Government Accounts.												
BY COMPANIES—concl'd.												
...	...	93,61	...	3,81,64	13	2,60,16,05	1,62,94	2,61,78,99	199,110			
1,75	1,49	59,63	10,04	21,72	1,46	15,00,12	70,10	15,70,23	10,306	(a)	11	
96	80	11,78	...	19,52	59	7,88,01	19,85	8,07,86	5,396	(b)	12	
1,24	95	17,68	...	63,47	...	17,48,44	...	17,48,44		(a)	15	
1,16	97	2,41	...	...	...	2,19,99	26	2,20,25		(b)	15	
1,79	1,65	...	...	...	3,77	41,27	91,69	1,82,96		(c)	15	
35	31	26	...	5	...	43,72	...	48,72	291	(c)	10	
61	58	...	...	5,93	4	1,88,52	3,38	*1,91,90	1,305	(b)	24	
...	...	1,85,32	10,04	9,92,33	5,99	3,05,46,12	3,48,22	3,08,94,34	230,164			
LINES.												
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(c)	4	
...	...	...	...	...	...	...	...	79,34	528			
...	...	2,97,09	10,04	14,94,25	26,41	4,40,15,43	7,68,53	4,48,63,30	830,499			
II.												
do not pass through the Government accounts.												
BOARDS' LINES.												
...	...	...	...	...	...	...	56	56	4	(m)	6	
48	37	...	...	...	...	22,04	...	22,04	147	(d)	6	
48	44	...	...	...	1,33	49,23	2,86	52,09	347	(g)	10	
...	...	...	...	...	...	...	49	49	3	(l)	10	
...	...	...	...	...	1,33	71,27	3,91	75,18	5,01			
GUARANTEED BY NATIVE STATE.												
26	25	...	...	14	...	2,96	...	2,96	20	(a)	31	
...	...	...	...	14	..	2,96	...	2,96	20			

* Includes the out-
lay of Rs. 63,03
thousand or
3420 thousand
on State works
incurred from the
joint debenture
stock.

(i) Capital outlay during the financial year and

CLASSIFICATION No. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX I).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
<i>Railways, the transactions of which do</i>									
VI.—BRANCH LINE COMPANIES' RAILWAYS									
2	(e)	Tapti Valley	5' 6"	...	...	4	4	1,81,47	...
2	(g)	Ahmedabad-Dholka	3' 3½"	...	...	...	...	11,17	...
2	(h)	Ahmedabad-Parantij . . . . .	"	...	...	25	25	37,09	...
3	(e)	Sara-Serajganj	5' 6"	1,94	...	...	1,94	...	1,94
3	(d)	Mymensingh-Jamalpur-Jagannathganj	3' 3½"	...	...	-7	-7	26,39	...
5	(i)	Dhond-Baramati	2' 6"	7,27	1,00	...	8,27	...	9,26
5	(g)	Murtajapur-Ellichpar	"	...	61	3,28	3,89	24,95	...
5	(j)	Murtajapur-Yeotmal	"	13,46	2,57	...	16,03	...	21,62
8	(b)	Amritsar-Patti	5' 6"	...	...	70	70	29,58	...
8	(e)	Jullundur-Doab	"	28,06	...	...	28,06	83,41	46,78
8	(g)	Mandra-Bhon	"	3,08	...	...	3,08	...	3,08
8	(i)	Southern Punjab . . . . .	"	...	...	6,75	6,75	2,56,22	...
8	(j)	Southern Punjab, "Ludhiana" extension	"	...	...	1,70	1,70	91,86	...
8	(k)	Sutlej Valley . . . . .	"	...	...	41	41	1,52,74	...
8	(a)	Jacobabad-Kashmore	2' 6"	10,82	...	...	10,82	...	10,82
40	(a)	Godhra-Lunavada	"	...	1,40	5,61	7,01	10,82	...
43	(a)	Nadiad-Kapedvanj	"	...	64	2,86	3,50	11,46	...
47	(b)	Darjeeling-Himalayan extensions	2' 0"	22,92	...	...	22,92	3,96	18,96
		TOTAL	...	87,55	6,22	21,53	1,15,30	9,70,50	1,12,41
VII.—BRANCH LINE COMPANIES' RAILWAYS									
9	(c)	Hardwar-Dehra	5' 6"	...	...	4	4	30,22	...
33	(a)	Burdwan-Katwa	2' 6"	1,22	...	...	1,22	...	1,22
		TOTAL	...	1,22	...	4	1,26	30,22	1,22
VIII.—COMPANIES' LINES GUARAN									
7	(a)	Nizam's Guaranteed State	5' 6"	...	21,74	7,90	29,64	4,92,04	...
7	(d)	Hyderabad-Godavari Valley	3' 3½"	...	1,62	3,90	5,52	2,97,81	...
28	(a)	Bangalore-Chickballapur Light	2' 6"	90	...	...	90	...	90
		TOTAL	...	90	23,36	11,80	36,06	7,89,85	90

DIX 3—contd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (exclud- ing ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).		Sub- head.	Main head.	
Open (calcu- lated on mileage in column 12 of Appen- dix 2).	Of single track, in- cluding sidings (cal- culated on mileage in column 15 of appendix 2).	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	Open.	Under con- struc- tion.	In thous- ands of rupees.	Equiva- lent in sterling (in thous- ands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II—contd.												
not pass through the Government accounts.												
ASSISTED UNDER "REBATE" TERMS.												
85	79	...	...	...	...	1,31,47	...	1,31,47	876	(e)	2	
89	81	...	...	...	...	11,17	...	11,17	74	(g)	2	
42	37	...	...	...	...	37,09	...	37,09	247	(h)	2	
...	...	...	...	...	2,99	...	4,98	4,98	83	(e)	3	
48	40	...	...	...	...	26,39	...	26,39	176	(d)	3	
...	...	...	...	...	86	...	9,62	9,62	64	(s)	5	
51	47	...	...	1	...	24,36	...	24,36	162	(g)	5	
...	...	...	...	...	3,89	...	25,01	25,01	167	(j)	5	
54	48	...	...	...	...	29,56	...	29,56	197	(b)	8	
61	71	...	...	...	2,35	83,41	49,08	1,32,49	883	(e)	8	
...	...	...	...	...	43	...	3,51	3,51	23	(q)	8	
60	50	...	...	...	...	2,56,22	...	2,56,22	1,572	(i)	8	
60	55	...	...	...	...	91,86	...	91,86	618	(j)	8	
73	65	...	...	...	...	1,52,74	...	1,52,74	1,018	(b)	8	
...	...	...	...	...	...	...	10,82	10,82	72	(e)	8	
45	42	...	...	58	...	11,40	...	11,40	76	(a)	40	
41	36	...	...	1,04	...	12,50	...	12,50	83	(a)	43	
28	...	...	...	...	...	8,96	18,96	22,92	153	(b)	47	
...	...	...	...	1,63	9,52	8,72,13	1,21,98	9,94,06	6,489			
ASSISTED UNDER "GUARANTEE" TERMS.												
94	83	...	...	...	...	30,22	...	30,22	202	(c)	9	
...	...	...	...	...	...	...	1,22	1,22	8	(a)	33	
...	...	...	...	...	...	30,22	1,22	31,44	210			
TEED BY NATIVE STATES.												
1,40	1,31	...	...	17,55	...	5,09,59	...	5,09,59	3,877	(a)	7	
76	67	...	...	7,11	...	3,04,92	...	3,04,92	2,015	(d)	7	
...	...	...	...	...	2,41	...	3,31	3,31	22	(a)	28	
...	...	...	...	24,66	2,41	8,14,51	3,31	8,17,82	5,914			

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
Railways, the transactions of which do									
IX.—ASSISTED COMPANIES' LINES SUBSIDIZED									
4	(b)	Delhi-Umballa-Kalka	5' 6"	31	...	66	97	1,60,01	31
24	(a)	Rohilkund and Kumaon	3' 3 1/2"	...	4,94	97	5,91	1,67,23	...
		TOTAL . . . . .	...	81	4,94	1,63	6,83	3,47,23	31
X.—ASSISTED COMPANIES' LINES SUBSIDIZED									
16	(a)	Dibra-Sadiya	3' 3 1/2"	...	1,01	2,11	3,12	1,07,97	...
34	(a)	Buthidaung-Maungdaw	2' 6"	4,30	1,16	...	5,46	...	8,46
47	(a)	Darjeeling-Himalayan	2' 0"	...	33	25	58	37,73	...
		TOTAL . . . . .	...	4,30	2,50	2,36	9,16	1,45,70	8,46
XI.—ASSISTED COMPANIES' LINES SUBSIDIZED									
18	(a)	Bengal Doonars	3' 3 1/2"	...	...	12	12	30,27	...
27	(a)	Arrah-Sasaram Light	2' 6"	19	...	...	19	21,99	19
29	(a)	Baraset-Basirhat Light	"	...	29	28	57	22,60	...
32	(a)	Bukhtiarpore-Bihar Light	"	...	7	5	12	12,61	...
41	(a)	Jessore-Jhenidah Light	"	...	1,26	...	1,26	12,34	...
46	(a)	Tezpur-Balipara Light . . . . .	"	...	...	...	...	4,87	...
49	(a)	Howrah-Amta Light	2' 0"	...	1,30	39	1,69	28,88	...
50	(a)	Howrah-Sheakhala Light	"	...	33	8	41	6,90	...
		TOTAL . . . . .	...	19	3,25	92	4,36	1,35,46	19
XII.—ASSISTED COMPANIES' LINES RECEIVING									
4	(d)	Tarkessur	5' 6"	...	...	...	...	18,06	...
5	(h)	Matheran Light	2' 0"	...	...	...	...	11,39	...
12	(a)	Bengal and North-Western	3' 3 1/2"	-21,91	4,65	33,96	16,60	2,57,54	89
13	(b)	Bengal Doonars extensions	"	18	...	23	41	93,10	18
19	(d)	Mirpur Khas-Jhudo . . . . .	"	...	...	2	2	7,24	...
19	(e)	Mirpur Khas-Khadro . . . . .	"	...	...	...	...	8,22	...
24	(c)	Powayan Light	2' 6"	...	...	...	...	8,95	...
30	(a)	Barai Light	"	49	...	87	1,36	69,73	49
35	(a)	Champaner-Shivrajpur Light	"	...	4	4	8	8,95	...
39	(a)	Dwara-Therria Light . . . . .	"	...	...	...	...	...	4,61
44	(a)	Shabdara (Delhi)-Saharanpur Light	"	...	55	9	64	42,91	...
		TOTAL . . . . .	...	-21,24	5,24	35,11	19,11	12,26,09	6,17

DIX 3—contd.

(b) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (exclud- ing ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense.)		Grand total (columns 17 & 18).		Sub- head.	Main head.	
Open (calcu- lated on mileage in column 12 of Appen- dix 2).	Of single track, includ- ing sidings (cal- culated on mileage in column 15 of Appendix 2).	Open.	Under con- struction.	Open.	Under con- struction.	Open.	Under con- struction.	In thousands of rupees.	EQUIVA- LENT IN STERLING (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II—contd.												
not pass through the Government accounts.												
BY THE GOVERNMENT OF INDIA.												
94	83	...	...	...	...	1,80,01	31	1,80,32	1,202	(b)	4	
65	57	...	...	52	...	1,67,74	...	1,67,74	1,152	(a)	24	
...	...	...	...	52	...	3,47,75	31	3,48,06	2,354			
BY LOCAL GOVERNMENTS.												
1,26	1,07	23	...	1,50	...	1,09,70	...	1,09,70	731	(a)	16	
...	...	...	...	...	49	...	8,95	8,95	60	(a)	34	
74	67	...	...	3,03	...	40,76	...	40,76	272	(a)	47	
...	...	23	...	4,53	49	1,50,46	8,95	1,59,41	1,063			
BY DISTRICT BOARDS.												
83	73	1,35	...	42	...	32,04	...	32,04	207	(a)	13	
36	34	...	...	14	...	22,13	19	22,32	149	(a)	27	
44	41	...	...	48	...	23,08	...	23,08	154	(a)	29	
38	36	...	...	50	...	13,11	...	13,11	87	(a)	32	
34	31	...	...	...	...	12,34	...	12,34	82	(a)	41	
724	23	...	...	...	...	4,87	...	4,87	32	(a)	46	
54	49	...	...	1,73	...	25,61	...	25,61	171	(a)	49	
35	34	...	...	28	...	7,13	...	7,13	48	(a)	50	
...	...	1,35	...	8,55	...	1,40,36	19	1,40,55	930			
LAND ONLY FROM GOVERNMENT.												
81	70	...	...	...	...	18,06	...	18,06	120	(d)	4	
90	83	...	...	...	...	11,39	...	11,39	76	(h)	5	
77	67	24,06	...	6,89	15	9,88,49	1,04	9,89,53	6,849	(a)	12	
80	72	...	...	2,28	...	95,38	18	95,56	638	(b)	13	
14	14	...	...	...	...	7,24	...	7,24	46	(d)	19	
17	16	...	...	...	...	8,22	...	8,22	55	(e)	19	
28	23	...	...	...	...	8,95	...	8,95	60	(c)	24	
60	54	...	...	1,25	...	70,98	49	71,47	476	(a)	30	
44	38	...	...	44	...	9,39	...	9,39	68	(a)	35	
...	...	...	...	...	4,84	...	49,45	49,45	63	(a)	39	
46	43	...	...	53	...	43,43	...	43,43	290	(a)	44	
...	...	24,06	...	11,38	4,99	12,61,53	11,16	12,72,69	8,738			

* 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.

† The expenditure is only up to the 31st December 1912.

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX I).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
Railways, the transactions of which do									
XIII.-UNASSISTED									
16	(b)	Ledo and Tikak-Margherita Colliery	3' 3 1/2"	...	...	...	...	16,94	...
26	(a)	Ambaji-Taranga Light	2' 6"	1,67	22	...	1,89	...	3,08
37	(a)	Dehri-Rohtas Light . . . . .	"	...	...	2	2	5,74	...
42	(a)	Madaya Light	"	Information	not furnished		...	...	...
45	(a)	Tarkessur-Magra Light . . . . .	"	...	...	5	5	11,24	...
51	(a)	Jagadhri Light	2' 0"	...	...	3	3	1,11	...
		TOTAL . . . . .	...	1,67	22	10	1,99	35,08	3,08
X.V.-NATIVE STATE LINES WORKED									
14	(a)	Bhavnagar	3' 3 1/2"	3,03	67	69	4,39	1,09,97	...
14	(b)	Dhrangadra . . . . .	"	...	...	-4	-4	5,81	...
17	(a)	Gondal-Forbandar	"	...	50	61	1,11	68,21	...
17	(b)	Jetalsar-Rajkot . . . . .	"	...	...	1	1	16,30	...
17	(c)	Khijadia-Dhari	"	2,72	...	68	3,35	10,56	1,87
18	(a)	Jamnagar . . . . .	"	...	...	...	...	28,22	...
19	(a)	Jodhpur	"	2,24	8,89	9,68	20,81	1,72,94	2,38
19	(b)	Bikaner	"	7	2,31	1,77	4,15	1,10,25	7
20	(a)	Junagad	"	7	63	97	1,67	56,18	7
21	(a)	Morvi (including 2' 6" gauge)	"	...	44	45	89	50,94	...
22	(a)	Mysore-Arsikeri	"	84	...	...	84	...	84
23	(a)	Okhamandal	"	1,79	...	...	1,79	...	1,79
25	(a)	Udaipur-Chitorgarh	"	...	1	27	28	22,34	...
36	(a)	Cutch	2' 6"	...	...	2	2	10,52	...
38	(a)	Dholpur-Bari	"	2,14	1	5	2,20	7,59	3,15
48	(a)	Gwalior Light	2' 0"	...	88	55	1,43	69,11	...
19	(f)	Pipar Road-Bhavi Light	"	...	2	...	2	2,77	...
58	(a)	Tarikere-Yedahalli	"	75	...	...	75	...	75
		TOTAL . . . . .	...	13,65	14,36	15,66	43,67	7,36,61	10,92

DIX 3—contd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		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 (column 17 & 18).		Sub-head.	Main head.	
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
3,08	1,29	...	...	...	...	16,94	...	16,94	118	(b)	16	
...	...	...	...	...	...	...	3,08	3,08	20	(a)	26	
24	22	...	...	41	...	6,15	...	6,15	41	(a)	37	
Information not furnished.			...	...	...	...	...	...	...	(a)	43	
34	32	1	...	31	...	11,56	...	11,56	77	(a)	45	
34	29	...	...	3	...	1,14	...	1,14	8	(a)	51	
...	...	1	...	75	...	35,79	3,08	38,87	250			
BY NATIVE STATES.												
54	47	...	...	2,30	...	1,12,27	...	1,12,27	748	(a)	14	
28	26	...	...	...	...	5,81	...	5,81	39	(b)	14	
48	43	...	...	3,01	...	71,22	...	71,22	475	(a)	17	
85	32	...	...	...	...	16,20	...	16,50	108	(b)	17	
41	36	...	...	...	1,23	10,56	3,10	13,66	91	(c)	17	
46	43	...	...	32	...	23,54	...	23,54	157	(a)	18	
29	28	...	...	8,49	63	1,81,43	3,06	1,84,49	1,230	(a)	19	
23	22	...	...	...	...	1,10,25	7	1,10,32	735	(b)	19	
50	45	...	...	4,19	...	60,37	7	60,44	403	(a)	20	
55	49	...	...	1,17	...	52,11	...	52,11	347	(a)	21	
...	...	...	...	...	...	...	84	84	6	(a)	22	
...	...	...	...	...	3,05	...	4,84	4,84	32	(a)	23	
34	31	...	...	...	...	22,84	...	22,84	149	(a)	25	
28	26	...	...	...	...	10,52	...	10,52	70	(a)	36	
27	23	...	...	...	...	7,59	3,15	10,74	72	(a)	38	
28	26	...	...	...	...	69,11	...	69,11	461	(a)	48	
11	11	...	...	...	...	2,77	...	2,77	18	(f)	10	
...	...	...	...	...	...	...	75	75	5	(a)	53	
...	...	...	...	19,48	4,96	7,56,09	15,88	7,71,97	5,146			

(i) Capital outlay during the financial year and

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
Railways, the transactions of which do									
XV.—NATIVE STATE LINES WORKED									
1	(d)	Mourbhanj	2' 6"	...	...	3	3	7,23	...
1	(f)	Parlakimedi Light . . . . .	"	...	...	1	1	7,55	...
2	(b)	Nagda-Ujjain	5' 6"	...	...	2	2	22,42	...
2	(c)	Petlad-Cambay (Anand-Tarapur section)	"	...	...	3	3	11,39	...
2	(d)	Petlad-Cambay (Tarapur-Cambay section)	"	...	...	1	1	8,67	...
2	(i)	Gaskwar's Mehsana	3' 3½"	...	...	58	58	57,81	...
2	(j)	Jaipur	"	25	...	33	58	24,46	25
2	(k)	Palanpur-Deesa* . . . . .	"	...	...	...	...	1,85	...
2	(l)	Vijapur-Kalol-Kadi . . . . .	"	...	...	11	11	15,72	...
2	(m)	Gaskwar's Dabhoi	2' 6"	...	120	91	2,11	43,23	...
2	(o)	Rajpipla	"	...	22	...	26	14,17	...
2	(p)	Billimora-Kalamba	"	16,15	...	...	16,15	...	8,49
2	(n)	Kosamba-Zankhvav	"	...	2	7	9	12,75	...
2	(r)	Petlad-Vaso	"	11,44	...	...	11,44	...	4,64
4	(e)	Jind-Panipat (Native State section)	5' 6"	59	...	...	59	...	59
5	(d)	Bhopal-Itarsi (Native State section)	"	...	...	...	...	50,00	...
5	(e)	Bhopal-Ujjain . . . . .	"	...	...	3	3	78,83	...
5	(f)	Bina-Goona-Baran . . . . .	"	...	...	8	8	1,00,43	...
6	(b)	Kolar Gold-fields . . . . .	"	...	...	2	2	12,08	...
6	(e)	Birur-Shimoga	3' 3½"	...	...	...	...	24,34	...
6	(g)	Hindupur (Yesvantpur-Mysore Frontier)	"	...	...	...	...	24,98	...
6	(h)	Kolhapur . . . . .	"	...	...	...	...	23,26	...
6	(i)	Mysore-Nanjangud . . . . .	"	...	...	...	...	6,57	...
6	(k)	Sangli . . . . .	"	...	...	...	...	1,78	...
7	(c)	Hingoli Branch . . . . .	"	...	...	94	94	30,84	...
7	(e)	Secunderabad-Gadwal	"	5,03	...	...	5,03	...	5,03
10	(f)	Shoranur-Cochin	"	...	32	-1	31	68,53	...
TOTAL			...	13,46	1,76	3,20	18,42	6,48,88	19,00

DIX 3—contd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).												CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).	REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).		Sub-head.			
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.		
11	13	13	14	15	16	17	18	19	20	21	22	23	
22	21	...	...	...	...	7,38	...	7,38	48	(d)	1	
31	29	...	...	...	...	7,55	...	7,55	50	(f)	1	
63	63	...	...	...	...	22,42	...	22,42	150	(b)	2	
53	48	...	...	11	...	11,50	...	11,50	77	(c)	2	
70	54	...	...	...	...	8,67	...	8,67	58	(d)	2	
42	38	...	...	...	...	57,81	...	57,81	385	(i)	2	
84	80	...	...	...	4	24,46	29	24,75	165	(j)	2	* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.
125	123	...	...	...	...	1,85	...	1,85	12	(k)	2	
84	81	...	...	...	...	15,72	...	15,72	105	(l)	2	
30	28	...	...	56	...	43,78	...	43,78	292	(m)	2	† Calculated on the outlay incurred by Government and the Palanpur Durbar.
38	34	...	...	2	...	14,19	...	14,19	95	(o)	2	
...	...	...	...	...	90	...	9,89	9,89	63	(p)	2	
49	45	...	...	4	...	12,79	...	12,79	85	(n)	2	
...	...	...	...	...	65	...	5,29	5,29	35	(r)	2	‡ Represents outlay from 1st January 1913 to 31st March 1914.
...	...	...	...	...	...	...	59	59	4	(e)	4	
1,12	51,28	...	...	...	...	50,00	...	50,00	333	(d)	5	§ Including the British section.
70	64	...	...	...	...	78,83	...	78,83	525	(e)	5	
69	64	...	...	...	...	1,00,48	...	1,00,48	609	(f)	5	
1,22	77	...	...	...	...	12,08	...	12,08	81	(b)	6	
64	57	...	...	...	...	24,34	...	24,34	162	(e)	6	
49	45	...	...	...	...	24,98	...	24,98	167	(g)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(h)	6	
42	39	...	...	...	...	6,57	...	6,57	44	(i)	6	
36	34	...	...	...	...	1,78	...	1,78	12	(k)	6	
61	54	...	...	39	...	31,28	...	31,28	208	(c)	7	
...	...	...	...	...	16	...	5,19	5,19	35	(e)	7	
1,06	91	87	...	45	...	69,85	...	69,85	466	(f)	10		
...	...	87	...	1,57	1,75	6,51,72	20,75	6,72,07	4,481				

(i) Capital outlay during the financial year and

CLASSIFICATION No. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX I).		RAILWAYS.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub- head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling- stock.	On improve- ment of existing lines.	Total capital outlay.	Open.	Under construc- tion.
1	2	3	4	5	6	7	8	9	10
PART									
<i>Railways, the transactions of which do</i>									
XVI.—NATIVE STATE LINES WORKED									
3	(c)	Cooch Behar	3' 3½"	...	...	73	73	20,23	...
8	(d)	Jammu and Kashmir (Native State sec- tion).	5' 6"	...	...	...	...	10,29	...
8	(f)	Khaspur-Chachran . . . . .	"	...	...	5	5	14,00	...
8	(g)	Ludhiana-Dhuri-Jakhal . . . . .	"	...	...	23	23	42,20	...
8	(h)	Rajpura-Bhatinda . . . . .	"	...	...	82	82	71,55	...
		TOTAL	...	...	...	1,83	1,83	1,58,27	...
XVII.—LINES IN									
6	(l)	West of India Portuguese	3' 3½"	...	...	3,46	3,46	1,87,62	...
10	(d)	Peralam-Karaikkal . . . . .	"	...	...	...	...	7,24	...
10	(e)	Pondicherry . . . . .	"	...	...	...	...	5,69	...
		TOTAL	...	...	...	3,46	3,46	2,00,55	...
		TOTAL, PART II	...	1,06,63	62,63	98,01	2,67,27	53,98,48	1,65,24
		GRAND TOTAL	...	3,77,79	7,91,85	8,14,93	19,83,87	4,76,22,57	8,97,32

DIX 3—concl'd.

(ii) total capital outlay to end of the financial year 1913-14.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (including ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).		Sub-head.	Main head.	
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).			
11	12	13	14	15	16	17	18	19	20	21	22	23
II—concl'd.												
not pass through the Government accounts.												
BY STATE RAILWAY AGENCY.												
61	57	...	...	...	...	20,23	...	20,23	135	(c)	3	
64	60	...	...	...	...	10,29	...	10,29	69	(d)	8	
64	55	...	...	...	...	14,00	...	14,00	93	(f)	8	
54	50	...	...	...	...	42,20	...	42,20	281	(g)	8	
66	54	...	...	...	...	71,55	...	71,55	477	(h)	8	
...	...	...	...	...	...	1,53,27	...	1,53,27	1,055			
FOREIGN TERRITORY.												
3,67	2,81	...	...	...	...	1,87,62	...	1,87,62	1,520	(i)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(d)	10	
72	57	...	...	...	...	5,69	...	5,69	39	(e)		
...	...	...	...	...	...	2,00,55	...	2,00,55	1,606			
...	...	26,53	...	68,21	25,45	54,98,21	1,90,69	56,83,90	38,766			
...	...	8,23,61	10,04	62,46	51,86	4,95,08,44	9,59,32	*5,05,47,20	*3,69,265			
											Includes Rs. 79,34,000 or 2528,000 on account of "Unclassified expenditure" vide columns 19 and 20 on page 41	

Capital liability on account of railways classed

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railways.	CAPITAL LIABILITY								
			SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.								Debt incurred for pur- chase of rail- ways.
			Commutated value of stock purchas- ed.	Deduct.		Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net out- stand- ing.	State outlay.		
Commutated capital re- presenting annuities which were pur- chased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Maharatta Railway Companies issued in exchange for por- tions of annuities.										
1	2	3	4	5	6	7	8	9	10	11	
			£	£	£	£	£	£	£	£	
I.—STATE LINES											
9	b)	Bilaspur-Etawah Cawnpore-Banda . . . . .	...	...	...	...	...	...	5,009 462,274	...
3	(a) & (b)	Eastern Bengal 5' 6", 3' 3½" and 2' 6" gauges Expenditure in England for stores pur- chased and remaining unappropriated.	3,391,917	542,070	...	2,849,847	885,218	2,464,629	17,027,002	1,315,695	
51	...	Frontier railway reserve Ganges bridge at Kachla Jorhat (Provincial) . . . . .	...	...	...	...	...	...	290,688 5,094 70,991	...
8	(c)	Jullundur-Hoshiarpur . . . . .	...	...	...	...	...	...	128,503	...
8	(o)	Jakhal-Hissar . . . . .	...	...	...	...	...	...	187,493	...
...	...	Kalabagh-Bannu . . . . .	...	...	...	...	...	...	389,380	...
...	...	Laki-Pozu-Tank . . . . .	...	...	...	...	...	...	71,756	...
...	...	Lower Ganges Bridge . . . . .	...	...	...	...	...	...	2,392,854	...
8	(a)	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	48,803	...
9	(a)	North Western Oudh and Rohilkhand	14,009,124	4,911,216	...	9,097,908	1,158,913	7,943,995	48,613,805 7,794,377	3,647,585 10,701,491	
...	...	Petroleum operations in Baluchistan . . . . .	...	...	...	...	...	...	7,946	...
...	...	Ranaghat-Bhagwangola . . . . .	...	...	...	...	...	...	20,163	...
...	...	Rangiya-Tangla . . . . .	...	...	...	...	...	...	85,193	...
...	...	Raja Bhat Khawa-Dalsingpara . . . . .	...	...	...	...	...	...	63,019	...
...	...	Sabarmati-Dholka . . . . .	...	...	...	...	...	...	8,993	...
...	...	Sarai Kala-Havelian . . . . .	...	...	...	...	...	...	297,208	...
...	...	Singhjani-Fulchari . . . . .	...	...	...	...	...	...	180,863	...
...	...	Southern Maharashtra (Depreciation on works)	...	...	...	...	...	...	35,188	...
...	...	State railway stores . . . . .	...	...	...	...	...	...	1,081	...
...	...	Umaria Colliery . . . . .	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur . . . . .	...	...	...	...	...	...	16,886	...
...	...	Warora Colliery . . . . .	...	...	...	...	...	...	72,946	...
Total			17,401,041	5,453,286	...	11,947,755	1,589,131	10,408,624	76,242,101	15,064,771	
II.—STATE LINES WORKED.											
5	(b)	Agra-Delhi Chord . . . . .	...	...	...	...	...	...	972,975	...
11	(a)	Assam-Bengal . . . . .	...	...	...	...	...	...	6,786,810	...
5	(c)	Baran-Kotah . . . . .	...	...	...	...	...	...	309,852	...
Carried over			...	...	...	...	...	...	8,069,637	...

DIX 4.

as State railways and of the Hardwar-Dehra railway at the end of 1913-14.

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 19).
Share Capital.				Debenture and Debenture stock.				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.							
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£	£	£	£	£	£
WORKED BY THE STATE.												
...	5,009
...	462,374
...	20,807,588
...	18,048
...	290,688
...	5,084
...	70,991
...	128,503
...	187,431
...	348,880
...	71,750
...	2,892,854
...	43,608
...	58,205,475
...	18,495,869
...	7,946
...	20,163
...	85,193
...	63,019
...	3,992
...	297,208
...	130,883
...	35,138
...	1,081
...	12,178
...	16,336
...	72,940
...	102,315,496
BY COMPANIES.												
...	972,075
3%	1,500,000	...	...	3%	480,000	...	...	...	...	...	...	0,842,710
...	3½%	300,000	...	...	...	...	...	...	...
...	3½%	650,000	...	...	...	...	...	...	...
...	3½%	125,000	...	...	...	...	...	...	309,874
...	1,500,000	...	...	...	1,535,000	...	...	...	...	...	...	11,125,537

Capital liability on account of railways classed as State

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railways.	CAPITAL LIABILITY								
			SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.						Net out-standing.	State outlay.	Debt incurred for purchase of railways.
			Commuted value of stock purchased.	Deduct.		Not capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net out-standing.			
Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	£		£	£				£	£	£
Main head.	Sub-head.		4	5	6	7	8	9	10	11	
			£	£	£	£	£	£	£	£	
II.—STATE LINES											
		Brought forward	...	...	...	...	...	...	8,069,637	...
...	...	Bayana-Agra	...	...	...	...	...	...	237,525	...
1	(a) to (c), (e), & (g) & (h)	Bengal-Nagpur	...	...	...	...	...	...	72,066,673	...
2	(g)	Broach-Jambusar	...	...	...	...	...	...	69,650	...
7	(b)	Bezawada Extension	...	...	...	...	...	...	82,356	...
5	(d)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	268,231	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	119,301,712	12,556,908
15	(a)	Burma	...	...	...	...	...	...	6,494,155	...
15	(b)	Burma Extensions	...	...	...	...	...	...	2,354,663	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	264,546	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	144,054	...
6	(f)	Dhone-Kurnool	...	...	...	...	...	...	67,250	...
4	(a)	East Indian	32,750,000	7,282,366	...	25,467,634	3,819,076	21,648,558	7,424,333	9,790,908	
5	(a)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	5,804,047	27,305,171	10,241,514	5,964,666	
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	2,608,321
19	(c)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	291,464	...
24	(b)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(a)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	581,018	10,738,540	9,625,568	1,718,102	
6	(f)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
...	...	Roserah-Khagarah	...	...	...	...	...	...	133,330	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	47,244	...
10	(a)	South Indian	...	...	...	...	...	...	5,653,395	4,726,160
10	(k)	Tinnevelly-Quilon (Travancore-British section).	...	...	...	...	...	...	6,606	...
10	(i)	Tinnevelly-Quilon (Travancore-Native State section).	...	...	...	...	...	...	11,625	...
12	(b)	Tirhoot	...	...	...	...	...	...	5,215,185	...
TOTAL			60,428,776	7,282,366	3,250,000	69,896,410	9,704,141	60,192,269	79,994,131	87,365,569	
III.—COMPANIES' LINES GUARANTEED BY											
9	(c)	Hardwar-Dehra	...	...	...	...	...	...	...	...
GRAND TOTAL			97,829,817	12,735,652	3,250,000	81,844,165	11,243,272	70,600,893	156,236,232	53,030,340	

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

† Includes £1,711 on account of payment to the Bengal-Nagpur Railway Company for capital stock in respect of which the holders exercised the option of transferring it to the Secretary of State.

‡ Includes £13,000 on account of the contribution from the Company's Provident Fund.

DIX 4—concl'd.

railways and of the Hardwar-Dehra railway at the end of 1913-14.

AT END OF THE YEAR.													Total capital liability (excluding capital not bearing interest, column 19).
NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.					
Share Capital.				Debentures and Debenture stock.				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.	Over-drafts.							
12	13	14	15	16	17	18	19	20	21	22	23	24	
	£		£		£	£	£		£		£	£	
WORKED BY COMPANIES—concl'd.													
...	1,500,000	...	...	...	1,555,900	...	-1,908	...	...	...	...	11,135,537
...	...	...	...	...	...	...	...	...	...	...	...	237,525
4%	2,000,000	...	...	3% 3½% 3½% 4%	750,000 400,000 4,020,000 555,000 2,000,000	4,235,113	-13,072	3½%	2,900,000	3½% 3½% 4%	6,483,510 †568,145 823,589	27,300,030
...	...	...	...	...	...	...	...	...	...	...	...	69,650
...	...	...	...	...	...	...	...	...	...	...	...	82,256
...	...	...	...	...	...	...	...	...	...	...	...	268,231
3%	2,000,000	...	...	3½%	1,000,000	...	-40,636	...	...	...	...	33,858,615
2½%	3,000,000	...	...	3%	1,250,000	697,657	-30,181	...	...	...	...	11,441,812
...	...	...	...	...	...	...	...	...	...	...	...	2,354,663
...	...	...	...	...	...	...	...	...	...	...	...	264,516
...	...	...	...	...	...	...	...	...	...	...	...	144,054
...	...	...	...	...	...	...	...	...	...	...	...	67,350
...	...	...	...	3%	8,000,000	...	...	...	...	...	...	53,869,949
...	...	...	...	3½%	7,000,000	...	-711,037	...	...	...	...	...
3%	2,575,000	...	...	2½%	3,500,000	...	-246,942	3½%	2,500,000	...	...	52,586,351
...	...	...	...	...	...	...	...	...	...	...	...	5,150,877
...	...	...	...	...	...	...	...	...	...	...	...	291,464
...	...	...	...	3½%	75,000	...	...	...	...	3½%	238,458	1,306,274
...	...	...	...	3½%	32,000	...	13,102	...	...	4%	184,407	...
...	...	...	...	3%	435,000	...	...	...	...	...	...	...
...	...	...	...	3½%	100,000	...	...	...	...	...	...	...
3½%	4,991,510	3½%	8,460	3½%	505,000	...	...	...	...	...	...	30,403,162
...	...	...	...	3½%	1,325,000	1,504,048	25,233	...	...	...	...	...
...	...	...	...	3½%	385,000	...	...	...	...	...	...	...
...	...	...	...	4%	2,500,000	...	...	...	...	...	...	...
...	...	...	...	4%	1,200,000	...	24,000	...	...	...	...	1,200,000
...	...	...	...	...	...	...	...	...	...	...	...	123,330
...	...	...	...	...	...	...	...	...	...	...	...	47,244
3%	1,000,000	...	...	3½%	73,000	...	...	...	...	...	...	11,827,564
...	...	...	...	3½%	875,000	...	...	...	...	...	...	...
...	...	...	...	3½%	172,891	...	...	...	...	...	...	...
...	...	...	...	3½%	67,875	...	492	...	...	...	...	293,706
...	...	...	...	3½%	46,834	...	...	...	...	...	...	...
...	...	...	...	3½%	827,109	...	...	...	...	...	...	...
...	...	...	...	3½%	369,125	...	818	...	...	...	...	768,525
...	...	...	...	3½%	78,668	...	...	...	...	...	...	5,315,185
...	18,066,540	...	8,460	...	38,107,900	3,428,722	-985,091	...	5,400,000	...	7,796,109	250,359,700	
GOVERNMENT UNDER MODERN CONTRACTS.													
...	...	...	186,729	...	...	37	...	...	...	...	...	186,766
...	18,066,540	...	195,199	...	38,107,900	3,428,759	-985,091	...	5,400,000	...	7,796,109	352,331,002	

* State share of "Joint Debenture Stock" of £200,000. The proceeds of this loan were not paid over to Government.
 † Advances worked with reference to the amount received (£1,390,000) from the issue of the £2,000,000 of Company's debenture stock although full liability is shown in column 17.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1	(a) to (c), (e), (g) and (h)	Bengal-Nagpur.	1909 23.4	2.63	79.4	3.29	327.9	2.87	12,025.6	82.41	450.2	37	19,906.5	91.57	8.97	
			1910 25.4	2.96	80.4	3.46	292.9	2.59	12,856.9	85.15	482.3	40	18,737.9	94.56	9.79	
			1911 26.3	2.97	81.1	3.60	314.4	2.97	13,773.0	90.81	560.5	47	14,755.3	1,00.82	10.10	
			1912 30.7	3.69	88.4	4.09	415.2	4.05	15,140.9	1,09.53	651.3	56	16,326.3	1,21.92	12.89	
			1st qr. of 1913 9.7	1.20	22.5	.97	111.9	1.05	4,063.7	30.95	172.7	15	4,380.5	34.35	3.47	
			1913-14. 81.9	3.96	100.8	4.21	506.5	5.06	15,686.7	1,11.73	770.3	69	17,096.2	1,25.65	14.56	
2	(a) to (e) and (m) to (o)	Bombay, Baroda and Central India.	1909 73.2	1.84	735.6	5.63	191.3	3.77	21,801.5	66.34	9,307.7	5.47	32,009.3	63.05	11.77	
			1910 57.5	2.14	459.6	5.60	215.9	4.09	24,390.3	75.55	8,899.6	6.29	34,021.9	92.67	12.53	
			1911 57.1	3.09	488.1	6.33	273.6	6.16	25,710.4	81.69	9,002.6		35,531.9	1,02.70	14.73	
			1912 54.5	3.37	475.3	6.78	320.4	7.63	27,152.3	83.42	9,024.3	5.32	37,027.1	1,06.52	16.10	
			1st qr. of 1913 19.1	1.14	126.0	1.91	84.9	2.16	7,085.6	21.41	2,475.9	1.41	9,791.5	26.01	3.92	
			1913-14. 60.1	3.74	512.6	6.88	296.4	7.75	28,766.2	87.35	9,771.1	5.78	39,407.4	1,11.48	19.25	
3	(a)	Eastern Bengal.	1909 *75.9	1.54	*214.0	1.86	*1,910.8	3.69	*20,879.7	43.25	*3,176.5	2.60	*26,256.9	53.91	6.08	
			1910 *146.7	2.10	*380.8	2.45	*2,872.8	6.51	*38,483.3	45.07	*3,313.6	2.73	*39,097.2	59.86	5.89	
			1911 *91.7	2.30	*239.9	2.65	*2,590.2	7.57	*25,235.4	47.72	*3,590.9	2.94	*31,748.1	63.18	8.66	
			1912 *89.4	2.34	*248.7	3.04	*2,713.8	8.58	*26,058.3	50.29	*3,865.1	3.39	*32,973.3	67.64	9.63	
			1st qr. of 1913 *20.4	.64	*70.4	.70	*709.5	2.09	*7,018.9	14.55	*1,987.6	.90	*8,906.8	13.77	2.23	
			1913-14. *65.2	2.64	*257.3	3.14	*3,024.9	8.68	*28,584.9	54.79	*4,317.6	3.97	*36,229.9	72.92	10.33	
4	(a) to (d)	East Indian.	1909 83.1	8.47	224.5	6.97	2,144.0	19.37	26,319.1	1,86.37	2,446.0	2.15	31,716.7	2,25.83	31.45	
			1910 86.0	9.43	278.2	9.92	2,844.2	22.34	29,090.8	2,05.54	2,487.6	2.28	34,286.8	2,49.51	34.13	
			1911 93.1	11.42	292.5	11.83	2,394.6	23.31	31,194.5	2,16.88	2,576.9	2.35	36,556.6	2,65.59	41.06	
			1912 83.4	9.47	256.6	10.60	2,534.6	23.41	33,656.9	2,34.07	2,669.7	2.45	39,231.3	2,80.00	39.53	
			1st qr. of 1913 26.7	3.40	69.6	2.89	679.6	6.25	8,598.6	60.07	702.7	.67	10,075.2	73.26	10.58	
			1913-14. 88.2	10.37	271.2	10.86	2,744.1	25.40	35,500.4	2,43.12	2,958.9	2.71	41,562.8	2,92.46	37.00	
5	(a) to (h)	Great Indian Peninsula.	1909 96.0	10.76	446.0	13.04	823.5	15.77	21,589.6	1,23.99	6,134.2	3.25	29,088.3	1,66.81	34.71	
			1910 81.7	12.85	332.6	14.26	923.1	17.16	24,221.2	1,42.00	6,025.2	3.15	31,568.3	1,89.42	36.95	
			1911 97.0	14.73	358.4	15.07	1,065.2	20.71	25,319.8	1,47.96	6,278.0	3.30	33,118.4	2,01.77	44.73	
			1912 88.4	12.41	347.0	13.46	74.5	3.01	28,470.6	1,75.58	6,510.6	3.39	35,491.1	2,06.95	40.34	
			1st qr. of 1913 23.6	3.74	87.5	3.58	33.6	.76	7,629.2	47.50	1,849.3	.90	9,623.2	56.48	10.83	
			1913-14. 90.3	13.42	364.0	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	
6	(a) and (b)	Madras and Southern Mahratta.	1909 *45.7	2.59	*211.1	3.41	*23.0	.50	*26,343.3	57.99	*393.7	.27	*27,016.8	64.76	9.94	
			1910 *42.7	2.93	*199.3	3.64	*26.4	.61	*28,476.0	58.59	*761.6	.19	*29,505.9	65.96	11.38	
			1911 *45.6	3.19	*204.8	3.89	*27.5	.61	*28,959.3	61.51	*856.0	.24	*30,093.2	69.44	11.72	
			1912 *46.8	3.20	*235.6	4.15	*38.4	.74	*30,949.8	66.05	*878.1	.27	*32,143.7	74.41	12.54	
			1st qr. of 1913 *12.8	1.09	*61.8	1.01	*24.4	.25	*8,177.4	18.06	*242.9	.07	*9,519.3	20.48	3.25	
			1913-14. *50.1	3.56	*246.5	4.36	*250.4	1.66	*34,323.8	71.75	*1,018.8	.30	*35,689.6	81.68	14.91	
7	(a) and (b)	Nizam's Guaranteed State.	1909 7.7	.49	59.2	1.03	238.0	1.21	1,686.3	8.01	32.9	.10	2,023.5	10.89	1.55	
			1910 7.7	.48	47.4	1.01	235.8	1.26	1,602.0	9.91	29.9	.11	1,922.1	11.87	1.61	
			1911 8.6	.57	48.5	1.03	376.0	2.96	1,325.5	7.16	42.1	.14	1,800.7	11.86	1.97	
			1912 9.7	.60	49.0	1.01	445.9	3.60	1,397.6	7.32	36.2	.06	1,938.4	12.59	2.49	
			1st qr. of 1913 2.6	.17	11.6	.24	118.8	1.00	373.0	2.00	8.8	.01	514.5	3.42	.55	
			1913-14. 9.5	.68	53.6	1.10	419.0	3.77	1,676.6	8.77	31.1	.05	2,191.8	14.32	2.29	

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

DIX 5.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		Other goods traffic.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]		Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1,00,34	1,924	1,05,39	1	19	1,978	52,49	772	13,94	19	1,06	88	4,689	1,72,95	88	81	13,01	2,57,72
1,04,35	2,293	1,15,51	2	25	2,283	62,23	653	10,03	18	1,15	1,53	5,276	1,90,75	40	85	13,18	3,03,53
1,10,92	2,370	1,27,93	1	27	2,767	73,74	692	12,93	16	1,06	1,02	5,846	2,17,00	44	85	10,49	3,39,70
1,31,81	2,901	1,51,93	2	30	3,034	81,04	726	14,37	20	1,37	1,73	6,653	2,49,81	40	1,19	16,30	4,02,63
37,82	910	45,37	...	4	818	22,18	160	3,79	6	56	92	1,916	79,86	18	33	4,13	1,15,26
1,40,21	3,367	1,60,51	1	17	3,019	83,21	843	16,19	26	2,09	3,53	7,290	2,65,60	49	1,65	12,55	4,40,59
94,62	2,203	1,34,52	2	19	159	3,08	411	5,38	33	5,53	24	2,814	1,48,94	47	...	4,99	2,19,22
1,05,25	2,314	1,57,21	1	17	184	3,39	345	5,95	37	6,23	29	2,911	1,73,21	52	...	2,49	2,83,56
1,17,43	2,373	1,67,87	2	20	217	4,26	790	5,30	53	7,57	33	3,374	1,85,33	60	...	3,24	3,06,80
1,22,93	2,573	2,08,05	1	16	223	6,49	834	10,08	29	4,60	39	3,659	2,29,76	61	...	3,04	3,56,01
31,93	739	53,22	...	3	72	1,75	286	2,29	7	1,43	-1,07	1,104	62,65	19	...	1,37	93,97
1,30,68	2,731	2,29,97	1	14	217	7,48	1,193	11,27	34	6,57	-3,56	4,206	2,51,93	66	...	7,90	3,01,04
60,02	*2,510	82,45	*9	15	*343	6,34	*753	6,55	*8	11	34	*4,153	95,94	50	...	6,53	1,62,60
64,75	*2,530	79,29	*11	15	*913	6,71	*190	6,62	*6	8	62	*4,250	83,47	21	...	6,55	1,65,28
71,84	*2,717	82,77	*12	15	*930	7,18	*1,153	13,00	*3	9	58	*4,820	1,02,72	24	...	6,48	1,81,28
77,32	*2,950	95,72	*14	15	*1,057	7,88	*1,030	8,03	*12	13	2,13	*5,063	1,14,93	27	...	6,90	1,99,18
21,00	*775	19,12	*3	4	*275	2,02	*341	4,41	*5	2	57	*1,399	26,18	7	...	2,51	49,76
83,25	*1,227	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
2,57,28	4,502	3,16,89	19	5,28	6,731	2,06,86	2,027	23,75	17	3,89	1,17	13,290	5,57,92	76	1,95	10,89	8,22,73
2,83,69	4,559	3,17,12	16	-1,86	7,610	2,42,58	1,941	23,44	19	4,27	1,97	14,345	5,87,52	86	1,71	16,55	8,90,33
3,06,65	5,186	3,43,39	38	6,57	7,543	2,47,89	2,036	29,95	24	5,17	2,60	14,693	6,95,57	97	1,94	12,48	9,57,61
3,19,58	5,493	3,72,17	18	1,55	9,008	3,63,76	2,234	29,43	20	5,06	4,80	16,773	7,16,77	1,08	1,84	12,39	10,51,66
89,86	1,239	86,33	3	28	2,963	80,79	646	9,70	7	1,60	1,08	4,308	1,79,73	27	57	3,15	2,67,63
3,29,46	5,208	3,61,08	11	1,20	9,380	3,08,43	2,406	30,97	29	7,16	3,64	17,034	7,03,48	1,08	2,20	20,91	10,62,16
2,01,52	3,920	4,12,28	20	2,41	498	16,31	1,958	19,32	25	2,94	-1,75	6,421	4,51,51	85	...	7,13	6,01,11
2,26,37	4,283	4,61,45	21	3,46	567	18,63	1,826	23,01	23	5,00	-11,66	6,720	4,01,56	1,02	...	6,90	7,34,34
2,40,50	4,545	4,67,60	30	2,96	753	24,00	2,035	23,90	16	3,06	-03	7,979	5,19,89	1,16	...	6,05	7,74,50
2,46,99	5,224	5,39,53	32	3,70	873	26,02	2,262	28,44	22	3,71	9,13	8,413	6,10,53	1,25	...	7,02	8,65,79
67,81	1,534	1,67,58	8	96	233	7,32	496	5,41	4	62	1,78	2,275	1,83,82	81	...	1,73	2,52,97
3,71,85	5,437	5,65,43	34	3,60	896	28,52	3,591	28,84	23	3,40	5,71	9,981	6,85,50	1,18	...	8,60	9,17,34
74,70	*2,634	86,44	*5	15	*192	8,55	*641	5,92	*6	21	31	*3,478	1,00,68	20	...	5,34	1,80,92
77,34	*2,660	88,44	*7	38	*131	9,92	*571	6,16	*8	54	30	*3,427	1,05,74	18	...	6,42	1,69,08
81,16	*2,878	95,98	*6	43	*178	10,01	*544	4,03	*11	1,10	33	*3,617	1,11,88	10	...	4,88	1,08,11
86,95	*3,092	1,07,41	*9	60	*223	11,83	*624	4,36	*15	1,36	58	*3,968	1,26,14	21	...	5,12	2,18,42
23,73	*390	30,31	*2	16	*57	2,74	*182	7,77	*3	28	16	*1,064	34,42	6	...	1,39	59,60
96,54	*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
12,44	378	21,86	2	12	338	10,24	125	1,26	1	8	8	544	33,64	19	...	3,77	50,04
13,48	410	24,73	3	12	392	12,32	181	2,20	1	5	10	987	39,52	20	...	3,39	56,58
13,68	525	30,59	3	14	385	12,28	150	1,37	...	5	17	1,061	44,60	26	...	1,93	60,02
15,07	525	30,23	4	20	357	11,49	193	1,59	...	6	18	1,079	43,70	24	...	2,60	61,61
3,97	153	9,19	1	5	94	3,11	48	55	...	1	5	296	12,36	7	...	64	17,64
16,61	561	34,23	4	-21	417	13,65	220	1,98	...	4	17	1,222	50,28	22	...	3,78	70,89

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

† Live stock has been converted into tons at:—

- A head of cattle, or a pony or horse = 0.25 ton.
- A head of sheep, goat, etc. ... = 0.025 ton.
- An elephant ... = 2.50 tons.

Details of gross earnings

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		COACHING TRAFFIC.														
		PASSENGER TRAFFIC.														Other coaching traffic earnings [In thousands.]
		Main head.	Sub-head.	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. [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	17
		5' 6" GAUGE - <i>conld.</i>			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	(a) to (c)	North West ern.	1909	*	6.29	*	8.49	*	18.03	*	177.27	*	---	*	2,10.08	25.96
			1910	*	7.22	*	9.09	*	17.61	*	2,01.17	*	4	*	2,35.13	26.95
			1911	*	8.47	*	10.12	*	19.21	*	2,27.74	*	7	*	2,60.61	32.25
			1912	*	7.89	*	9.60	*	16.76	*	2,18.98	*	8	*	2,53.31	32.93
			1st qr. of 1913	*	2.48	*	2.58	*	4.36	*	67.97	*	4	*	67.33	6.15
			1913-14.	*	8.67	*	10.72	*	19.40	*	2,38.87	*	18	*	2,77.84	33.41
		Commercial Section.	1909	*	88	*	1.01	*	1.71	*	26.58	*	---	*	24.18	3.06
			1910	*	1.02	*	1.01	*	1.79	*	21.95	*	---	*	25.77	3.17
			1911	*	1.06	*	1.03	*	1.82	*	23.22	*	---	*	27.13	3.55
			1912	*	95	*	1.06	*	1.57	*	24.41	*	---	*	27.99	3.38
			1st qr. of 1913	*	25	*	28	*	48	*	6.47	*	---	*	7.43	55
			1913-14.	*	1.02	*	1.12	*	1.92	*	26.33	*	1	*	30.40	4.24
		Military Section.	1909	92.5	7.17	361.6	9.50	2,443.1	19.74	39,815.6	197.85	...	...	42,712.5	2,34.26	29.02
			1910	85.6	8.24	297.8	10.10	1,979.2	19.40	45,998.4	229.12	129.3	4	48,489.3	2,60.90	30.12
			1911	118.8	9.58	326.6	11.15	2,421.4	21.03	50,551.4	245.98	141.6	7	53,559.8	2,87.74	35.80
			1912	91.8	8.84	347.5	10.68	1,976.9	18.33	81,389.3	243.39	248.4	8	54,047.7	2,81.30	36.31
			1st qr. of 1913	29.8	2.73	88.6	2.86	518.5	4.79	13,327.1	64.34	79.9	4	14,043.9	74.76	6.70
			1913-14.	97.0	9.69	359.4	11.84	2,316.6	21.32	58,200.1	2,65.20	346.4	19	61,319.5	3,08.24	37.65
		Total North Western (commercial and military sections).	1909	40.4	2.34	198.6	3.19	1,017.8	7.31	11,958.9	62.15	11.5	1	13,067.1	75.00	7.32
			1910	34.3	2.74	113.6	3.68	1,123.8	7.92	13,734.7	69.53	11.4	1	15,017.8	83.98	8.79
			1911	40.0	3.05	129.5	4.05	1,175.1	8.54	15,568.3	76.92	10.8	1	16,923.7	92.57	9.21
			1912	43.5	3.06	139.4	4.07	1,280.0	8.71	18,139.3	86.54	17.0	2	19,619.2	1,02.40	10.87
			1st qr. of 1913	12.7	94	35.9	99	320.1	2.19	4,494.3	21.70	4.3	1	4,867.3	25.93	2.42
			1913-14.	43.9	3.20	153.2	4.31	1,391.2	9.48	19,837.0	93.35	16.5	2	21,444.1	1,10.36	10.29
		Oudh and Rohilkhand.	1909	†	80	†	1.53	...	...	†	18.29	†	11	†	20.82	2.83
			1910	†	95	†	1.65	...	...	†	20.06	†	9	†	22.75	3.18
			1911	†	92	†	1.77	...	...	†	20.61	†	17	†	23.47	3.30
			1912	†	1.07	†	2.02	...	...	†	22.46	†	12	†	25.67	3.51
			1st qr. of 1913	†	26	†	43	...	...	†	5.60	†	3	†	6.32	85
			1913-14.	†	1.19	†	2.09	...	...	†	25.58	†	18	†	29.04	4.32
		3' 3 1/2" GAUGE	1909	9.3	67	21.4	54	23.4	25	8,326.6	17.86	2.9	1	3,382.6	19.33	2.25
			1910	10.6	72	24.2	57	39.1	40	8,590.4	19.11	5.3	1	3,669.6	20.81	2.67
			1911	11.9	83	25.6	61	55.1	55	4,094.8	21.50	11.3	4	4,198.1	23.56	2.64
			1912	13.5	87	26.6	64	85.0	77	4,546.8	23.81	14.1	5	4,686.0	26.14	3.19
			1st qr. of 1913	4.3	30	7.8	18	30.6	25	1,364.6	7.86	6.3	2	1,413.6	8.61	1.07
			1913-14.	14.5	92	28.4	64	125.4	1.03	4,920.8	26.00	24.7	7	5,113.8	29.66	3.34
		Assam-Bengal.	1909	18.6	59	55.1	52	251.3	1.73	17,608.4	63.47	140.1	3	18,073.5	69.74	4.25
			1910	17.3	59	58.6	1.00	277.0	1.69	20,105.3	74.39	136.3	3	20,594.5	77.90	4.57
			1911	17.6	56	56.5	94	293.3	1.90	22,018.9	81.13	128.7	3	22,515.9	84.56	5.39
			1912	17.4	58	59.4	1.04	312.9	1.98	23,097.3	87.48	132.1	3	23,619.1	91.11	5.56
			1st qr. of 1913	5.2	19	15.4	28	76.9	51	5,696.3	21.23	25.1	1	5,818.9	22.22	2.06
			1913-14.	18.2	65	67.7	1.16	360.8	2.34	25,646.2	98.98	122.9	3	26,315.8	1,03.16	5.52
		Bengal and North Western.	1909	18.6	59	55.1	52	251.3	1.73	17,608.4	63.47	140.1	3	18,073.5	69.74	4.25
			1910	17.3	59	58.6	1.00	277.0	1.69	20,105.3	74.39	136.3	3	20,594.5	77.90	4.57
			1911	17.6	56	56.5	94	293.3	1.90	22,018.9	81.13	128.7	3	22,515.9	84.56	5.39
			1912	17.4	58	59.4	1.04	312.9	1.98	23,097.3	87.48	132.1	3	23,619.1	91.11	5.56
			1st qr. of 1913	5.2	19	15.4	28	76.9	51	5,696.3	21.23	25.1	1	5,818.9	22.22	2.06
			1913-14.	18.2	65	67.7	1.16	360.8	2.34	25,646.2	98.98	122.9	3	26,315.8	1,03.16	5.52

* Information not available.
 † Included with the South Indian railway, 3' 3 1/2" gauge section.

DIX 5—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.		Rs.	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,96.04	*	3,71.92	*	3.09	*	7.05	*	51.04	*	1.63	10.70	*	4,44.33	77	...	9.58	6,90.72
2,62.08	*	4,22.56	*	2.47	*	7.63	*	44.11	*	2.56	12.46	*	4,91.79	86	...	15.63	7,70.36
2,92.86	*	4,54.58	*	3.54	*	9.49	*	46.02	*	3.15	10.35	*	5,27.28	95	...	11.92	8,32.96
2,86.24	*	5,54.83	*	5.11	*	9.22	*	44.28	*	2.96	13.51	*	6,57.94	1,00	...	12.21	9,57.39
73.48	*	1,09.75	*	1.26	*	2.19	*	16.16	*	1.13	3.59	*	1,34.78	24	...	1.73	2,10.23
8,11.25	*	4,98.80	*	8.44	*	9.11	*	54.23	*	3.09	18.07	*	5,81.74	1,05	35	37.20	9,21.59
27.24	*	19.54	*	14	*	64	*	2.97	*	23	50	*	23.80	14	...	49	51.67
28.94	*	20.09	*	21	*	43	*	2.39	*	41	35	*	23.88	15	...	55	53.62
30.68	*	19.49	*	92	*	68	*	3.32	*	41	81	*	25.18	15	...	49	56.45
31.37	*	20.40	*	1.33	*	67	*	3.24	*	67	36	*	26.57	14	...	48	55.56
7.98	*	3.84	*	17	*	18	*	83	*	14	21	*	5.32	3	...	27	13.60
34.64	*	22.74	*	1.07	*	74	*	2.78	*	52	72	*	28.57	15	...	66	64.03
2,63.28	4,333	3,91.66	20	2,23	327	7.39	3,985	53.01	14	1.85	11.09	8,659	4,68.18	31	...	10.07	7,42.39
2,91.02	4,835	4,42.65	30	2,68	386	8.06	5,189	46.50	21	2.97	12.81	10,480	5,15.67	1,01	...	16.18	8,23.88
3,23.54	5,091	4,74.17	40	4,48	457	10.17	5,195	49.34	24	3.56	10.66	10,407	5,52.30	1,10	...	12.41	8,89.41
2,17.61	6,190	6,05.23	59	4,34	483	9.80	4,552	47.52	25	3.63	13.90	11,309	6,84.51	1,14	...	12.69	10,15.95
81.46	1,424	1,13.59	17	1,48	123	2.32	1,610	17.69	8	1.27	3.80	3,182	1,40.10	27	...	2.00	3,29.83
3,45.89	6,000	5,21.54	61	4,51	483	9.85	5,719	57.01	25	3.61	13.79	12,288	6,10.81	1,30	35	37.86	9,85.61
82.82	1,433	59.12	7	38	77	2.13	720	9.63	1	33	59	2,238	72.18	35	...	10.71	1,65.56
92.67	1,536	68.19	4	15	115	3.04	675	8.92	2	37	19	2,382	60.86	39	...	13.16	1,87.98
1,01.78	1,674	74.61	8	22	157	3.84	1,076	9.12	3	62	63	2,918	86.04	47	...	16.91	2,08.20
1,12.77	2,134	93.60	4	19	195	4.92	1,702	10.64	5	76	55	4,040	1,10.66	51	...	25.66	2,40.80
28.25	594	21.74	1	6	53	1.26	476	3.55	1	28	48	1,065	27.31	18	...	6.58	62.27
1,20.65	1,936	82.65	6	27	194	4.35	1,392	9.74	8	1,17	67	3,436	90.35	52	...	25.57	2,40.09
23.65	†	30.27	†	30	†	6	†	1.00	†	16	21	†	32.00	5	...	6.80	62.30
25.93	†	30.33	†	24	†	6	†	1.00	†	19	22	†	32.04	6	...	5.36	63.39
26.77	†	35.46	†	21	†	4	†	72	†	22	28	†	36.88	7	...	5.91	69.66
29.18	†	36.66	†	19	†	6	†	88	†	29	25	†	38.38	7	...	6.58	74.16
7.17	†	9.59	†	4	†	1	†	27	†	7	6	†	10.04	2	...	1.62	18.85
33.36	†	37.02	†	31	†	16	†	1,20	†	30	29	†	39.34	8	...	6.77	79.55
21.58	404	19.83	...	1	49	1.62	209	3.16	...	4	25	661	24.01	20	17	2.29	49.15
23.48	399	20.36	...	1	57	1.96	165	2.72	...	5	30	621	25.40	19	5	2.53	51.70
26.20	415	21.08	...	...	65	2.28	184	2.65	...	6	10	664	26.17	20	...	3.10	55.76
29.33	499	25.57	1	9	74	2.59	145	2.51	1	25	35	720	31.36	22	...	3.59	64.50
9.68	124	5.90	...	1	20	56	38	69	1	8	12	183	7.36	7	...	97	18.08
33.00	607	29.07	...	2	75	1.92	150	2.16	2	25	44	834	38.86	28	...	4.34	70.43
170.70	1,561	69.88	...	...	105	1,20	431	5.50	6	70	34	2,103	172.10	39	10,42	2.50	1,56.20
178.83	1,646	71.48	...	3	113	1.31	534	6.75	8	99	20	2,301	174.44	44	10,77	3.24	1,67.72
186.03	1,832	84.31	1	3	128	1.56	536	7.09	10	1,19	28	2,557	186.35	49	12,07	3.51	1,88.45
192.35	2,066	97.97	1	3	160	2.32	520	6.98	16	1,75	37	2,763	199.23	52	12,06	6.61	2,10.80
123.23	575	26.50	...	...	52	67	119	1.62	6	75	7	752	126.93	14	2,64	2.21	55.16
11,04.32	1,934	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

* Information not available.

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

‡ Excluding the Cawnpore-Burhwal (3' 3 3/4" gauge link) earnings which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Behlikhand 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. ... = 0.25 ton.
 An elephant ... = 2.50 tons.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	Year.	COACHING TRAFFIC.													Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		3' 3 1/2" GAUGE —contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
13	(a) & (b)	Bengal Doocars.	1909	9	3	2,7	5	14,1	7	685,0	2,42	...	...	632,7	2,57	29
			1910	1,2	5	3,2	5	17,1	9	672,9	2,39	...	...	694,7	2,58	31
			1911	1,0	5	4,0	7	20,0	10	735,0	2,51	...	...	760,0	2,83	36
			1912	2,0	7	4,1	6	24,5	12	846,5	2,99	...	...	877,1	3,24	40
			1st qr. of 1913	8	8	1,7	2	6,3	3	264,9	1,02	...	...	273,6	1,10	11
			1913-14.	2,2	7	4,9	7	32,4	14	951,6	3,23	...	...	991,1	3,54	46
...	...	Bhavnagar-Gondal-Junagadh-Forbandar.	1909	6,9	25	46,0	74	78,5	56	2,555,7	13,99	5,8	1	2,632,9	15,55	1,29	
			1910	7,1	24	48,9	77	97,5	69	2,958,5	15,85	52,6	7	3,161,6	17,62	1,33	
14	(a) & (b)	Bhavnagar.	1911	2,7	8	19,0	30	28,8	23	1,342,6	7,08	4,4	1	1,397,5	7,70	51	
			1912	2,6	8	22,2	32	...	...	1,358,5	7,25	5,4	1	1,383,7	7,66	62
			1st qr. of 1913	9	2	7,3	11	...	...	392,9	2,09	1,6	...	402,7	2,22	15
			1913-14.	2,7	7	24,0	32	...	...	1,443,7	7,32	19,2	2	1,495,6	7,73	64
2	(f) to (i)	Bombay, Baroda and Central India.	1909	29,9	1,05	129,3	2,61	231,1	2,91	19,182,5	84,09	42,7	6	19,556,5	91,32	9,75	
			1910	27,8	2,17	102,3	3,11	229,1	2,75	22,314,9	98,87	53,4	8	22,727,5	1,06,98	10,07	
			1911	33,6	2,89	111,2	3,74	303,7	3,85	23,522,7	1,04,99	51,5	7	24,022,7	1,15,54	13,01	
			1912	29,7	2,27	112,6	3,48	356,9	4,11	24,491,8	1,05,48	42,4	7	25,033,4	1,15,41	11,47	
			1st qr. of 1913	9,5	91	33,5	99	92,2	1,00	6,295,6	27,18	10,7	2	6,441,5	30,10	2,41	
			1913-14.	31,0	2,78	125,3	3,84	368,7	3,90	27,189,6	1,14,10	40,9	7	27,75,35	1,24,69	11,61	
15	(a) to (c)	Burma.	1909	55,1	2,89	171,1	3,12	...	...	19,936,2	75,17	368,6	24	20,502,2	81,42	4,83
			1910	55,4	3,00	166,8	3,11	...	...	20,930,6	74,94	387,8	27	21,550,6	81,32	4,74
			1911	55,8	3,07	172,0	3,23	...	...	22,597,7	80,66	471,8	29	23,297,3	87,25	5,14
			1912	60,4	3,07	189,5	3,47	...	...	24,968,7	88,10	490,2	32	25,708,8	94,96	5,98
			1st qr. of 1913	16,3	1,10	53,5	94	...	...	7,174,6	26,51	150,5	11	7,394,9	28,66	1,94
			1913-14.	65,9	3,41	224,1	4,14	...	...	27,625,2	93,73	751,9	44	28,667,1	1,01,75	6,04
...	...	Deoghur.	1909	2,2	1	...	...	...	...	308,4	41	...	...	310,6	42	1
			1910	...	...	...	...	...	...	...	...	...	...	...	...	...
			1911	...	...	...	...	...	...	...	...	...	...	...	...	...
			1912	...	...	...	...	...	...	...	...	...	...	...	...	...
			1st qr. of 1913	...	...	...	...	...	...	...	...	...	...	...	...	...
			1913-14.	...	...	...	...	...	...	...	...	...	...	...	...	...
16	(a) & (b)	Dibrugarh-Sadiya.	1909	7,1	10	6,3	5	...	...	498,9	1,57	...	...	512,2	1,72	26
			1910	8,1	11	7,1	6	...	...	524,6	1,63	...	...	539,8	1,80	31
			1911	8,6	18	6,7	6	...	...	590,2	1,87	...	...	605,5	2,06	36
			1912	8,7	14	6,8	7	...	...	675,6	2,17	...	...	691,1	2,38	47
			1st qr. of 1913	2,8	4	1,2	1	2,3	2	191,5	72	...	...	197,8	79	16
			1913-14.	9,0	14	4,9	5	10,7	7	715,0	2,43	...	...	739,6	2,69	47
3	(b) to (d).	Eastern Bengal.	1909	†	1,26	†	1,69	†	4,76	†	35,25	†	10	†	43,09	4,22	
			1910	†	94	†	1,53	†	4,39	†	37,51	†	10	†	44,40	10,00	
			1911	†	81	†	1,45	†	5,04	†	46,25	†	11	†	53,86	6,55	
			1912	†	82	†	1,46	†	5,25	†	50,55	†	12	†	59,20	6,53	
			1st qr. of 1913	†	22	†	33	†	1,35	†	14,92	†	3	†	15,94	1,80	
			1913-14.	†	91	†	1,61	†	6,86	†	57,67	†	12	†	63,87	8,48	
17	(a) to (c)	Gondal-Forbandar.	1911	3,3	9	24,5	28	35,1	23	1,927,9	5,94	2,9	...	1,993,0	6,57	45	
			1st qr. of 1913	3,6	10	32,8	37	...	...	1,287,6	6,16	1,8	...	1,305,6	6,63	50
			1913-14.	1,0	3	10,3	12	...	...	895,5	2,07	3	...	407,1	2,22	10
			1913-14.	3,5	12	36,0	42	...	...	1,401,1	6,99	1,3	...	1,442,4	7,53	59

* Information not furnished.

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

DIX 5—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.]																		
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.																								
	18	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.]	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35				
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.					
2,86	88	6,40	...	...	19	75	6	4	...	...	10	108	7,90	1	18	21	10,55	2,89	87	6,96	...	...	22	92	14	6	123	8,05	2	17	32	11,45			
3,19	93	7,14	...	...	24	1,05	28	17	...	...	5	140	8,41	3	16	24	12,02	3,64	109	8,46	...	...	34	1,50	19	16	...	...	5	161	10,17	3	18	32	14,34
1,31	25	1,43	...	...	9	44	3	3	...	...	...	37	1,90	1	5	5	3,22	4,00	141	10,03	...	...	41	1,78	16	16	...	1	4	198	12,02	3	10	17	16,11
16,84	318	10,40	...	...	11	11	28	17	1	4	3	358	10,75	20	...	52	28,31	16,95	337	11,69	...	...	10	15	26	14	1	5	6	374	12,09	21	...	83	32,93
8,24	169	6,26	...	...	6	7	21	11	2	10	-1	218	6,53	8	...	67	15,52	8,28	207	6,21	...	...	14	16	34	16	4	16	4	258	6,73	7	...	82	15,40
2,37	40	1,33	...	...	3	3	5	3	...	1	...	48	1,40	2	...	9	3,82	8,87	174	5,69	...	...	28	28	48	19	1	5	1	241	6,29	7	...	61	15,30
1,01,07	2,050	1,47,15	5	63	175	2,69	525	6,28	18	2,19	33	2,578	1,59,25	55	...	4,10	2,64,07	1,17,05	2,245	1,65,09	4	42	217	3,42	299	5,24	23	2,96	39	3,788	1,77,52	65	...	4,76	2,90,82	
1,28,55	2,528	1,74,12	4	45	245	3,74	494	6,89	27	3,59	41	3,296	1,89,20	70	...	5,70	3,24,15	1,26,88	2,493	1,84,63	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,21	3,32,40	
32,51	635	48,25	1	8	37	70	115	1,72	7	60	3	795	51,58	18	...	1,14	85,99	1,96,30	2,415	1,59,24	5	41	159	2,57	392	5,72	20	3,68	16	2,940	1,71,76	62	...	6,82	3,15,52	
86,25	1,632	90,09	3	16	4	26	1,236	7,29	7	1,83	30	2,932	90,93	20	60	7,71	1,94,69	86,06	1,838	96,07	3	16	10	60	1,034	7,20	8	2,27	24	2,956	1,06,54	20	70	4,76	1,98,26	
92,39	1,832	98,57	4	17	12	78	1,034	7,17	9	2,94	24	2,941	1,09,87	23	81	3,41	2,06,71	1,00,94	1,969	1,02,07	5	19	10	1,15	893	6,73	10	3,00	39	2,827	1,18,53	25	81	3,52	2,10,05	
30,60	832	39,67	2	10	2	20	118	98	2	81	6	956	41,50	8	25	1,04	74,37	1,08,39	2,368	1,22,65	6	26	14	1,28	745	6,10	11	3,38	21	3,144	1,33,81	30	68	3,55	2,46,95	
43	15	6	4	1	10	7	50
1,98	107	3,65	...	...	597	5,70	10	3	...	...	1	714	9,39	7	...	43	11,90	2,11	113	3,70	...	...	577	5,63	13	5	...	...	2	703	9,40	8	...	43	12,00
2,42	122	4,60	...	...	570	5,59	66	23	...	...	1	758	9,90	6	...	34	12,72	2,85	143	4,58	...	...	578	6,19	17	6	...	1	738	10,86	6	...	27	14,04	
95	54	1,34	...	...	133	1,45	3	1	...	...	...	190	2,80	2	...	3	3,90	3,16	147	5,06	...	...	543	5,81	20	7	...	1	4	710	10,99	6	...	26	14,47
47,31	†	55,84	†	3	†	1,24	†	2,81	†	52	26	†	60,73	25	10,60	1,38	1,20,37	54,46	†	51,00	†	4	†	1,42	†	47	†	44	18	†	57,55	28	11,00	60	1,24,23	
60,21	†	56,31	†	...	†	1,82	†	7,67	†	62	99	†	67,41	30	12,16	47	1,40,55	64,73	†	61,88	†	...	†	1,99	†	†	†	91	41	†	71,67	34	13,46	63	1,50,81	
17,74	†	15,98	†	...	†	75	†	2,52	†	36	12	†	19,78	8	3,93	4	41,52	75,35	†	71,87	†	1	†	2,73	†	7,21	†	1,87	59	†	84,90	35	15,37	96	1,70,33	
6,98	194	4,38	...	...	7	7	12	10	2	7	1	215	4,83	10	...	85	12,06	7,18	216	4,55	...	...	5	9	9	3	...	9	2	235	4,81	10	...	38	12,45
2,32	62	1,37	...	...	2	3	6	5	...	...	...	70	1,45	3	...	34	4,14	8,12	236	5,23	...	...	9	10	9	9	1	2	1	255	5,45	9	...	56	14,22

* Information not furnished.

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

‡ Live stock has been converted into tons at:—

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

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

An elephant = 2.50 tons.

Details of gross earnings

COACHING TRAFFIC.

PASSENGER TRAFFIC.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	Year.	PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	
Main head.	Sub-head.			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 ticket is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		3' 3 1/2" GAUGE—contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1909 1910 1911 1912 1st gr. of 1913-14.	4.5 5.5 5.4 6.0 1.5	29 28 35 49 10	42.1 85.0 87.4 88.9 8.4	95 96 1.05 98 21	...	...	2,275.4 2,153.7 1,981.4 2,309.6 661.7	9.89 10.86 10.30 12.42 3.66	19.7 27.5 40.2 40.5 11.2	5 6 7 8 1	2,341.7 2,220.7 2,064.4 2,395.0 682.8	11.11 12.26 11.77 13.92 3.98	1.02 1.14 1.47 2.24 36
48	(a)	Jamnagar	1911 1912 1st gr. of 1913-14.	9 5 1	3 2 1	5.5 6.8 2.8	8 9 3	12.9	10	274.3 273.7 88.8	1.41 1.48 51	1.0 1.2 4	...	294.6 282.2 91.1	1.82 1.59 55	16 15 4	
19	(a) to (e)	Jodhpur-Bikaner.	1909 1910 1911 1912 1st gr. of 1913-14.	4.9 8.7 4.2 5.2 2.5	40 28 38 36 17	19.6 22.3 26.0 25.0 7.3	57 66 77 78 22	69.4 86.9 98.7 100.2 28.3	72 80 1.18 1.15 30	2,719.7 3,530.6 4,261.7 4,346.0 1,237.6	14.17 18.28 22.37 21.33 6.31	...	...	2,812.6 3,643.5 4,391.0 4,476.4 1,275.7	15.88 20.12 24.70 24.12 6.90	1.75 2.17 2.56 2.72 71
20	(a)	Junagad	1911 1912 1st gr. of 1913-14.	1.2 1.8 5	3 3 1	12.3 20.3 6.2	10 16 5	18.0	8	595.4 732.6 231.2	2.14 2.56 81	6.5 1.9 1.0	1 1 ...	633.4 756.6 238.9	2.36 2.76 87	16 21 5	
6	(c) to (b)	Madras and Southern Mahratta.	1909 1910 1911 1912 1st gr. of 1913-14.	*	1.66 1.62 1.67 1.67 39	*	2.53 2.93 2.84 3.20 78	...	...	*	50.71 53.91 58.38 58.70 15.91	*	3 6 6 6 3	*	54.92 58.57 57.91 63.64 17.11	6.40 6.74 7.35 7.79 1.96
21	(a)	Morvi...	1909 1910 1911 1912 1st gr. of 1913-14.	1.9 2.1 2.8 2.5 1.0	8 10 13 10 4	10.8 9.8 9.3 12.7 3.8	19 23 24 23 7	116.8 139.0 114.6	97 1.17 95	289.9 311.3 864.6 498.6 150.1	1.70 1.94 2.46 3.75 1.15	...	...	399.4 462.2 490.7 513.8 155.3	2.94 3.44 3.78 4.08 1.26	27 35 36 36 10
10	(c)	Nilgiri...	1909 1910 1911 1912 1st gr. of 1913-14.	† † † † †	34 45 ... 56 11	† †	26 15 52 ... ...	...	...	† † † † †	82 94 98 1.07 26	† † † † †	2 2 3 3 ...	† † † † †	1.44 1.56 1.53 1.66 37	58 80 98 1.13 21
			1913-14.	Included with the South Indian railway

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
† Included with the South Indian railway, 3' 3 1/2" gauge section.

DIX5 - contd.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.														Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	MERCHANTISE, 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.]				
19	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
12.13	235	18.12	...	1	12	47	161	33	1	10	7	409	19.60	12	...	70	32.58	
18.40	247	20.31	1	4	13	54	157	1.21	...	4	9	419	22.23	12	...	81	36.56	
13.24	241	18.80	1	5	6	21	138	1.28	...	4	10	386	20.58	14	...	1.01	34.97	
16.16	297	24.60	1	4	14	52	311	1.54	...	7	10	623	26.87	16	...	1.07	44.26	
4.34	86	7.96	...	...	4	15	62	39	...	1	5	152	8.56	3	...	15	13.03
17.46	281	23.35	2	4	26	96	173	1.26	...	6	12	482	25.70	18	...	1.13	44.51	
1.78	26	61	...	...	...	...	...	1	...	...	...	26	62	3	...	4	2.46
1.74	32	58	...	...	...	1	...	1	...	...	...	32	59	3	...	3	2.38
59	7	17	...	...	...	...	1	1	...	...	...	8	18	...	...	2	79
2.00	40	81	...	...	1	2	2	2	...	1	...	43	86	2	...	4	2.93
17.61	420	16.89	1	6	11	13	197	1.48	...	5	4	629	18.05	18	...	1.16	37.55	
22.29	521	22.04	...	4	15	15	151	1.87	...	6	6	687	24.32	14	...	86	47.51	
27.26	831	31.59	...	3	18	21	127	1.64	1	11	7	977	33.65	13	...	1.11	62.15	
26.84	1,051	40.62	1	2	20	23	107	1.68	1	11	6	1,180	42.72	13	...	73	70.42	
7.61	258	9.53	...	2	8	11	24	32	...	3	3	290	10.04	3	...	18	17.86	
30.30	946	34.83	1	4	24	28	214	2.89	2	14	6	1,187	38.24	14	...	1.15	69.83	
2.52	69	1.70	...	...	1	1	17	11	...	1	1	87	1.92	3	...	9	4.46
2.97	85	2.04	...	...	1	1	17	11	...	1	...	103	2.17	3	...	16	5.33
92	24	64	...	...	...	1	4	2	...	...	...	28	67	1	...	3	1.93
3.37	102	2.27	...	...	5	2	16	10	...	1	...	128	2.40	4	...	18	6.10
61.82	...	86.64	...	31	...	1.60	...	6.17	...	37	33	...	95.42	31	3.24	1.68	1,61.97	
65.31	...	92.40	...	30	...	57	...	4.93	...	39	32	...	98.91	31	3.38	2.35	1,70.86	
65.26	...	1,01.23	...	27	...	92	...	4.64	...	43	38	...	1,07.87	34	3.74	2.72	1,79.93	
71.43	...	1,03.93	...	22	...	97	...	4.74	...	48	43	...	1,10.77	31	3.17	2.26	1,87.94	
19.07	...	29.53	...	2	...	34	...	1.43	...	15	15	...	31.63	9	1.05	49	52.33	
79.14	...	1,09.86	...	16	...	1.16	...	5.35	...	49	46	...	1,17.40	33	3.84	2.24	2,02.95	
3.21	62	1.42	...	...	1	2	1	1	...	1	...	64	1.46	3	...	2	4.72
3.79	51	1.38	...	...	1	1	6	4	...	1	...	58	1.44	4	...	2	5.20
4.14	68	2.07	...	...	1	1	7	5	...	2	1	76	2.16	4	...	2	6.36
4.44	87	2.54	...	...	2	3	8	6	...	2	1	97	3.66	4	...	11	7.25
1.36	18	47	...	...	2	2	1	2	...	1	...	21	62	1	...	2	1.91
5.25	73	2.14	...	...	8	12	6	5	1	2	1	88	2.34	3	...	15	7.77
2.02	†	1.49	†	24	†	5	†	25	...	...	1	†	2.04	...	...	3	4.09
2.36	†	1.78	†	20	†	5	†	15	...	...	1	†	2.19	...	...	2	4.57
2.51	†	2.06	†	15	†	2	†	18	...	...	1	†	2.42	1	...	1	4.85
2.79	†	2.05	†	17	†	2	†	14	...	...	1	†	2.39	1	...	3	5.22
58	†	57	†	4	...	...	†	6	...	...	...	†	67	...	...	...	1.25
(8' 3 1/2" gauge.)

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.

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

‡ Live stock has been converted into tons as :-

- A head of cattle, or a pony or horse = 0.25 ton.
- A head of sheep, goat, etc. = 0.025 ton.
- An elephant = 2.50 tons.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		COACHING TRAFFIC.															
Main head.	Sub-head.	Railway system.	Year.	PASSENGER TRAFFIC.												Other 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 on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
				Rs.	Rs.	Rs.	Rs.			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
24	(a) & (b)	3' 3 1/2" GAUGE - conclud.	1909	6.9	54	24.3	91	29.0	27	3,322.3	10.54	7.2	1	3,389.7	12.27	1.90	
			1910	6.1	49	24.4	98	31.7	30	3,952.2	11.61	6.6	1	3,921.0	13.39	1.35	
			1911	5.8	47	23.9	92	33.6	31	4,007.5	12.26	5.4	1	4,076.2	13.97	1.33	
			1912	6.3	52	24.9	1.01	34.8	33	4,643.2	14.66	4.5	1	4,918.7	16.53	1.00	
			1st qr. of 1913	1.3	9	6.0	23	8.4	7	1,193.0	3.55	...	...	1,208.7	3.94	34
			1913-14.	6.5	54	24.6	69	41.0	38	5,196.6	15.47	3.6	1	5,272.3	17.29	1.65	
			1909	...	7	...	18	...	...	...	2.65	...	1	...	2.91	16
			1910	...	9	...	21	...	...	...	2.38	...	1	...	3.19	20
			1911	...	10	...	20	...	...	...	3.06	...	1	...	3.37	19
			1912	...	11	...	23	...	...	...	3.23	...	1	...	3.57	20
10	(f)	Shoranur-Cochin.	1st qr. of 1913	...	3	...	6	...	...	...	84	...	...	98	5	
			1913-14.	...	...	...	...	...	...	...	...	Included with the South Indian railway	...	...	...
10	(b) to (i)	South Indian.	1909	+47.2	1.30	+320.8	3.72	...	...	+30,528.5	85.02	+1,003.6	37	+31,900.1	91.01	5.81
			1910	+52.6	1.78	+381.4	3.96	...	...	+32,479.9	86.02	+1,195.4	49	+34,059.8	92.25	5.04
			1911	+46.6	1.85	+393.4	4.15	...	...	+36,122.1	92.55	+1,426.7	53	+37,987.8	99.08	6.81
			1912	+80.5	1.94	+409.4	4.62	...	...	+40,888.3	1.02,15	+1,606.1	61	+42,924.3	1,09.32	7.94
			1st qr. of 1913	+19.8	66	+96.5	1.09	...	...	+10,071.1	23.86	+459.3	16	+10,646.7	25.77	1.72
			1913-14.	+87.8	12.81	+427.6	13.23	...	...	+44,646.8	11,11.98	+2,034.8	175	+47,197.0	11,20.77	18.91
			1909	1.0	7	2.1	6	2.2	2	266.9	1.24	5	...	272.7	1.39	10	
			1910	1.0	6	1.7	5	1.9	2	295.7	1.27	5	...	300.8	1.40	11	
			1911	1.0	8	2.2	6	1.6	2	343.8	1.55	5	...	349.1	1.71	13	
			1912	1.0	8	2.3	7	1.9	2	359.8	1.97	5	...	365.5	1.54	16	
25	(a)	Udaipur-Chitorgarh.	1st qr. of 1913	4	3	7	2	...	...	94.2	41	...	96.0	46	3	
			1913-14.	1.4	9	2.1	6	1.8	2	401.8	1.72	5	...	407.6	1.89	13	
27	(a)	2' 6" GAUGE	Arrah-Sasaram Light.	1911	4	1	3.7	3	226.5	1.00	230.6	1.04	8
				1912	6	2	4.9	5	285.4	1.23	290.9	1.35	6
				1st qr. of 1913	1	1.3	1	86.3	35	87.7	36	1
				1913-14.	7	2	4.6	4	389.6	1.32	394.9	1.38	5
				1909	2	1	2.3	2	12.8	7	439.8	1.42	21.1	3	476.2	1.55	6
				1910	2	1	2.7	3	11.3	7	502.1	1.80	21.6	3	528.2	1.94	12
				1911	4	1	2.9	3	14.6	9	615.8	2.14	36.8	6	670.5	2.33	9
				1912	4	1	3.5	4	17.2	11	701.2	2.51	49.5	7	771.8	2.74	13
				1st qr. of 1913	1	...	1.0	1	6.3	4	199.0	68	13.2	2	219.5	75	3
				1913-14.	5	1	3.7	4	24.6	16	747.5	2.46	63.6	8	838.9	2.75	10
30	(a)	Barsi Light.	1909	4	1	2.8	5	...	...	732.3	3.41	...	...	735.5	3.47	8
			1910	5	1	3.7	6	...	...	800.3	3.65	...	...	804.5	3.72	10
			1911	5	1	2.8	5	...	...	776.5	3.64	...	...	779.8	3.70	12
			1912	3	2	3.4	6	...	...	918.0	4.65	...	...	916.7	4.73	13
			1st qr. of 1913	1	1	1.0	2	...	...	218.3	1.16	...	...	219.4	1.19	4
			1913-14.	4	2	4.1	8	...	...	1,061.7	6.09	3	...	1,066.5	6.19	19

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

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

‡ Includes figures for the Nilgiri and Shoranur-Cochin Railways.

DIX 5—contd.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings. [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND CORK FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]		Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
18,47	512	13,68	9	16	5	6	135	1,70	...	...	12	661	15,12	8	...	1,21	29,83
14,74	£39	13,99	6	11	5	5	115	1,32	...	1	...	665	15,51	9	...	1,37	31,71
15,30	556	15,32	3	7	5	5	80	73	...	...	1	645	16,21	10	...	2,53	34,14
18,13	631	18,55	8	14	5	5	85	47	...	3	3	729	19,37	10	...	4,08	41,68
4,28	189	6,22	3	6	2	2	23	15	...	1	2	232	6,49	3	...	75	11,55
19,94	574	18,19	5	13	7	7	103	73	...	1	15	669	19,31	9	...	3,01	41,35
3,97	†	2,00	...	...	...	...	†	2	...	1	3	†	2,06	1	...	2	5,16
3,39	†	2,13	...	...	...	...	†	2	...	...	4	†	2,19	1	...	4	5,63
3,56	†	2,33	...	...	...	...	†	4	...	1	5	†	2,43	1	...	1	6,01
3,77	†	2,41	...	...	...	...	†	4	...	1	5	†	2,51	1	...	1	6,30
98	†	60	...	...	...	...	†	...	...	...	2	†	62	1	...	...	1,61
(3' 3 3/4" gauge.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
96,82	12,168	61,91	13	5	122	31	1401	1,90	19	35	49	12,601	65,04	31	...	2,69	1,61,86
98,10	12,280	66,67	12	5	129	43	1391	2,13	114	69	61	12,717	70,58	34	...	2,30	1,71,41
1,05,72	12,529	73,68	12	6	120	19	1395	2,60	119	91	74	12,955	83,59	38	...	2,20	1,91,88
1,16,36	12,659	82,70	12	5	138	84	1412	2,94	120	111	93	13,161	88,49	41	...	4,38	2,09,04
27,49	1725	22,18	11	1	116	83	1113	71	14	32	80	1558	23,85	11	...	1,64	53,09
\$1,29,68	12,632	\$85,43	13	\$24	147	\$1,02	\$541	\$3,19	123	\$1,28	\$1,26	\$3,246	\$92,47	\$47	\$6	\$4,29	\$2,26,07
1,49	21	87	...	...	...	1	1	1	...	...	1	22	90	1	...	3	2,43
1,51	23	93	...	...	...	1	1	1	...	...	1	23	95	2	...	4	2,52
1,34	20	91	...	...	1	...	...	...	1	...	1	21	94	1	...	5	2,84
1,70	29	1,22	...	...	...	...	2	1	...	...	3	31	1,26	1	...	8	3,03
49	8	39	...	...	...	...	1	...	...	...	1	9	40	1	...	2	92
2,02	21	1,02	...	...	1	1	1	1	...	...	2	23	1,06	1	...	10	3,19
1,12	8	10	...	...	...	1	...	...	...	...	...	8	21	...	...	...	1,33
1,41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1,72
37	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	3	45
1,43	23	43	...	...	1	1	...	...	...	...	...	24	44	...	...	7	1,94
1,61	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1,74
2,08	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	1	2,36
2,42	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	1	2,78
2,87	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	1	3,38
78	5	13	...	...	...	...	...	...	...	...	...	5	13	...	...	...	91
2,35	21	42	...	...	...	...	...	...	...	...	...	21	42	...	...	1	3,38
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	2	...	10	6,45
3,63	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	2	...	17	6,98
3,82	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	3	...	25	7,45
4,86	125	4,89	...	...	3	12	11	3	...	...	5	139	5,09	4	...	32	10,31
1,23	36	1,65	...	...	3	10	4	1	...	...	1	43	1,77	2	...	8	3,10
6,33	144	6,08	...	...	7	24	12	3	1	...	5	164	6,40	5	...	35	13,18

* 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.

† Included with the South Indian railway, 3' 3 3/4" gauge section.
 † Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.
 ‡ Includes figures for the Nilgiri and Shoranur Cochin railways.

Details of gross earnings

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	Year.	COACHING TRAFFIC.											Other coaching traffic earnings. [In thousands.]	
Main head	Sub-head.			PASSENGER TRAFFIC.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
31	(a)	2' 6" GAUGE Bowringpet-Kolar.	1913-14.	...	...	3	...	...	...	35,0	6	...	...	35,3	6	...
			1909	1,0	1	1,9	1	13,1	6	395,5	1,00	...	...	411,5	1,08	4
			1910	9	1	1,9	1	13,5	7	349,2	78	...	...	365,5	87	4
			1911	8	1	2,1	1	13,5	7	360,5	78	...	...	376,7	87	4
			1912	8	1	2,8	2	16,7	8	686,2	1,99	...	...	706,5	2,00	4
32	(a)	Bukhtiar-pore-Bihar Light.	1st qr. of 1913	2	...	7	...	3,3	2	66,4	21	...	...	90,6	23	2
			1913-14.	8	1	2,3	2	12,0	6	955,0	82	...	...	381,0	91	8
35	(a)	Champamer-Shivrajpur Light.	1911	...	...	1	...	...	...	87,0	16	...	...	87,1	16	1
			1912	...	...	5	1	...	...	96,3	19	...	...	96,8	20	1
			1st qr. of 1913	...	...	2	...	...	...	23,3	7	...	...	33,5	7	1
			1913-14.	...	...	4	1	...	...	141,4	30	...	...	141,8	31	1
36	(a)	Cutch	1909	1	...	...	...	...	...	75,7	31	...	...	75,8	34	7
			1910	2	...	1,2	2	...	...	97,6	42	...	...	99,0	41	6
			1911	2	...	1,4	2	...	...	85,4	40	...	...	87,0	42	8
			1912	1	...	7	1	...	...	79,8	18	...	...	80,6	39	6
			1st qr. of 1913	1	...	1	...	...	...	20,8	10	...	...	21,0	10	1
			1913-14.	5	2	6	1	...	...	73,4	35	...	...	74,5	38	10
37	(a)	Dehri-Rohtas Light.	1911	2	...	...	...	4	...	33,4	8	...	...	34,0	8	1
			1912	2	...	...	...	7	...	29,4	9	...	...	40,3	10	...
			1st qr. of 1913	1	...	...	...	1	...	11,4	3	...	...	11,6	3	...
			1913-14.	2	...	...	...	4	...	50,1	11	...	...	50,7	11	1
38	(a)	Dholpur-Bari.	1909	...	...	2	...	...	...	52,0	14	...	...	52,2	14	1
			1910	...	1	6	...	...	...	72,0	20	...	...	72,6	21	2
			1911	2	...	4	...	...	...	71,0	19	...	...	71,6	19	1
			1912	4	1	...	...	...	...	71,0	19	...	...	71,4	20	1
			1st qr. of 1913	3	1	...	...	...	...	18,6	6	...	...	18,9	7	1
			1913-14.	...	...	4	...	...	...	84,3	27	...	...	84,7	27	2
40	(a)	Godbra-Lunavada	1913-14.	...	...	1	...	...	...	25,3	10	...	...	25,4	10	...
41	(a)	Jessore-Jhenidah.	1913-14.	...	...	...	...	...	...	...	...	...	...	...	...	...
42	(a)	Madaya Light.	1912	...	...	...	...	...	...	...	...	...	...	...	...	...
			1st qr. of 1913	...	...	...	...	...	...	...	...	...	...	...	...	...
			1913-14.	...	...	...	...	...	...	...	...	...	...	...	...	...
43	(a)	Nadiad-Kapadvanj.	1st qr. of 1913	...	...	2	...	...	...	14,2	5	...	...	14,4	5	...
			1913-14.	...	...	1,1	2	...	...	201,0	68	...	...	202,1	70	4
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1909	...	...	2	...	...	...	...	52	...	...	...	54	3
			1910	...	...	2	...	...	...	...	64	...	...	...	66	3
			1911	...	...	2	...	...	...	...	68	...	...	...	65	3
			1912	...	...	2	...	...	...	...	70	...	...	...	72	4
			1st qr. of 1913	...	...	...	...	...	...	...	15	...	...	...	15	1
			1913-14.	...	2	...	1	...	...	...	1,18	...	...	...	1,21	6

* Included with the South Indian railway, 3' 3 1/4" gauge section.

DIX 5—contd.

of each railway system.

Total coaching traffic earnings. [In thousands.]	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 CORK 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.]	Tons. [In thousands.]	Earnings. [In thousands.]
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
6	1	1	...	...	...	...	2	1	...	...	...	3	2	...	...	...	3
1,12	29	33	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,21
91	28	43	...	...	...	...	...	...	...	...	...	23	43	...	...	...	1,31
204	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,60
25	5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	4	36
99	28	52	...	...	...	...	...	...	...	...	...	28	52	...	...	7	1,58
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	61
21	65	63	...	...	1	1	1	...	...	...	...	67	64	1	...	2	88
8	25	24	...	...	...	...	...	...	...	...	...	25	24	...	...	1	33
82	58	52	...	...	1	...	1	1	...	...	...	60	53	1	...	1	87
41	15	35	...	...	1	2	...	...	...	...	6	16	43	...	...	1	85
50	17	31	...	...	1	2	...	...	...	...	7	18	49	...	...	1	94
50	19	40	...	...	...	1	...	1	...	...	8	19	50	...	...	1	1,01
45	21	46	...	...	...	1	1	1	...	...	9	22	57	...	...	...	1,02
11	8	9	...	...	...	...	1	1	...	...	2	4	12	...	...	...	23
43	17	43	...	...	1	2	...	...	...	...	4	16	49	...	...	...	97
9	8	12	...	...	2	3	...	...	...	...	...	10	15	...	...	...	24
10	40	62	...	...	4	6	...	...	...	...	...	44	68	...	...	1	79
3	15	24	...	...	2	3	...	...	...	...	...	17	27	...	...	1	31
12	77	1,19	...	...	10	15	...	...	...	...	...	87	1,34	...	...	4	1,50
15	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
23	19	24	...	...	...	...	...	...	...	...	...	19	24	1	...	...	48
20	21	21	...	...	...	...	...	...	...	...	...	21	21	...	...	...	41
21	18	17	...	...	...	...	2	1	...	...	...	20	18	...	...	1	40
8	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	...	14
29	21	25	...	...	...	...	1	...	...	...	...	29	25	...	...	...	54
10	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	
5	1	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	6
74	12	29	...	...	...	...	...	...	...	...	...	12	29	...	...	...	1,03
57	*	28	...	...	...	...	...	...	...	...	...	*	23	...	...	...	85
69	*	33	...	...	...	...	...	...	...	...	1	*	34	...	...	...	1,03
68	*	37	...	...	...	...	...	1	...	...	...	*	36	...	...	...	1,06
76	*	36	...	...	...	...	...	1	...	...	...	*	37	...	...	...	1,18
16	*	8	...	...	...	...	...	...	...	...	...	*	8	...	...	...	24
1,27	*	50	...	...	...	...	...	2	...	...	1	*	53	...	...	1	1,81

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

Details of gross earnings

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	Year.	COACHING TRAFFIC.													Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other 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]	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	17	
		2' 6" GAUGE—concid.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1	(d)	Mourbhanj.	1909	2	1	6	1	1.6	1	69.8	22	...	...	72.2	25	1
			1910	1	...	4	1	1.6	1	63.3	20	...	...	65.4	22	2
			1911	2	...	5	1	1.8	1	70.7	23	...	...	73.2	25	2
			1912	2	1	4	...	1.9	1	64.9	21	...	...	67.4	23	2
			1st qr. of 1913-14.	1	...	1	...	4	1	18.1	5	...	...	16.7	6	1
1	(f)	Parlakimodi Light.	1909	3	1	...	...	1.8	1	121.1	17	...	...	128.2	19	2
			1910	4	1	...	...	2.3	1	127.7	18	...	...	130.4	20	2
			1911	2	1	3	...	2.2	1	129.8	24	...	...	132.5	26	1
			1912	2	1	3	...	2.3	1	126.3	24	...	...	129.1	26	2
			1st qr. of 1913-14.	2	1	1	...	7	...	45.4	9	...	...	46.4	10	1
24	(c)	Powsyan Light.	1909	1	...	1.9	1	...	...	314.9	49	...	...	316.9	50	2
			1910	1	...	2.0	1	...	...	361.5	56	...	...	363.6	57	2
			1911	1	...	2.3	2	...	...	390.7	58	...	...	393.1	60	2
			1912	2	...	3.3	2	...	...	416.7	63	...	...	420.1	65	2
			1st qr. of 1913-14.	1	...	6	...	...	...	95.7	14	...	...	96.4	14	1
44	(a)	Shabdara (Delhi)-Saharanpur Light.	1909	2	1	2	...	3.9	5	651.4	2.14	...	...	660.7	2.20	8
			1910	4	1	...	...	12.4	7	348.7	2.78	...	...	361.5	2.86	9
			1911	4	1	...	...	13.6	3	359.2	3.10	...	...	363.2	3.19	9
			1912	7	1	...	...	13.3	8	360.2	3.30	...	...	364.1	3.39	10
			1st qr. of 1913-14.	2	...	...	...	3.4	4	244.6	32	...	...	248.2	36	2
45	(a)	Tarkesur-Magra Light.	1909	2	...	1.3	...	23.1	4	552.4	78	22.4	4	599.3	86	5	
			1910	1	...	1.5	...	25.4	4	536.6	76	29.2	4	592.8	86	4	
			1911	2	...	1.7	1	24.9	4	531.6	76	39.7	3	598.1	84	5	
			1912	1	...	1.6	1	23.2	4	569.6	81	40.3	3	634.8	89	4	
			1st qr. of 1913-14.	1	...	4	...	5.8	1	150.8	23	9.3	1	166.3	24	1	
46	(a)	Tespore-Balipara Light.	1909	1.7	2	...	...	4.5	1	124.9	31	18.9	1	144.1	35	4
			1910	2.3	3	...	...	4.8	1	132.3	33	15.5	1	154.9	38	6
			1911	2.0	2	...	...	5.4	2	143.6	36	16.5	1	167.5	41	6
			1912	2.3	3	...	...	5.9	2	155.7	38	16.9	1	160.7	44	7
			1st qr. of 1913-14.	9	1	...	...	1.6	...	38.9	10	2.6	...	44.0	11	2
			1913-14.	1.7	3	...	...	6.3	2	164.0	41	17.2	2	189.2	47	7

DIX 5—contd.

of each railway system.

Total passenger traffic earnings. [In thousands.]	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.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.	Rs.	
26	15	28	...	...	...	...	...	...	...	...	...	15	28	1	...	...	55
24	17	31	...	...	...	...	...	1	1	...	...	18	33	...	...	1	53
27	20	34	...	...	...	...	...	...	...	...	...	20	34	1	...	...	63
25	15	24	...	...	...	...	...	...	...	...	...	15	24	1	...	...	51
7	6	11	...	...	...	...	...	...	...	...	...	6	11	...	...	...	18
23	21	37	...	...	...	...	...	...	...	...	...	21	37	1	...	1	67
21	5	4	...	...	...	...	...	1	1	...	...	0	5	...	...	...	26
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
27	6	5	...	...	...	...	...	...	1	...	...	6	5	...	...	...	33
28	9	10	...	...	...	...	...	1	1	...	...	10	11	...	...	1	40
11	4	4	...	...	...	...	...	...	...	...	...	4	4	...	...	...	15
35	16	15	...	...	...	...	...	...	1	...	...	16	16	...	...	...	51
52	27	36	...	...	...	...	...	7	4	...	...	34	40	...	...	...	92
59	25	35	...	...	...	...	...	2	1	...	...	37	36	...	...	...	95
62	34	37	...	...	...	...	...	2	1	...	...	36	41	...	...	...	1,03
47	29	34	...	...	...	...	...	2	...	...	...	31	34	...	...	...	1,01
15	5	5	...	...	...	...	...	...	...	...	...	5	5	...	...	...	20
70	24	27	...	...	...	...	...	...	...	...	...	24	27	...	...	...	97
2,28	68	1,77	...	...	...	...	...	3	1	...	...	71	1,78	...	...	...	4,06
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	2	5,04
3,28	80	2,01	...	...	...	...	...	1	...	...	...	80	2,02	...	...	2	5,32
3,49	106	2,60	...	...	...	...	...	...	...	...	...	106	2,60	...	...	1	6,10
88	92	1,04	...	...	...	...	...	...	...	...	...	42	1,04	...	...	...	1,92
3,77	91	2,34	...	...	1	2	...	...	...	...	2	92	2,38	...	...	2	6,17
91	45	10	...	...	...	...	...	1	1	...	...	46	81	1	...	1	1,24
90	47	32	...	...	1	1	...	...	...	...	...	48	33	...	...	1	1,24
89	53	35	...	...	...	...	...	...	...	...	...	53	35	1	...	1	1,26
95	51	34	...	...	...	1	...	...	...	...	...	51	35	1	...	2	1,31
25	14	9	...	...	...	...	...	...	...	...	...	14	9	...	...	...	34
1,01	40	32	...	...	...	...	...	1	...	...	...	41	32	...	...	1	1,34
39	6	30	...	...	3	10	...	...	...	...	1	9	41	1	...	5	86
44	6	33	...	...	4	11	...	...	...	...	1	10	45	1	...	4	94
47	8	44	...	...	6	17	...	...	...	...	1	14	62	2	...	4	1,15
51	9	42	...	...	8	21	...	...	...	...	1	17	64	1	...	5	1,21
18	2	8	...	...	2	5	...	...	...	...	...	4	18	...	...	1	27
54	12	49	...	...	10	25	...	...	...	...	1	22	75	2	...	4	1,35

* 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 earning

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX L)		Railway system.	Year.	COACHING TRAFFIC.													Other coaching traffic earnings. [In thousands.]
				PASSENGER TRAFFIC.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	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.]	Rs.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		2'0" GAUGE.			Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
47	(a)	Darjeeling-Himalayan.	1909	8.3	90	21.3	92	...	...	144.3	1.53	...	...	173.9	3.35	97
			1910	7.7	84	21.9	92	...	...	176.1	1.55	...	...	205.7	3.41	1.00
			1911	7.8	92	20.7	84	...	...	205.5	1.63	...	...	237.0	3.39	98
			1912	8.6	1.03	22.2	95	...	...	233.6	1.90	...	...	264.4	3.88	1.19
			1st qr. of 1913	2.3	27	3.2	14	...	...	46.1	39	...	...	51.6	80	18
			1913-14.	8.6	1.00	23.1	98	...	...	220.9	1.90	...	...	252.6	3.88	1.16
48	(a)	Gwalior Light.	1913-14.	7	6	6.6	12	...	...	420.4	2.41	...	...	427.7	2.59	16
49	(a)	Howrah-Amta Light.	1909	3	...	9	1	22.8	11	1,083.1	3.69	119.2	11	1,291.3	3.92	9	
			1910	3	...	9	1	21.8	11	1,181.9	4.04	137.7	13	1,342.6	4.29	10	
			1911	3	1	1.8	1	23.6	11	1,261.0	4.15	178.3	15	1,465.0	4.38	9	
			1912	3	1	1.9	1	29.4	14	1,372.1	4.53	217.1	18	1,620.8	4.87	13	
			1st qr. of 1913	1	...	6	1	10.9	4	370.0	1.23	53.5	5	440.1	1.33	4	
			1913-14.	7	1	4.2	2	64.4	21	1,497.6	4.62	277.6	21	1,844.5	5.07	16	
50	(a)	Howrah-Sheakhala Light.	1909	1	...	...	...	6.6	2	354.6	80	123.7	13	485.0	95	2
			1910	1	...	...	...	6.1	2	432.4	90	123.7	14	562.3	1.06	2
			1911	1	...	...	...	5.3	2	411.2	90	205.5	21	622.1	1.13	2
			1912	2	...	...	...	7.0	2	459.0	98	245.4	24	711.6	1.24	3
			1st qr. of 1913	...	...	...	...	2.3	1	119.1	25	66.9	7	188.3	38	1
			1913-14.	1	...	...	...	23.1	5	504.4	1.04	340.4	30	868.0	1.39	3
51	(a)	Jagadhri Light.	1911	...	...	4	...	...	...	56.8	5	...	...	57.2	5	1
			1912	...	...	3	...	...	...	151.9	12	...	...	152.7	12	...
			1st qr. of 1913	...	...	...	...	...	...	66.6	5	...	...	66.6	5	...
			1913-14.	...	...	7	...	...	...	159.3	15	...	...	160.0	15	...
52	(a)	Jorhat (Provincial).	1909	...	...	...	...	...	...	194.5	31	...	...	194.5	31	...
			1910	...	...	...	...	...	...	201.6	32	...	...	201.6	32	...
			1911	...	...	...	...	...	...	208.9	36	...	...	208.9	36	...
			1912	...	...	...	...	...	...	207.6	36	...	...	207.6	36	...
			1st qr. of 1913	...	...	...	...	...	...	53.9	10	...	...	53.9	10	...
			1913-14.	...	...	...	...	...	...	221.8	36	...	...	221.8	36	...
19	(f)	Pipar Road-Bhavi Light.	1910	...	...	...	...	...	...	3.9	1	...	...	3.9	1	...
			1911	...	...	...	...	...	...	53.4	11	...	...	53.6	11	1
			1912	...	...	2	...	...	...	73.3	16	...	...	73.6	16	1
			1st qr. of 1913	...	...	1	...	...	...	14.3	4	...	...	14.4	4	...
			1913-14.	...	...	3	...	...	...	68.4	19	...	...	68.7	19	...
TOTAL OF ALL RAILWAYS.			1909	748.4	51.90	3,344.8	71.63	10,028.4	87.87	291,544.3	13,38.95	23,718.7	15.59	329,379.6	15,65.94	1,39.67	
			1910	778.4	58.82	2,962.1	77.23	11,032.9	94.99	332,461.7	14,65.16	24,340.9	15.85	371,576.0	17,12.04	2,09.01	
			1911	798.8	66.38	3,135.4	83.83	11,762.4	1,08.88	348,475.5	15,73.15	25,687.5	16.85	389,862.6	18,49.09	2,38.88	
			1912	795.5	62.99	3,223.2	83.31	10,833.3	91.37	375,566.6	17,01.35	26,810.6	17.55	417,329.4	19,56.48	2,44.23	
			1st qr. of 1913	230.3	20.00	844.1	21.39	2,832.9	24.24	98,220.6	4,52.42	7,441.4	4.81	109,619.3	5,22.86	60.63	
			1913-14.	812.6	68.94	3,460.6	83.70	12,370.8	1,03.48	410,939.8	18,37.03	30,114.1	19.36	457,717.9	21,17.51	2,60.54	

DIX 5—concl.

of each railway system.

GOODS TRAFFIC.																	
Total coaching traffic earnings [In thousands.]	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings [In thousands.]	Steam boat earnings [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings [In thousands.]
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings [In thousands.]		Tons. [In thousands.]	Earnings [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
4.32	37	4.76	...	9	2	20	8	31	...	...	9	47	5.45	8	...	9	9.89
4.41	35	4.81	...	8	3	23	8	35	...	...	6	46	5.53	9	...	6	10.03
4.57	38	5.08	...	7	3	28	9	37	...	2	...	50	5.83	3	...	8	10.30
5.07	40	5.40	...	6	3	30	10	42	...	4	...	53	6.22	3	...	7	11.39
98	8	1.81	...	4	1	6	8	11	...	...	...	12	1.42	1	...	2	2.43
5.04	43	6.02	...	11	4	30	10	38	...	2	...	57	6.83	3	...	9	11.09
2.75	76	2.28	...	...	3	4	...	...	...	...	2	79	2.34	3	...	2	5.14
4.01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4.37
4.39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4.84
4.52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4.90
5.00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5.50
1.37	9	16	...	...	...	...	...	...	...	...	...	9	16	...	...	...	1.53
5.23	41	69	...	...	...	...	...	...	...	...	...	41	69	...	...	2	5.94
97	8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	...	1.07
1.08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1.20
1.15	9	11	...	...	...	...	...	...	...	...	...	9	11	...	...	...	1.26
1.27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1.41
34	8	4	...	...	...	...	...	...	...	...	...	8	4	...	...	...	38
1.42	12	15	...	...	...	...	...	...	...	...	...	12	15	...	...	1	1.58
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25
5	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	7
15	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	1	25
31	18	64	...	...	...	...	...	...	...	...	...	18	64	3	...	2	99
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1.09
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1.22
10	5	20	...	...	...	...	...	...	...	...	...	5	20	...	...	1	31
36	25	91	...	...	...	...	...	...	...	...	...	25	91	1	...	2	1.30
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2
12	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	16
17	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	...	23
4	1	2	...	...	...	...	...	...	...	...	...	1	2	...	...	...	6
19	8	7	...	...	...	...	...	...	...	...	...	8	7	...	...	...	26
17,52.32	33,926	22,59.93	106	13,13	12,159	3,90.05	14,545	1,76.26	166	22.37	16.26	60,902	28,12.48	7.43	22.00	1,06.15	47,06.38
19,17.42	36,307	24,49.72	112	6.24	13,911	3,94.62	15,184	1,72.90	189	26.81	9.20	65,608	30,43.17	8.05	29.32	1,16.26	51,14.22
20,84.05	39,557	26,28.17	155	16.96	14,515	4,12.75	16,812	1,91.61	224	32.67	19.17	71,263	32,93.22	9.01	31.78	1,09.77	55,27.78
21,96.39	44,349	30,36.32	166	12.79	16,546	4,85.00	17,188	1,93.41	226	31.92	37.49	73,475	37,91.84	9.42	32.71	1,34.71	61,65.07
5,82.43	12,109	7,86.75	42	3.47	4,366	1,29.35	4,863	59.31	63	9.42	8.79	21,463	9,94.61	2.49	8.81	35.28	16,23.62
28,73.69	45,128	29,92.10	166	12.62	17,295	4,96.25	19,744	2,12.46	280	40.17	30.94	82,613	37,77.49	9.55	35.68	1,61.63	63,58.56

* 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 working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.				
Main head.	Sub-head.			Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.			
1	2	3	4	5	6	7	8	9	10	11	12			
1	(a) to (c), (e), (g) and (h).	5' 6" GAUGE. Bengal-Nagpur ...	1909	33,36	11.59	49,55	17.22	15,34	5.33	27,21	9.46			
			1910	32,94	10.68	50,54	16.38	14,29	4.68	28,89	9.36			
			1911	34,88	10.27	54,66	16.09	18,03	5.31	30,26	8.91			
			1912	35,21	8.92	56,18	13.95	25,24	6.27	32,15	7.98			
			1st qr. of 1913	12,64	10.97	16,30	14.14	9,08	7.88	8,18	7.10			
			1913-14	46,14	10.97	65,55	15.59	22,35	5.32	33,87	8.05			
			1909	25,01	10.03	49,03	19.67	9,99	4.01	19,48	7.82			
			1910	23,29	10.37	56,37	19.95	13,85	4.90	21,40	7.58			
			1911	35,32	11.68	58,13	18.95	12,28	4.00	22,35	7.28			
			1912	38,05	10.69	73,62	20.68	15,79	4.43	27,71	7.73			
			1st qr. of 1913	9,05	9.43	19,00	19.79	3,81	2.97	7,33	7.69			
			1913-14	44,62	11.41	76,57	19.58	15,82	4.05	28,05	7.17			
2	(a) to (e), and (m) to (o).	Bombay, Baroda and Cen- tral India.	1909	30,51	18.75	29,01	17.83	7,56	4.65	28,28	17.38			
			1910	26,57	16.07	23,39	14.15	7,80	4.72	25,46	15.40			
			1911	35,28	19.45	26,37	14.55	9,10	5.02	27,45	15.15			
			1912	29,49	14.81	27,62	13.86	10,37	5.20	26,73	13.42			
			1st qr. of 1913	5,65	11.36	7,71	15.50	2,06	4.13	7,14	14.35			
			1913-14	25,83	12.42	30,23	14.51	9,92	4.77	29,32	14.10			
			1909	74,76	9.02	60,77	9.75	36,95	4.46	88,45	10.07			
			1910	74,74	8.39	1,02,19	11.48	42,76	4.80	76,03	8.54			
			1911	78,13	8.16	1,14,71	11.98	42,26	4.41	86,43	9.03			
			1912	83,99	8.46	1,15,89	11.02	39,62	3.77	89,10	8.47			
			1st qr. of 1913	24,46	9.14	32,66	12.20	13,82	5.17	22,60	8.44			
			1913-14	84,97	8.00	1,26,15	11.88	39,19	3.69	90,82	8.55			
3	(a)	Eastern Bengal ...	1909	67,08	10.15	1,67,05	25.27	36,24	5.48	62,16	9.40			
			1910	79,56	10.67	1,76,22	23.98	28,72	3.93	66,94	9.12			
			1911	95,38	12.35	1,79,20	23.14	33,15	4.28	67,63	8.73			
			1912	1,02,05	11.79	1,98,91	22.97	33,02	3.81	70,32	8.18			
			1st qr. of 1913	25,83	10.21	57,70	22.81	19,59	7.74	19,69	7.78			
			1913-14	1,36,54	14.88	2,19,60	23.94	42,72	4.66	78,68	8.60			
			1909	22,16	12.25	44,33	24.50	11,86	6.56	14,06	7.77			
			1910	21,82	11.50	44,82	23.63	12,97	6.84	13,56	7.15			
			1911	22,61	11.41	42,78	21.60	13,67	6.90	13,62	6.88			
			1912	24,74	11.33	46,92	21.48	12,14	5.56	14,57	6.67			
			1st qr. of 1913	5,61	9.41	11,02	18.49	2,01	3.37	3,74	6.28			
			1913-14	23,89	11.55	51,34	22.47	12,60	5.12	15,53	6.80			
4	(e) to (d)	East Indian ...	1909	6,49	12.97	6,80	12.59	1,71	3.42	3,46	6.91			
			1910	8,85	15.64	7,34	12.97	1,63	3.23	3,76	6.65			
			1911	13,26	21.87	8,43	13.91	2,07	3.42	3,71	6.12			
			1912	8,06	13.08	9,06	14.70	2,17	3.52	3,93	6.38			
			1st qr. of 1913	4,91	27.63	1,96	11.12	54	3.06	1,06	6.04			
			1913-14	14,94	21.08	9,45	13.33	2,93	4.13	4,16	5.87			
			5	(a) to (h)	Great Indian Peninsula ...	1909	22,16	12.25	44,33	24.50	11,86	6.56	14,06	7.77
						1910	21,82	11.50	44,82	23.63	12,97	6.84	13,56	7.15
						1911	22,61	11.41	42,78	21.60	13,67	6.90	13,62	6.88
						1912	24,74	11.33	46,92	21.48	12,14	5.56	14,57	6.67
						1st qr. of 1913	5,61	9.41	11,02	18.49	2,01	3.37	3,74	6.28
						1913-14	23,89	11.55	51,34	22.47	12,60	5.12	15,53	6.80
6	(a) and (b)	Madras and Southern Maharatta.				1909	6,49	12.97	6,80	12.59	1,71	3.42	3,46	6.91
						1910	8,85	15.64	7,34	12.97	1,63	3.23	3,76	6.65
						1911	13,26	21.87	8,43	13.91	2,07	3.42	3,71	6.12
						1912	8,06	13.08	9,06	14.70	2,17	3.52	3,93	6.38
						1st qr. of 1913	4,91	27.63	1,96	11.12	54	3.06	1,06	6.04
						1913-14	14,94	21.08	9,45	13.33	2,93	4.13	4,16	5.87
			7	(a) and (b)	Nizam's Guaranteed State	1909	6,49	12.97	6,80	12.59	1,71	3.42	3,46	6.91
						1910	8,85	15.64	7,34	12.97	1,63	3.23	3,76	6.65
						1911	13,26	21.87	8,43	13.91	2,07	3.42	3,71	6.12
						1912	8,06	13.08	9,06	14.70	2,17	3.52	3,93	6.38
						1st qr. of 1913	4,91	27.63	1,96	11.12	54	3.06	1,06	6.04
						1913-14	14,94	21.08	9,45	13.33	2,93	4.13	4,16	5.87

DIX 6.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
17,95	6.24	3,48	1.21	9,41	3.27	1,58,80	54.32	1909	5' 6" GAUGE.		
17,78	5.78	4,07	1.32	9,70	3.15	1,58,21	51.28	1910			
18,28	5.38	3,91	1.15	11,46	3.37	1,71,48	50.48	1911			
19,18	4.77	4,10	1.02	11,38	2.83	1,84,14	45.74	1912			
4,50	3.90	1,18	1.02	3,91	3.39	55,79	48.40	1st qr. of 1913			
20,36	4.84	4,43	1.05	12,83	3.05	2,05,53	48.87	1913-14			
10,81	4.34	...	...	5,98	2.40	1,20,80	48.27	1909	
11,51	4.08	...	...	6,08	2.15	1,38,50	49.03	1910	
11,43	3.74	...	...	9,55	3.11	1,49,61	48.76	1911	
13,27	3.73	...	...	10,73	3.01	1,79,17	50.32	1912	
3,46	3.60	...	...	2,44	2.55	45,14	47.03	1st qr. of 1913	
14,06	3.60	...	...	12,32	3.15	1,91,44	48.96	1913-14	
9,32	5.73	...	...	4,69	2.83	1,09,87	67.22	1909	
8,24	4.99	...	...	4,01	2.43	95,47	57.76	1910	
9,05	4.99	...	...	5,26	3.29	1,13,19	62.45	1911	
8,44	4.24	...	...	16,81	3.44	1,19,46	59.97	1912	
2,49	5.01	...	...	1,56	3.12	26,61	58.47	1st qr. of 1913	
9,27	4.46	...	...	13,22	6.36	1,17,79	56.65	1913-14	
33,32	4.02	2,52	0.80	20,72	2.50	3,32,49	40.12	1909			
32,56	3.66	1,88	0.18	19,93	2.24	3,49,84	39.29	1910			
32,56	3.40	1,83	0.16	19,35	2.02	3,75,27	39.19	1911			
33,49	3.18	1,87	0.18	26,71	2.54	3,95,67	37.62	1912			
2,57	3.20	59	0.22	9,65	3.61	1,12,35	41.98	1st qr. of 1913			
34,97	3.29	2,16	0.20	47,32	4.46	4,25,58	40.67	1913-14			
28,36	4.23	...	...	20,47	3.10	3,31,36	57.69	1909	
28,87	3.92	...	...	31,99	4.33	4,12,70	56.20	1910	
29,29	3.78	...	...	23,38	3.02	4,28,33	55.30	1911	
30,62	3.54	...	...	31,79	3.67	4,67,21	53.96	1912	
7,84	3.10	...	...	6,67	2.64	1,37,32	54.28	1st qr. of 1913	
32,58	3.55	...	...	41,29	4.50	5,51,61	60.13	1913-14	
9,96	5.50	...	...	5,05	2.79	1,07,42	59.37	1909	
9,92	5.23	...	...	5,11	2.69	1,08,20	57.04	1910	
9,77	4.93	...	...	5,87	2.96	1,08,32	54.68	1911	
9,92	4.54	...	...	5,59	2.58	1,13,88	52.14	1912	
2,58	4.33	...	...	1,75	2.94	26,71	44.82	1st qr. of 1913	
10,37	4.54	...	...	7,24	3.17	1,23,47	54.05	1913-14	
2,81	5.61	...	...	1,31	2.62	22,08	44.12	1909	
2,8	5.11	...	...	1,86	3.29	26,53	46.89	1910	
2,91	4.80	...	...	1,70	2.80	32,03	52.92	1911	
3,03	4.92	...	...	1,55	2.52	27,80	45.12	1912	
77	4.34	...	...	58	3.28	9,82	35.67	1st qr. of 1913	
3,26	4.60	...	...	1,37	1.93	36,11	50.94	1913-14	

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
8	(a) to (c)	5' 6" GAUGE—conold. North Western—	1909	99.12	14.35	1,92.18	27.82	29.68	4.30	64.18	9.29
			1910	1,34.14	17.41	1,64.56	21.38	47.32	6.14	78.10	10.15
			1911	1,19.87	14.39	1,72.44	20.70	55.27	6.64	77.04	9.25
			1912	1,03.28	10.79	1,76.60	18.45	52.86	5.52	85.59	8.94
			1st qr. of 1913	51.16	24.34	47.57	22.68	11.15	5.30	22.68	10.79
			1913-14	1,03.35	11.21	1,91.42	20.77	49.43	5.37	91.52	9.93
			1909	20.59	39.88	32.95	63.76	3.55	6.86	9.69	18.77
			1910	19.32	36.09	26.03	48.64	4.93	9.21	9.49	17.73
			1911	18.46	32.71	27.05	47.91	5.36	9.48	9.56	16.95
			1912	17.86	30.60	19.80	33.81	4.75	8.11	9.89	16.89
			1st qr. of 1913	5.03	36.96	7.42	54.54	1.03	7.62	2.58	18.94
			1913-14	16.08	25.12	26.07	40.72	4.59	7.17	9.86	15.40
1909	1,19.71	16.12	2,25.13	30.32	33.23	4.48	78.87	9.95			
1910	1,53.46	18.63	1,90.59	23.13	52.25	6.34	87.68	10.04			
1911	1,36.33	15.55	1,99.49	22.43	60.65	6.82	86.60	9.73			
1912	1,21.14	11.92	1,96.40	19.33	57.61	5.67	95.48	9.40			
1st qr. of 1913	56.19	25.10	54.99	24.57	12.18	5.44	25.26	11.29			
1913-14	1,19.43	12.12	2,17.49	22.06	54.02	5.48	1,01.38	10.29			
1909	23.56	14.23	29.92	18.07	30.74	18.57	19.43	11.74			
1910	26.97	14.42	28.99	15.50	8.84	4.72	19.70	10.63			
1911	24.41	11.72	29.72	14.27	12.32	5.92	20.81	10.00			
1912	26.12	10.07	33.70	13.50	10.42	4.17	23.04	9.23			
9	(a) to (d)	Oudh and Rohilkhand ...	1st qr. of 1913	8.24	13.24	9.44	15.16	5.63	9.04	5.69	9.12
			1913-14	29.97	12.18	36.94	15.01	13.26	5.39	24.20	9.83
			1909	4.46	7.16	17.03	27.34	2.65	4.25	4.48	7.19
			1910	5.38	8.48	17.81	28.09	3.39	5.35	5.26	8.30
10	(a)	South Indian ...	1911	24.41	11.72	29.72	14.27	12.32	5.92	20.81	10.00
			1912	26.12	10.07	33.70	13.50	10.42	4.17	23.04	9.23
			1st qr. of 1913	3.80	20.16	5.29	28.06	1.99	10.56	1.28	6.79
			1913-14	5.46	6.86	23.71	29.81	9.50	11.94	5.63	7.08
11	(a)	3' 3 1/2" GAUGE. Assam-Bengal ...	1909	13.56	27.59	11.17	22.73	2.52	5.13	7.23	14.71
			1910	13.47	26.05	10.15	19.63	2.91	5.63	9.65	13.67
			1911	14.04	25.13	11.29	20.25	2.96	5.31	8.82	15.46
			1912	15.05	23.33	11.40	17.68	3.06	4.74	9.33	15.24
1st qr. of 1913	3.33	21.44	3.05	16.88	91	5.04	2.43	13.41			
1913-14	13.85	19.67	12.27	17.43	3.31	4.70	10.79	15.33			
12	(a) & (b)	Bengal and North-West- ern.	1909	17.50	11.20	20.33	13.05	5.03	3.22	12.89	8.25
			1910	17.66	10.53	20.46	12.20	5.15	3.07	12.30	7.34
			1911	23.20	12.31	19.76	10.49	6.22	3.30	13.05	6.92
			1912	17.91	8.50	21.31	10.11	6.19	2.94	12.75	6.05
1st qr. of 1913	5.46	9.90	5.92	10.73	1.68	3.04	3.37	6.11			
1913-14	20.46	9.26	23.66	10.70	6.61	2.99	13.25	6.00			

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).	
Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings ¹	Ra.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
5' 6" GAUGE—consolid.											
North Western—											
21.89	3.14	19	0.03	18.21	2.64	4,25,25	61.57	1909	Commercial section	(a) to (c)	8
22.44	2.91	7	0.01	19.84	2.56	4,66,56	60.56	1910			
23.99	2.88	5	0.01	15.84	1.90	4,64,50	55.77	1911			
27.74	2.90	8	0.01	21.22	2.21	4,67,37	48.82	1912			
7.49	3.56	...	...	4.67	2.22	1,44,72	68.84	1st qr. of 1913	
36.38	3.95	39	0.04	24.73	2.68	4,97,22	59.95	1913-14			
4.48	3.69	...	...	1.49	2.89	72,75	140.80	1909	
4.43	3.23	...	...	1.37	2.56	65,57	122.51	1910	
4.46	7.90	...	...	1.38	2.44	66,27	117.39	1911	
4.68	7.99	...	...	1.67	2.85	58,66	100.15	1912	
1.21	3.89	...	...	42	3.08	17,09	130.03	1st qr. of 1913	
5.50	3.59	...	...	1.47	2.30	63,57	99.30	1913-14	
26.17	3.53	19	0.03	19.70	2.65	4,98,00	67.08	1909			
26.87	3.26	7	0.01	21.21	2.57	5,32,13	64.58	1910			
23.45	3.20	5	0.01	17.22	1.93	5,30,77	59.67	1911			
32.42	3.19	8	0.01	22.89	2.25	5,26,02	51.77	1912			
8.70	3.89	...	...	5.09	2.27	1,62,41	72.56	1st qr. of 1913	
41.88	4.25	39	0.04	26.20	2.66	5,60,79	56.90	1913-14			
8.93	3.89	...	...	5.19	3.14	1,17,77	71.14	1909	
8.71	4.65	...	...	3.05	1.63	96,26	51.45	1910	
9.09	4.37	...	...	4.81	2.31	1,01,16	48.59	1911	
9.74	3.90	...	...	5.61	2.25	1,07,83	43.12	1912	
2.73	4.39	...	...	1.33	2.14	33,06	53.09	1st qr. of 1913	
10.21	4.15	...	...	5.87	2.38	1,20,45	48.94	1913-14	
3.38	5.42	...	...	2.12	3.40	34,12	54.76	1909	
3.18	4.94	...	...	3.47	5.47	38,44	60.63	1910	
3.41	4.90	...	...	58	0.83	31,53	45.26	1911	
3.29	4.44	...	...	1.30	1.75	38,94	62.51	1912	
86	4.56	...	...	80	1.59	13,52	71.72	1st qr. of 1913	
3.74	4.70	...	...	1.59	2.00	49,63	62.30	1913-14	
3' 3 1/2" GAUGE.											
6.08	12.33	24	0.49	3.89	7.92	44,87	90.00	1909			
5.90	11.41	10	0.19	1.68	3.25	43,86	84.83	1910			
5.94	10.65	12	0.21	1.41	2.53	44,38	79.59	1911			
5.90	9.16	...	...	1.96	3.04	47,20	73.18	1912	
1.49	3.25	...	...	86	1.97	12,12	66.99	1st qr. of 1913	
5.96	3.46	...	...	1.54	2.19	47,72	67.78	1913-14	
8.11	3.19	5.88	3.77	2.71	1.74	72,50	43.42	1909			
7.90	4.71	4.83	2.88	2.54	1.52	70,84	42.25	1910			
7.94	4.21	4.61	2.45	3.39	1.79	78,17	41.47	1911			
7.89	3.74	4.90	2.32	1.05	0.50	72,00	34.16	1912			
2.06	3.74	1.49	2.70	-66	-1.19	19,32	35.03	1st qr. of 1913			
3.56	3.87	5.29	2.39	2.81	1.27	80,64	36.48	1913-14			
Bengal and North-Western.											
										(a) & (b)	12

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 8½" GAUGES—contd.									
13	(a) & (b)	Bengal Doonars ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	84 1,24 1,43 1,53 41 2,09	7.96 10.74 11.90 10.67 12.82 12.74	83 86 85 1,17 33 1,52	7.87 7.60 7.07 8.16 10.04 9.30	22 18 22 33 7 33	2.09 1.66 1.83 2.30 2.23 1.99	70 73 67 74 21 66	6.64 6.29 5.53 5.16 6.43 5.26
...	...	Bhavnagar-Gondal-Juna- gad-Porbandar.	1909 1910	3.94 4.73	13.92 14.74	6.96 3.84	21.41 11.97	93 96	3.28 2.99	2.50 2.52	8.88 7.86
14	(a) & (b)	Bhavnagar ...	1911 1912 1st qr. of 1913 1913-14	1,40 1,73 51 1,32	9.60 11.23 13.17 8.63	1,73 2,45 59 2,62	11.15 15.91 15.35 17.12	31 46 8 43	1.99 2.99 2.06 2.81	1,27 1,37 36 1,49	8.18 8.89 9.21 9.74
2	(f) to (h)	Bombay, Baroda and Central India.	1909 1910 1911 1912 1st qr. of 1913 1913-14	61,49 80,02 85,09 23,85 3,71 28,91	11.88 10.01 10.83 8.68 4.33 9.16	57,42 56,01 62,59 71,33 17,41 68,75	21.67 18.67 19.31 21.46 20.32 20.20	15,52 14,51 15,99 15,54 4,12 17,17	5.86 4.84 4.93 4.68 4.81 5.44	26,42 27,14 28,44 27,50 6,57 27,88	9.97 9.05 8.77 8.27 7.67 8.84
15	(a) to (c)	Burma ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	35,16 33,18 41,66 37,35 10,16 36,04	18.06 16.74 20.16 17.05 18.66 14.60	39,24 39,59 40,52 39,18 10,38 42,57	20.16 19.97 19.60 17.89 18.95 17.24	11,73 11,00 14,34 14,06 1,40 14,52	6.02 5.55 6.94 6.42 1.89 5.88	18,81 18,68 18,67 19,45 4,81 19,36	9.66 9.42 9.08 8.88 6.45 7.84
...	...	Deoghur ...	1909 1910 1911	6 *	11.26 *	10 *	20.20 *	4 *	8.83 *	9 *	17.44 *
							Amalgamated	with the	East Indian		
16	(a) & (b)	Dibru-Sadiya ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	1,75 1,93 2,89 2,40 72 2,30	14.71 16.08 22.73 17.09 18.87 15.89	2,18 2,41 2,23 2,34 55 2,21	13.32 20.09 17.45 16.67 14.50 15.27	89 93 95 1,15 33 1,33	7.43 7.75 7.51 8.19 8.70 9.19	90 91 99 99 24 1,08	7.56 7.58 7.72 7.05 6.38 7.47
3	(b) to (d)	Eastern Bengal ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	13,18 16,54 20,85 18,68 9,20 21,65	10.96 18.30 14.83 12.38 22.15 12.33	20,76 17,74 22,85 23,51 6,64 24,07	17.26 14.28 16.26 15.59 16.06 13.71	6,45 5,82 9,98 7,78 2,09 7,01	5.36 4.68 7.10 5.16 5.03 3.99	14,97 13,43 14,60 16,59 4,39 19,02	12.45 10.80 10.39 10.34 10.58 10.83
17	(a) to (c)	Gondal-Porbandar ...	1911 1912 1st qr. of 1913 1913-14	1,36 88 20 1,05	11.30 7.04 4.88 7.37	2,01 2,48 81 2,69	16.69 19.95 19.58 18.90	28 22 8 41	2.30 1.74 1.98 2.90	93 1,06 29 1,14	7.71 8.45 6.84 8.03
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1909 1910 1911 1912 1st qr. of 1913 1913-14	6,79 6,85 8,66 8,28 3,21 6,47	20.86 16.00 24.76 18.71 24.58 14.54	4,55 4,97 5,18 6,45 2,41 6,64	13.98 18.60 14.81 14.58 18.46 14.92	53 69 96 1,16 25 1,32	1.78 1.89 2.75 2.62 1.91 2.96	2,89 3,15 3,36 3,84 96 4,00	8.88 8.61 9.61 8.68 7.51 8.99

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	23	23	24
1,01	9.57	*	...	26	2.46	3.86	36.50	1909	} Bengal Doars ...	(a) & (b)	13
1,07	9.34	*	...	18	1.57	4.26	37.20	1910			
1,07	8.89	7	0.61	24	2.00	4.55	37.88	1911			
1,08	7.53	7	0.49	25	1.74	5.17	36.05	1912			
27	8.41	1	0.43	9	2.70	1.39	43.06	1st qr. of 1913			
1,21	7.37	7	0.42	30	1.81	6.38	38.80	1913-14			
2,13	7.52	60	2.12	16.16	57.08	1909	} Bhavnagar-Gondal-Junagad-Forbandar.
2,08	6.48	...	...	69	2.15	14.82	46.19	1910	
90	6.38	22	1.42	6.01	38.72	1911	} Bhavnagar ...	(a) & (b)	14
1,07	6.95	...	...	28	1.82	7.36	47.79	1912	
25	6.41	...	...	9	2.18	1.88	48.38	1st qr. of 1913	
1,05	6.88	58	3.79	7.49	48.95	1913-14			
14,25	5.38	4,43	1.67	1,49,53	56.43	1909	} Bombay, Baroda and Central India.	(f) to (i)	2
14,34	4.98	...	...	4,76	1.53	1,47,38	49.13	1910	
15,45	4.77	...	...	7,55	2.33	1,65,11	50.94	1911	
14,32	4.31	...	...	5,19	1.56	1,62,78	48.96	1912	
3,51	4.09	...	...	2,69	3.14	35,01	44.36	1st qr. of 1913	
14,54	4.64	6,89	2.18	1,59,23	50.46	1913-14			
12,34	6.59	2,43	1.25	3,61	1.86	1,23,33	68.60	1909	} Burma ...	(a) to (c)	15
13,03	6.57	2,02	1.02	4,40	2.22	1,21,90	61.49	1910			
13,05	6.31	2,23	1.10	4,24	2.05	1,34,76	65.19	1911			
13,65	6.23	2,30	1.05	4,27	1.95	1,30,26	59.47	1912			
3,33	5.15	44	0.60	1,20	1.61	32,22	48.32	1st qr. of 1913			
13,49	5.46	1,86	0.75	4,50	1.82	1,32,34	53.39	1913-14			
4	8.53	33	66.26	1909	} Deoghur
†	†	...	...	†	†	†	†	1910	
railway system.								1911			
93	7.82	6	0.50	6,71	56.39	1909	} Dibru-Sadiya ...	(a) & (b)	16
97	8.08	...	...	7	0.59	7,22	60.17	1910	
1,00	7.92	...	...	5	0.42	8,11	63.75	1911	
1,05	7.48	...	...	8	0.57	8,01	57.05	1912	
28	6.71	...	...	1	0.37	2,11	55.53	1st qr. of 1913	
1,03	7.12	8	0.55	8,03	55.49	1913-14			
6,39	5.31	8,99	7.47	2,25	1.87	72,99	60.68	1909	} Eastern Bengal ...	(b) to (d)	3
6,18	4.97	11,96	9.63	2,28	1.83	73,95	59.49	1910			
6,50	4.62	10,32	7.34	2,57	1.83	37,67	62.37	1911			
6,51	4.31	11,07	7.84	4,36	2.89	37,50	58.01	1912			
2,02	4.83	3,39	8.16	1,19	2.84	23,92	69.64	1st qr. of 1913			
7,50	4.27	11,18	6.37	4,59	2.61	95,02	54.11	1913-14			
1,08	6.91	26	2.17	5.92	49.08	1911	} Gondal-Forbandar ...	(a) to (c)	17
88	7.08	...	...	65	5.28	6.17	49.54	1912	
15	3.66	...	...	14	3.33	1.67	49.27	1st qr. of 1913	
94	6.60	49	3.48	6.72	47.28	1913-14			
3,00	9.22	72	2.21	13,53	56.93	1909	} Hingoli Branch and Hyderabad-Godavari Valley.	(c) & (d)	7
3,07	8.41	...	...	77	2.11	13,50	50.62	1910	
3,11	8.89	...	...	58	1.66	21,85	62.48	1911	
3,41	7.71	...	...	59	1.83	23,73	53.63	1912	
91	6.95	...	...	33	2.51	8.09	61.92	1st qr. of 1913	
3,95	8.87	60	1.35	22,93	51.63	1913-14			

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

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earn- ings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3 1/2" GAUGE—contd.									
18	(a)	Jamnagar	1911 1912 1st qr. of 1913 1913-14	31 32 11 23	12.50 13.32 14.25 9.73	40 48 14 47	16.36 19.98 17.86 15.95	8 5 2 7	3.36 2.01 1.76 2.50	20 23 4 23	7.08 9.58 5.52 7.90
19	(a) to (e)	Jodhpur-Bikaner	1909 1910 1911 1912 1st qr. of 1913 1913-14	6.28 4.95 5.28 7.77 1.37 9.36	16.73 10.42 8.49 11.04 7.67 13.40	7.48 3.28 10.29 12.03 2.85 12.26	19.92 17.43 16.56 17.08 15.96 17.56	1.69 1.50 1.98 2.09 30 1.82	4.50 3.16 3.19 2.97 1.68 2.60	2.66 3.25 3.59 4.31 1.18 4.97	7.08 6.34 5.78 6.12 6.61 7.12
20	(e)	Junagad	1911 1912 1st qr. of 1913 1913-14	52 67 17 75	11.86 12.57 10.74 12.14	67 85 32 1.08	15.02 15.95 19.85 17.48	8 14 2 22	1.79 2.63 1.20 3.47	37 47 13 53	8.30 8.82 7.77 8.59
6	(e) to (i)	Madras and Southern Maharatta.	1909 1910 1911 1912 1st qr. of 1913 1913-14	21.51 22.07 24.56 23.85 7.05 26.09	13.28 12.92 18.65 12.69 13.48 12.85	37.58 39.50 40.88 42.11 10.48 46.87	23.20 23.12 22.89 22.41 20.08 22.99	9.33 9.85 10.28 10.69 2.36 11.43	5.76 5.76 5.71 5.69 4.50 5.63	13.65 13.34 13.55 14.39 3.68 16.23	8.43 7.81 7.53 7.65 7.03 7.99
21	(a)	Morvi	1909 1910 1911 1912 1st qr. of 1913 1913-14	37 47 38 35 8 37	7.68 8.92 6.07 4.89 4.29 4.71	99 92 77 1.22 23 98	20.88 17.34 12.14 16.89 12.25 12.63	19 13 18 27 5 17	4.05 2.42 2.89 3.66 2.36 2.17	40 37 39 41 8 43	8.53 7.03 6.09 5.67 4.26 6.15
10	(e)	Nilgiri	1903 1910 1911 1912 1st qr. of 1913 1913-14	51 63 67 64 14 ...	12.50 13.78 13.53 12.26 11.20 ...	2.21 2.30 2.12 2.47 61 ...	54.04 50.32 42.83 47.32 48.80 ...	18 19 18 16 6 ...	4.40 4.16 3.64 3.07 4.30 ...	36 39 41 44 11 ...	8.81 8.45 8.28 8.43 8.30 ...
24	(a) & (b)	Rohilkund and Kumaon	1909 1910 1911 1912 1st qr. of 1913 1913-14	4.25 3.42 4.14 4.04 1.20 5.03	14.28 15.75 12.12 9.69 10.40 12.16	4.34 4.11 4.38 4.86 1.27 5.25	14.52 18.98 12.83 11.66 10.96 12.70	1.34 1.16 1.53 1.58 44 1.58	4.50 5.44 4.48 3.79 3.85 3.82	2.96 2.80 2.95 3.04 83 3.31	9.90 12.90 8.64 7.29 7.19 8.00
10	(f)	Shoranur-Cochin	1909 1910 1911 1912 1st qr. of 1913 1913-14	43 60 74 81 13 ...	8.33 10.66 12.33 12.86 8.38 ...	1.09 1.16 1.19 1.22 83 ...	21.15 20.61 19.71 19.37 20.44 ...	7 24 23 27 7 ...	1.44 4.27 3.80 4.29 4.29 ...	46 50 47 47 13 ...	8.88 8.90 7.81 7.46 7.97 ...
									Included with the South Indian		
											Included with the South

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.	Rs.	Propor- tion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
10	(b), (d), (e), and (g), to (i)	3' 3½" GAUGE—consolid. South Indian ...	1909	14,05	8.52	30,84	18.71	10,00	6.07	15,16	9.19
			1910	14,44	8.42	34,11	19.90	8,83	5.15	15,35	8.96
			1911	20,19	10.52	36,09	18.81	11,12	5.80	15,26	7.95
			1912	23,62	11.27	37,56	17.92	10,55	5.03	15,85	7.56
			1st qr. of 1913	7,64	14.39	9,87	18.59	3,22	6.07	4,32	8.14
			1913-14	33,19	14.62	44,18	19.47	14,16	6.24	16,78	7.39
25	(a)	Udaipur-Chitorgarh ...	1909	39	16.17	34	14.15	7	2.68	19	7.89
			1910	33	13.19	36	14.30	9	3.73	20	8.08
			1911	38	13.40	37	12.89	9	3.39	22	7.67
			1912	40	13.18	50	16.43	11	3.52	22	7.84
			1st qr. of 1913	11	11.82	13	13.87	2	2.62	6	6.53
			1913-14	44	13.71	59	15.77	11	3.47	26	8.23
27	(a)	2' 6" GAUGE. Arrah-Sasaram Light ...	1911	23	17.36	20	15.13	2	1.99	23	16.96
			1912	28	16.18	26	14.80	4	2.52	32	18.39
			1st qr. of 1913	6	13.44	7	15.69	2	3.37	8	17.38
			1913-14	30	15.64	29	15.14	7	3.50	32	16.18
			1909	32	13.37	29	10.54	6	3.65	29	16.85
			1910	50	21.27	46	19.55	10	4.40	40	16.85
29	(a)	Baraset-Basirhat Light ...	1911	51	18.26	44	15.62	7	2.62	48	17.27
			1912	41	12.13	50	14.78	8	2.41	57	16.94
			1st qr. of 1913	16	19.09	13	14.83	3	2.79	14	15.57
			1913-14	40	12.13	58	17.51	13	4.10	59	17.94
			1909	31	4.80	86	13.34	5	0.85	41	6.35
			1910	48	6.16	1,03	14.81	22	3.15	47	6.76
30	(a)	Barsi Light ...	1911	37	4.97	1,18	15.83	19	2.49	53	7.63
			1912	71	6.90	1,69	16.42	27	2.64	70	6.74
			1st qr. of 1913	20	6.33	41	13.30	8	2.54	23	7.42
			1913-14	73	5.55	1,63	12.40	25	1.92	79	5.99
			1909	15	9.84	38	25.24	6	3.99	28	16.22
			1910	12	9.82	20	15.82	4	3.13	24	19.26
32	(a)	Bukhtiarapore-Bihar Light ...	1911	11	8.07	21	15.57	3	2.06	25	12.96
			1912	14	5.79	34	13.78	7	2.79	35	13.80
			1st qr. of 1913	3	8.61	12	34.12	1	2.98	8	23.17
			1913-14	23	14.78	33	20.89	5	3.03	33	20.80
			1911	14	21.81	14	21.85	3	4.53	9	13.55
			1912	13	15.07	20	22.46	2	1.94	10	11.67
35	(a)	Champaner-Shivrajpur Light ...	1st qr. of 1913	4	11.38	5	15.56	1	1.65	2	7.76
			1913-14	14	16.72	19	21.84	4	4.47	12	13.31
			1909	10	11.72	12	13.87	4	5.13	8	9.24
			1910	12	12.73	12	12.73	4	4.43	7	7.75
			1911	14	13.79	15	15.06	4	3.68	7	7.27
			1912	15	14.90	17	16.32	3	3.27	7	7.55
36	(a)	Gutch ...	1st qr. of 1913	3	14.34	3	15.77	1	4.11	2	7.95
			1913-14	23	23.91	12	11.86	5	5.20	7	7.47
			1911	9	8.94	6	24.48	2	7.70	15	63.02
			1912	11	13.34	7	9.22	3	3.52	16	13.51
			1st qr. of 1913	3	9.24	3	8.83	1	3.70	4	13.80
			1913-14	10	6.50	10	6.79	6	4.15	19	12.40
37	(a)	Dehri-Rohtas Light ...	1911	9	8.94	6	24.48	2	7.70	15	63.02
			1912	11	13.34	7	9.22	3	3.52	16	13.51
			1st qr. of 1913	3	9.24	3	8.83	1	3.70	4	13.80
			1913-14	10	6.50	10	6.79	6	4.15	19	12.40

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).	
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
10.01	6.07	5.37	3.26	85.43	51.82	1909	3' 3½" GAUGE—concl'd. South Indian ...	(b), (d), (e) and (g) to (i)	10
10.41	6.07	...	...	5.35	3.12	88.49	51.62	1910	
10.79	5.62	...	...	6.00	3.13	99.45	51.83	1911	
11.35	5.41	...	...	7.07	3.37	1,06.00	50.56	1912	
3.05	5.74	...	...	1.60	3.01	29.70	55.94	1st qr. of 1913	
11.94	5.26	43	0.19	8.21	3.62	1,28.89	56.79	1913-14			
14	5.76	5	1.97	1.18	48.62	1909	Udaipur-Chitorgarh ...	(a)	25
15	5.80	...	...	5	1.95	1.18	47.05	1910	
16	5.66	...	...	9	3.06	1.31	46.07	1911	
16	5.22	...	...	9	2.81	1.48	48.50	1912	
4	4.49	...	...	1	1.15	37	40.48	1st qr. of 1913	
17	5.17	6	1.83	1.54	48.18	1913-14			
20	14.73	1	0.62	89	66.79	1911	2' 6" GAUGE. Arrah-Sasaram Light ...	(a)	27
22	12.88	...	...	1	0.77	1.13	65.54	1912	
5	12.03	...	...	1	1.98	29	63.94	1st qr. of 1913	
23	11.62	2	1.20	1.23	63.37	1913-14			
7	4.27	2	0.77	1.05	60.45	1909	Baraset-Basirhat Light ...	(a)	29
14	5.93	...	...	2	0.89	1.62	68.89	1910	
14	5.08	...	...	2	0.82	1.66	59.67	1911	
16	4.72	...	...	4	1.01	1.76	51.99	1912	
4	4.43	...	...	1	0.81	53	53.17	1st qr. of 1913	
17	5.34	5	1.40	1.92	58.42	1913-14			
88	18.60	4	0.64	2.55	39.58	1909	Bera Light ...	(a)	30
88	12.64	...	...	5	0.66	3.08	44.18	1910	
1.09	14.59	...	...	5	0.70	3.46	49.44	1911	
1.09	10.53	...	...	19	1.79	4.65	45.05	1912	
27	8.66	...	...	4	1.30	1.23	39.60	1st qr. of 1913	
1.09	8.26	22	1.66	4.71	35.78	1913-14			
1	15.80	1	12.53	8	103.33	1913-14	Bowringpot-Kolar ...	(a)	31
6	3.75	1	0.56	94	61.70	1909	Bukhtiarpoore-Bihar Light	(a)	32
6	5.30	...	...	3	2.66	69	55.99	1910	
9	6.73	...	...	3	1.99	72	63.38	1911	
10	3.86	...	...	8	3.08	1.08	43.10	1912	
3	7.34	...	...	2	4.28	29	80.48	1st qr. of 1913	
10	5.94	8	5.22	1.12	70.65	1913-14			
8	18.34	1	0.66	49	75.74	1911	Champamer-Shivrajpur Light.	(a)	35
10	11.98	...	...	1	0.79	55	63.86	1912	
3	8.24	...	...	...	...	15	44.59	1st qr. of 1913
12	13.96	1	0.62	62	70.92	1913-14			
3	3.65	37	43.61	1909	Cutch ...	(a)	36
2	2.55	...	...	...	...	37	40.24	1910
2	2.25	...	...	...	...	42	42.05	1911
3	2.68	...	...	...	...	45	44.67	1912
1	2.90	...	...	...	...	10	45.07	1st qr. of 1913
12	12.33	64	65.77	1913-14			
4	16.93	36	151.07	1911	Dehri-Bohtas Light ...	(a)	37
6	8.22	...	...	3	3.36	45	53.17	1912	
2	7.63	...	...	...	...	13	43.20	1st qr. of 1913
10	6.67	...	...	1	0.82	56	37.33	1913-14	

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE—contd.									
38	(a)	Dholpur-Bari ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	5 6 6 6 2 7	15.39 13.12 14.10 15.24 11.28 13.40	9 9 6 10 2 7	23.93 17.95 15.00 25.19 17.39 12.76	2 2 3 4 1 3	5.90 5.20 7.71 9.81 8.01 5.62	7 5 5 5 2 7	19.92 10.19 12.15 13.63 12.98 13.70
40	(a)	Godhra-Lunavada ...	1913-14	1	10.35	3	25.36	1	3.09	3	25.56
41	(a)	Jessore-Jhenidah ...	1913-14	2	3.74	8	15.87	2	3.14	9	18.45
42	(a)	Madaya Light ...	1912 1st qr. of 1913 1913-14	Information not furnished.		...		...		...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krish- nagiri.	1909 1910 1911 1912 1st qr. of 1913 1913-14	20 24 31 29 10 51	23.53 23.30 22.25 25.66 41.67 28.18	49 39 39 41 13 96	57.64 37.87 36.79 36.28 54.16 53.04	5 5 5 4 1 7	5.88 4.85 4.72 3.54 4.17 3.67	7 8 7 8 2 14	8.24 7.77 6.60 7.08 8.83 7.73
1	(d)	Mourbhanj ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	7 12 6 8 1 7	12.50 21.08 9.68 15.69 8.49 10.45	10 9 9 6 2 7	17.94 14.88 14.52 11.77 13.40 10.45	5 2 4 5 1 4	9.23 3.83 6.45 9.80 5.53 5.97	7 7 7 7 2 8	12.67 12.18 11.29 13.72 10.86 11.94
43	(a)	Nadiad-Kapadvanj ...	1st qr. of 1913 1913-14	2 8	22.60 7.53	1 20	21.79 19.17	...	...	1 15	17.27 15.07
3	(f)	Parlakimedi Light ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	7 5 8 10 2 13	26.52 19.41 24.24 25.00 17.65 25.49	6 7 8 9 2 8	24.12 24.03 24.24 22.50 14.03 15.69	...	...	4 3 3 3 1 4	14.34 11.60 9.09 7.50 5.78 7.84
24	(e)	Powayan Light ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	13 14 14 16 2 14	14.03 14.70 13.24 16.00 10.45 14.43	21 19 19 18 5 21	22.94 19.68 18.57 17.96 25.00 21.65	4 5 6 7 1 5	3.86 5.76 5.86 6.68 6.41 5.15	8 8 10 10 3 10	9.30 8.85 9.93 10.18 12.21 10.31
44	(a)	Shabdara (Delhi)-Saharan- pur Light.	1909 1910 1911 1912 1st qr. of 1913 1913-14	38 45 44 58 16 62	8.11 8.88 8.28 9.49 8.08 9.99	58 62 59 66 14 70	14.36 13.36 10.97 10.80 7.46 11.26	11 8 8 10 3 12	2.62 1.70 1.53 1.66 1.42 2.01	63 64 66 72 22 76	15.43 12.76 12.41 11.86 11.37 12.24
45	(a)	Tarkessur-Magra Light	1909 1910 1911 1912 1st qr. of 1913 1913-14	18 15 16 16 3 15	12.89 11.95 12.41 11.82 9.98 11.27	26 21 21 20 7 22	21.00 16.60 17.06 15.53 20.82 16.66	8 7 3 6 2 8	6.59 5.71 6.25 4.64 5.43 6.03	21 22 23 23 6 23	17.02 16.12 18.18 17.50 17.80 17.12

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).				
Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.			Sub-head.	Main head.			
13	14	15	16	17	18	19	20	21	22	23	24			
2' 6" GAUGE—contd.														
6	16.24	1	2.68	30	84.06	1909	Dholpur-Bari ...	(a)	38			
6	12.53	...	...	...	...	28	58.99	1910		
6	15.44	...	...	1	1.16	27	65.50	1911				
6	15.61	...	...	1	0.79	32	80.27	1912				
1	10.38	...	...	...	...	8	60.04	1st qr. of 1913		
7	13.53	...	...	1	1.03	32	60.04	1913-14.				
3	21.64	11	66.00	1913-14				Godhra-Lunavada ...	(a)	40
16	31.60	1	2.75	38	75.55	1913-14				Jessore-Jhenidah ...	(a)	41
Information not furnished		1912 1st qr. of 1913 1913-14.				Madaya Light ...	(a)	43
7	8.24	3	3.53	91	107.06	1909				Morappur-Dharmapuri and Tirapattur-Krishnagiri.	(j) & (k)	10
5	4.85	...	...	2	1.94	83	80.58	1910				
5	4.72	...	...	1	0.94	68	53.02	1911				
6	5.31	...	...	2	1.77	90	79.64	1912				
1	4.17	...	...	1	4.17	28	1.0.07	1st qr. of 1913				
10	5.52	...	...	6	3.31	1,84	101.65	1913-14.				
2	3.97	31	56.23	1909	Mourbhanj ...	(d)	1			
2	3.56	...	...	1	1.17	33	56.70	1910				
2	3.22	...	...	1	1.61	29	46.77	1911				
2	3.92	...	...	...	...	29	51.90	1912		
1	4.88	...	...	...	...	7	43.16	1st qr. of 1913		
3	4.48	...	...	1	1.49	30	44.78	1913-14.				
1	10.59	5	72.45	1st qr. of 1913.	Nadiad-Kapadvanj ...	(a)	43			
16	15.29	...	...	1	0.95	62	59.87	1913-14				
2	8.07	19	73.05	1909	Parlakimedi Light ...	(f)	1			
2	7.20	...	...	1	4.01	19	69.50	1910				
2	6.06	...	...	...	...	23	69.69	1911		
2	5.00	...	...	1	2.50	28	70.00	1912				
1	3.93	...	...	...	...	6	41.39	1st qr. of 1913		
2	3.92	...	...	1	1.96	33	64.71	1913-14.				
8	9.19	1	1.03	55	60.35	1909	Powayan Light ...	(e)	24			
10	10.43	...	...	1	0.91	57	60.31	1910				
12	11.85	...	...	1	0.55	62	60.00	1911				
9	8.64	...	...	1	0.80	61	60.26	1912				
1	5.93	...	...	...	...	12	60.00	1st qr. of 1913		
9	9.28	...	...	...	...	59	60.32	1913-14.		
39	9.70	6	1.48	2,10	51.70	1909	Shahdara (Delhi)-Saharanpur Light.	(a)	44			
38	7.59	...	...	8	1.51	2,25	44.80	1910				
33	7.06	...	...	7	1.38	2,22	41.61	1911				
42	6.83	...	...	8	1.23	2,56	41.87	1912				
9	4.90	...	...	2	1.05	66	34.28	1st qr. of 1913				
42	6.88	...	...	7	1.15	2,69	43.53	1913-14.				
13	10.66	2	1.30	86	69.48	1909	Tarkessur-Magra Light...	(a)	45			
15	12.25	...	...	1	0.73	81	65.38	1910				
15	11.63	...	...	1	0.52	84	66.05	1911				
16	12.50	...	...	1	0.70	82	62.69	1912				
4	12.07	...	...	...	...	22	66.10	1st qr. of 1913		
16	12.20	...	...	3	1.85	67	65.15	1913-14.				

Details of working expenses of each railway

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
46	(a)	2' 6" GAUGE—consolid. Tezpur-Balipara Light ...	1909	12	13.97	18	14.87	8	9.76	14	16.57
			1910	14	14.78	18	14.08	9	9.90	15	16.02
			1911	24	20.77	14	11.77	11	9.96	17	14.92
			1912	16	13.18	16	13.36	18	15.23	19	15.29
			1st qr. of 1913	4	15.42	4	14.02	5	19.52	5	19.00
			1913-14	18	13.44	20	14.69	18	13.30	21	15.65
47	(a)	2' 0" GAUGE. Darjeeling-Himalayan ...	1909	85	8.63	1.77	17.87	48	4.87	98	9.87
			1910	94	9.40	1.74	17.37	59	5.85	1.00	9.90
			1911	1.04	10.15	1.80	17.47	57	5.54	1.02	9.87
			1912	1.11	9.76	1.97	17.31	77	6.70	98	8.63
			1st qr. of 1913	28	11.35	52	21.43	13	5.53	29	12.00
			1913-14	1.14	9.50	2.31	19.27	79	6.58	1.26	10.50
48	(a)	Gwalior Light ...	1913-14	55	10.70	...	...	*1.84	35.80	30	5.83
49	(a)	Howrah-Amta Light ...	1909	59	13.40	65	14.81	16	3.70	66	15.21
			1910	56	11.54	83	17.20	33	6.85	67	13.82
			1911	51	10.19	65	13.06	26	5.17	69	13.90
			1912	51	9.18	67	12.02	18	3.24	80	14.30
			1st qr. of 1913	16	10.29	21	13.35	7	4.56	23	15.07
			1913-14	72	12.13	91	15.40	24	4.12	95	15.23
50	(a)	Howrah-Sheakhala Light	1909	18	16.68	17	15.83	5	4.48	23	21.47
			1910	11	9.67	12	9.95	3	2.48	21	17.30
			1911	16	12.23	13	10.87	3	2.59	22	17.45
			1912	16	11.33	14	10.25	3	1.98	23	16.00
			1st qr. of 1913	3	8.62	4	9.81	1	2.81	6	15.51
			1913-14	32	20.14	15	9.88	3	2.17	26	16.56
51	(a)	Jagadhri Light ...	1911	1	19.36	3	40.60	...	...	2	20.65
			1912	3	10.94	9	37.66	1	4.07	7	27.24
			1st qr. of 1913	1	10.47	2	31.08	...	...	1	16.24
			1913-14	2	9.04	7	29.09	1	1.49	6	24.63
			1909	16	16.20	35	34.70	4	4.47	18	17.71
52	(a)	Jorhat (Provincial) ...	1910	22	22.97	29	28.84	8	8.68	14	15.05
			1911	21	19.27	24	22.02	7	6.42	14	12.84
			1912	22	18.03	25	20.40	8	6.57	15	12.29
			1st qr. of 1913	6	19.19	5	18.56	1	3.51	4	13.03
			1913-14	25	19.28	27	20.77	7	5.38	15	11.54
19	(f)	Pipar Road-Bhavi Light...	1910	...	...	1	63.51	...	...	...	...
			1911	3	19.87	5	30.90	1	5.68	2	10.75
			1912	4	18.38	9	37.78	1	5.09	2	11.27
			1st qr. of 1913	1	15.04	2	32.26	...	...	1	15.88
			1913-14	5	19.23	12	46.15	5	19.23	2	7.69
Total of all railways			1909	5,82,95	12.39	9,52,19	20.23	2,54,42	5.40	4,63,54	9.85
			1910	6,35,36	12.43	9,51,61	18.61	2,52,68	4.94	4,77,91	9.34
			1911	6,97,47	12.62	10,00,77	18.10	2,35,76	5.17	4,97,06	8.99
			1912	6,80,82	11.04	10,68,70	17.33	2,00,08	4.71	5,27,43	8.56
			1st qr. of 1913	2,13,38	13.14	2,52,59	18.02	38,81	5.47	1,37,92	8.50
			1913-14	7,51,15	11.81	11,60,34	18.25	3,08,67	4.85	5,60,83	8.82

* Includes locomotive expenses.

DIX 6—concl'd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
14	15.74	1	1.61	62	72.52	1909	2' 6" GAUGE—concl'd. Tezpore-Balipara Light ...	(a)	46
15	16.18	...	...	2	1.49	68	72.40	1910	
15	18.39	...	...	2	1.42	83	72.23	1911	
16	13.57	...	...	1	0.65	86	71.23	1912	
5	17.30	...	...	...	...	23	85.26	1st qr. of 1913
16	12.14	1	0.71	94	69.93	1913-14			
2' 0" GAUGE.											
1,02	10.29	39	3.99	5,49	55.53	1909	Darjeeling-Himalayan ...	(a)	47
1,01	10.08	...	...	34	3.36	5,32	55.96	1910	
1,07	10.37	...	...	35	3.46	5,85	56.86	1911	
1,08	9.46	...	...	37	3.25	6,26	65.11	1912	
28	10.56	...	...	8	3.25	1,56	64.15	1st qr. of 1913	
1,11	9.25	37	3.08	6,98	58.18	1913-14			
30	5.83	5	0.98	3,04	59.14	1913-14	Gwalior Light	(a)	48
17	3.86	3	0.81	2,26	51.79	1909	Howrah-Amta Light ...	(a)	49
24	4.90	...	...	5	1.17	2,68	55.48	1910	
27	5.34	...	...	8	1.70	2,46	49.36	1911	
29	5.24	...	...	8	1.34	2,53	45.32	1912	
7	4.81	...	...	2	1.31	76	49.89	1st qr. of 1913	
33	5.43	10	1.69	3,25	54.75	1913-14			
5	4.70	1	1.00	69	64.16	1909	Howrah-Sheakhala Light	(a)	50
8	6.57	...	...	1	1.14	56	47.11	1910	
9	6.92	...	...	1	1.07	64	50.68	1911	
9	6.55	...	...	1	0.82	66	46.93	1912	
2	5.67	...	...	...	...	16	42.62	1st qr. of 1913
10	6.10	2	1.02	88	55.67	1913-14			
1	6.75	7	87.36	1911	Jagadhri Light	(a)	51
3	13.22	...	...	...	...	23	93.13	1912
1	20.69	...	...	...	...	5	78.48	1st qr. of 1913
6	20.09	1	2.07	22	86.41	1913-14			
14	14.53	1	1.02	88	88.86	1909	Jorhat (Provincial)	(a)	52
15	15.57	...	...	1	1.05	88	92.16	1910	
11	10.09	...	...	1	0.92	78	71.56	1911	
15	12.29	...	...	4	3.28	89	72.95	1912	
4	14.03	...	...	1	1.14	21	69.46	1st qr. of 1913	
14	10.77	2	1.54	90	69.23	1913-14			
...	1	63.51	1910	Pipar Road-Bhavi Light	(f)	19
...	...	...	...	...	...	11	67.20	1911
1	3.51	...	...	...	...	17	76.03	1912
...	...	...	...	...	...	4	63.18	1st qr. of 1913
1	3.85	25	96.15	1913-14			
2,35.07	4.99	25.76	0.55	1,24.55	2.65	26,38.48	56.06	1909	Total of all railways.		
2,35.29	4.80	26.94	0.53	1,35.43	2.65	27,15.72	58.10	1910			
2,42.63	4.89	25.28	0.46	1,35.00	2.44	28,83.92	52.17	1911			
2,52.48	4.09	26.48	0.43	1,69.95	2.76	30,15.92	48.92	1912			
65.81	4.05	7.74	0.48	42.59	2.62	8,48.94	52.28	1st qr. of 1913			
2,74.34	4.32	27.91	0.44	2,09.80	3.30	32,93.04	51.79	1913-14			

APPENDIX 7.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Mileage open at close of the year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries and suspens- es, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" GAUGE.									
1	(a) to (c), (e), (g) and (h)	Bengal-Nagpur	1909	2,348.63	7,074	33,61,56	2,87.72	1,56.30	1,31.42	*54.32	3.91
			1910	2,395.39	7,810	34,13,96	3,08.53	1,58.21	1,50.32	*51.28	4.40
			1911	2,488.92	8,592	35,24,88	3,39.70	1,71.48	1,68.22	*50.48	4.77
			1912	2,489.92	9,526	35,72,18	4,12.63	1,84.14	2,18.49	*45.74	6.12
			1st qr. of 1913	2,489.92	2,504	86,11,95	1,15.26	55.79	59.47	*48.40	1.65
			1913-14	2,673.22	10,303	38,65,58	4,20.59	2,05.53	2,15.06	*48.87	5.56
			1909	1,199.15	4,647	20,17,68	2,49.22	1,20.30	1,28.92	48.27	6.39
			1910	1,169.15	5,150	20,44,69	2,82.50	1,38.50	1,44.00	49.03	7.04
			1911	1,199.15	6,005	21,21,11	3,06.80	1,49.61	1,57.19	48.76	7.44
			1912	1,351.09	6,892	24,01,01	3,56.03	1,79.17	1,76.56	50.32	7.42
1st qr. of 1913	1,351.09	1,728	24,36,57	95.97	45.14	50.83	47.03	2.09			
1913-14	1,425.30	6,961	26,00,92	3,91.04	1,91.44	1,99.60	48.96	7.70			
3	(a)	Eastern Bengal	1909	507.28	3,898	13,60,76	1,62.69	1,09.37	53.32	67.22	3.92
			1910	511.43	3,890	14,08,24	1,65.28	95.47	69.81	57.76	4.96
			1911	512.16	4,234	14,40,21	1,81.23	1,13.19	68.04	62.45	4.72
			1912	511.86	4,420	15,07,10	1,99.18	1,19.46	79.72	59.97	5.29
			1st qr. of 1913	511.83	1,089	15,89,76	49.76	26.61	23.15	53.47	1.46
			1913-14	507.20	4,514	16,58,73	2,07.21	1,17.79	89.42	56.65	5.30
			1909	2,475.88	19,416	62,78,35	8,28.70	3,32.49	4,96.21	40.12	7.90
			1910	2,506.30	19,527	63,20,57	8,90.33	3,49.84	5,40.49	39.29	8.55
			1911	2,559.38	21,289	64,22,04	9,57.61	3,75.27	5,82.34	39.19	9.07
			1912	2,624.61	22,914	65,84,16	10,51.66	3,95.67	6,55.99	37.62	9.96
1st qr. of 1913	2,652.98	5,903	66,26,33	2,67.63	1,12.35	1,55.28	41.98	2.34			
1913-14	2,717.72	24,063	69,67,26	10,62.16	4,25.58	6,36.59	40.67	9.14			
5	(a) to (h)	Great Indian Peninsula.	1909	3,157.43	17,763	54,25,04	6,61.11	3,81.36	2,79.75	57.69	5.16
			1910	3,164.12	18,871	55,77,74	7,34.34	4,12.70	3,21.64	56.20	5.77
			1911	3,164.68	20,248	57,13,62	7,74.50	4,28.33	3,46.17	55.30	6.06
			1912	3,163.57	21,448	58,72,37	8,65.79	4,67.21	3,98.58	58.96	6.79
			1st qr. of 1913	3,162.65	5,559	59,63,29	2,52.97	1,37.32	1,15.65	54.28	1.94
			1913-14	3,025.96	21,808	63,25,79	9,17.34	5,51.61	3,65.78	60.13	5.78
			1909	1,041.61	4,313	17,18,61	1,80.92	1,07.42	79.50	59.87	4.28
			1910	1,041.61	4,423	17,49,13	1,89.68	1,08.20	81.48	57.04	4.66
			1911	1,041.61	4,356	17,85,74	1,98.11	1,08.32	89.79	54.68	5.08
			1912	1,041.61	4,584	17,92,95	2,18.42	1,13.88	1,04.54	52.14	5.83
1st qr. of 1913	1,041.61	1,197	18,09,28	59.60	26.71	32.89	44.82	1.62			
1913-14	1,041.61	4,704	18,37,99	2,28.44	1,23.47	1,04.97	64.05	5.71			
7	(a) & (b)	Nizam's Guar- anteed State.	1909	350.71	1,216	4,80,00	50.04	22.08	27.96	44.12	5.83
			1910	350.71	1,493	4,84,14	56.58	26.53	30.05	49.89	6.20
			1911	350.71	1,476	4,75,56	60.62	32.08	28.54	52.92	6.00
			1912	350.71	1,468	4,97,19	61.61	27.80	33.81	45.12	6.80
			1st qr. of 1913	350.71	367	5,00,09	17.64	9.82	7.82	35.67	1.56
			1913-14	350.71	1,614	5,21,93	70.89	36.11	34.78	50.94	6.63

APPENDIX 7—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Mileage open at close of the year.	Total train- miles (in thousands of miles).	Total capital outlay, includ- ing ferries and expense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
8	(a) to (o)	5' 6" GAUGE— conold. North Western—	1909	3,277.65	17,354	58,09.17	6,00.72	4,25.25	2,65.47	61.57	4.58
			1910	3,509.56	17,387	60,35.79	7,70.36	4,63.53	3,03.80	60.56	5.03
			1911	3,623.92	18,751	63,43.75	8,32.96	4,64.59	3,69.46	55.77	5.81
			1912	3,648.26	19,915	65,63.45	9,57.39	4,87.37	4,90.02	43.52	7.47
			1st qr. of 1913	3,652.22	4,691	67,00.35	2,10.23	1,44.72	65.51	68.84	0.38
			1913-14	3,927.40	19,201	72,17.91	9,21.59	4,97.23	4,24.37	53.95	5.98
			1909	1,257.04	3,286	18,31.29	51.67	72.75	—31.08	140.80	...
			1910	1,237.04	3,097	18,36.16	53.52	65.57	—12.03	123.51	...
			1911	1,256.32	3,094	18,41.31	56.45	66.27	—9.82	117.39	...
			1912	1,235.38	2,606	18,44.36	58.53	58.65	—9	100.15	...
			1st qr. of 1913	1,257.46	731	18,46.24	13.60	17.69	—4.09	130.03	...
			1913-14	1,257.46	2,885	18,47.72	64.02	63.57	45	99.30	0.02
			1909	4,534.69	20,640	76,31.46	7,42.39	4,93.00	2,44.39	67.03	3.20
			1910	4,766.00	20,484	78,71.95	8,23.98	5,32.13	2,91.75	64.53	3.71
			1911	4,830.24	21,845	81,85.06	8,89.41	5,30.77	3,58.64	59.67	4.98
			1912	4,903.59	22,321	84,07.91	10,15.95	5,26.02	4,89.93	51.77	5.77
			1st qr. of 1913	4,909.68	5,422	85,46.59	2,23.33	1,62.41	61.42	72.56	0.72
			1913-14	5,177.30	22,086	90,65.63	9,35.61	5,60.79	4,21.32	56.90	4.68
1909	1,342.56	4,970	17,92.61	1,65.56	1,17.77	47.79	71.14	2.67			
1910	1,439.79	5,198	18,68.31	1,87.03	96.26	90.82	51.45	4.87			
1911	1,545.81	5,725	18,92.02	2,03.29	1,01.16	1,07.01	48.59	5.66			
1912	1,636.18	6,925	20,43.09	2,49.60	1,07.63	1,41.97	43.12	7.39			
1st qr. of 1913	1,636.18	1,547	20,54.48	62.27	33.06	29.21	53.09	1.42			
1913-14	1,670.37	7,209	21,55.59	2,46.09	1,20.45	1,25.64	48.94	5.91			
1909	445.94	1,743	6,43.58	62.39	34.12	28.18	*54.76	4.36			
1910	415.94	1,772	6,61.74	63.39	36.44	24.95	*60.68	3.77			
1911	445.94	1,835	6,57.73	69.66	31.53	38.13	*45.20	5.80			
1912	445.94	2,012	6,68.14	74.16	38.94	35.22	*52.51	5.27			
1st qr. of 1913	445.94	520	6,72.39	13.85	13.52	5.33	*71.75	0.79			
1913-14	445.94	2,139	7,01.74	79.55	49.03	20.92	*62.39	4.28			
11	(a)	3' 3½" GAUGE. Assam-Bengal ...	1909	770.84	1,788	14,08.36	49.15	44.07	4.48	*60.90	0.32
			1910	789.99	1,786	14,39.04	51.70	43.86	7.84	*84.88	0.54
			1911	789.89	1,846	14,52.51	55.76	44.33	11.38	*79.50	0.78
			1912	804.99	1,938	14,72.74	64.50	47.20	17.30	*73.18	1.17
			1st qr. of 1913	804.99	482	14,79.41	13.08	12.12	5.06	*60.99	0.40
			1913-14	811.73	1,968	15,00.12	70.43	47.72	22.71	*67.75	1.51
			1909	1,866.25	5,622	15,31.67	1,56.20	72.50	83.70	46.42	5.46
			1910	1,893.27	5,801	15,40.71	1,67.72	70.84	96.88	42.25	6.29
			1911	1,914.88	5,986	15,69.03	1,88.45	78.17	1,10.23	41.47	7.03
			1912	1,938.78	6,396	17,18.93	2,10.80	72.00	1,38.80	34.16	8.07
			1st qr. of 1913	1,991.51	1,624	17,31.51	55.16	19.32	35.84	35.03	2.07
			1913-14	2,026.23	6,362	17,76.50	2,09.45	80.64	1,28.81	36.43	7.25
12	(a) & (b)	Bengal and North-Western.	1909	1,914.88	5,986	15,69.03	1,88.45	78.17	1,10.23	41.47	7.03
			1910	1,938.78	6,396	17,18.93	2,10.80	72.00	1,38.80	34.16	8.07
			1st qr. of 1913	1,991.51	1,624	17,31.51	55.16	19.32	35.84	35.03	2.07
			1913-14	2,026.23	6,362	17,76.50	2,09.45	80.64	1,28.81	36.43	7.25

* See Appendix 1.

APPENDIX 7—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	Year.	Mileage open at close of the year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" GAUGE— contd.									
13	(a) & (b)	Bengal Doonars	1909 1910 1911 1912 1st qr. of 1913 (1913-14)	152·96 152·96 152·96 152·96 152·96 152·96	214 223 242 269 79 314	1,19,76 1,21,81 1,24,61 1,26,15 1,26,58 1,27,42	10,55 11,45 12,02 14,34 3,22 16,41	3,86 4,26 4,55 5,17 1,39 6,38	6,69 7,19 7,47 9,17 1,83 10,03	36·59 37·20 37·88 36·05 43·06 38·89	5·59 5·90 5·99 7·27 1·45 7·67
...	...	Bhavnagar-Gon- dal-Junagad- Porbandar.	1909 1910	459·15 495·37	994 1,033	2,32,82 2,40,13	28,31 32,08	16,16 14,82	12,15 17,26	57·08 46·19	5·21 7·19
14	(a) & (b)	Bhavnagar	1911 1912 1st qr. of 1913 1913-14	178·78 193·80 193·29 226·94	428 488 111 471	95,37 1,07,52 1,11,29 1,18,08	15,52 15,40 3,88 15,30	6,01 7,36 1,88 7,49	9,51 8,04 2,00 7,81	38·72 47·79 48·38 48·95	9·97 7·23 1·80 6·62
2	(f) to (i)	Bombay, Baroda and Central Indis.	1909 1910 1911 1912 1st qr. of 1913 1913-14	2,277·45 2,277·37 2,309·46 2,212·11 2,212·12 2,212·11	8,035 8,308 8,871 9,621 2,397 8,761	19,31,08 19,48,02 19,70,81 18,04,45 18,15,52 18,29,13	2,64,97 2,99,93 3,24,15 3,32,40 85,69 3,15,53	1,49,53 1,47,38 1,65,11 1,62,73 35,01 1,59,23	1,15,44 1,52,60 1,59,04 1,69,67 47,88 1,56,29	56·43 49·13 50·94 48·96 44·36 50·46	5·98 7·83 8·07 9·41 2·63 8·54
15	(a) to (c)	Burma	1909 1910 1911 1912 1st qr. of 1913 1913-14	1,527·08 1,527·08 1,528·78 1,544·83 1,544·83 1,551·78	6,136 6,327 6,440 6,064 1,566 5,948	17,61,51 18,18,23 18,68,83 19,32,20 19,48,05 20,09,70	1,94,69 1,98,26 2,06,71 2,19,05 74,37 2,43,95	1,23,82 1,21,90 1,34,76 1,30,28 32,22 1,32,34	70,87 76,36 71,95 88,79 42,15 1,14,61	63·60 61·49 65·19 59·47 48·32 53·59	4·02 4·20 3·86 4·62 2·16 5·71
...	...	Deoghur	1909 1910 1911	4·79 4·79 Amalgamated with	16 15	3,02 2,97 the East Indian railway system.	50	33	17	66·26	5·63
16	(a) & (b)	Dibru-Sadiya ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	83·00 91·52 91·52 91·52 91·52 91·52	270 295 318 394 79 330	1,09,12 1,10,13 1,20,00 1,23,24 1,23,52 1,26,64	11,90 12,00 12,72 14,04 3,80 14,47	6,71 7,32 8,11 8,01 2,11 8,03	5,19 4,78 4,81 6,03 1,69 6,44	56·39 60·17 63·75 57·05 55·53 55·46	4·76 4·34 3·84 4·39 1·37 5·09
3	(b) to (d)	Eastern Bengal	1909 1910 1911 1912 1st qr. of 1913 1913-14	1,084·01 1,085·08 1,085·77 1,146·28 1,148·18 1,162·54	3,812 3,549 3,914 4,318 1,212 5,049	10,87,09 11,17,95 11,42,83 12,23,10 12,17,15 12,57,61	1,20,27 1,24,28 1,40,55 1,50,83 41,52 1,76,83	72,99 78,95 87,67 87,50 28,32 95,02	47,28 50,33 52,88 68,88 12,80 81,81	60·68 59·49 62·37 58·01 69·64 54·11	4·35 4·50 4·63 5·13 1·04 6·47
17	(a) to (c)	Gondal-Forban- dar.	1911 1912 1st qr. of 1913 1913-14	194·22 194·22 210·57 219·75	465 434 107 464	83,00 84,17 90,96 97,98	12,06 12,45 4,14 14,22	5,92 6,17 1,67 6,72	6,14 6,28 2,47 7,50	49·08 49·54 40·27 47·28	7·30 7·47 2·73 7·65

* Information not furnished.

APPENDIX 7—contd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETACHED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	Mileage open at close of the year.	Total train- mileage (in thousands of miles).	Total capital outlay includ- ing ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expense (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentag of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" GAUGE— contd.									
7	(a) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	1909 1910 1911 1912 1st qr. of 1913 1913-14	391.13 391.13 391.13 441.44 441.44 441.44	1,081 1,249 1,228 1,436 876 1,566	2,74.24 2,77.74 2,91.88 3,26.31 3,28.77 3,36.15	32.55 36.56 34.97 44.26 13.08 44.51	18.53 18.50 21.85 23.73 3.09 22.93	14.02 18.06 13.12 20.53 4.99 21.53	*56.93 *60.62 *62.48 *53.63 *61.92 *51.63	5.11 6.50 4.50 6.29 1.52 6.40
18	(a)	Jamnagar ...	1911 1912 1st qr. of 1913 1913-14	54.22 54.22 54.22 54.22	77 75 19 77	23.27 23.36 23.54 23.54	2.46 2.38 79 2.92	1.29 1.40 38 1.36	1.17 98 41 1.56	*52.30 *58.64 *47.70 *40.62	5.04 4.22 1.75 6.63
19	(a) to (e)	Jodhpur-Bikaner	1909 1910 1911 1912 1st qr. of 1913 1913-14	950.76 1,005.45 1,084.81 1,219.28 1,219.28 1,280.78	1,530 1,713 2,003 2,282 544 2,282	2,48.84 2,62.33 2,83.96 3,18.81 3,25.01 3,50.86	37.55 47.51 62.15 70.42 17.86 69.83	21.23 21.54 26.05 32.61 7.15 31.98	16.32 25.97 36.10 37.51 10.71 34.85	56.54 45.34 41.91 46.31 40.03 60.09	6.56 9.90 12.71 11.86 3.30 9.93
20	(a)	Junagad ...	1911 1912 1st qr. of 1913 1913-14	88.96 100.50 113.42 113.42	144 156 39 159	48.00 50.29 57.13 60.37	4.46 5.33 1.63 6.19	2.30 2.63 78 3.21	2.07 2.65 85 2.08	*53.70 *50.19 *48.02 *51.93	4.31 5.27 1.09 4.92
6	(e) to (f)	Madras and Southern Mah- ratta.	1909 1910 1911 1912 1st qr. of 1913 1913-14	2,084.37 2,091.16 2,091.16 2,091.16 2,091.16 2,091.22	5,744 5,865 6,267 6,859 1,682 6,707	17,72.66 17,94.78 18,11.26 18,24.63 18,41.61 18,66.63	1,61.97 1,70.86 1,79.93 1,87.94 52.32 2,02.95	97.80 1,00.88 1,06.61 1,07.70 27.94 1,17.67	64.17 69.98 73.32 80.21 24.38 85.28	60.38 59.04 59.25 57.30 53.40 67.98	3.62 3.90 4.05 4.40 1.32 4.57
21	(a)	Morvi ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	92.83 92.83 92.83 92.83 92.83 92.83	207 203 208 229 53 219	47.96 49.91 49.01 51.22 51.14 52.11	4.72 5.29 6.36 7.25 1.91 7.77	2.59 2.33 2.13 2.70 51 2.74	2.13 2.96 4.23 4.55 1.40 5.03	*51.88 *44.00 *33.57 *37.32 *23.57 *35.25	4.44 5.94 8.47 8.37 2.74 0.65
10	(c)	Nilgiri ...	1909 1910 1911 1912 1st qr. of 1913 1913-14	28.96 28.96 28.96 28.96 28.96 Included	103 104 97 97 24	70.82 75.94 77.29 78.32 78.85	4.09 4.57 4.95 5.22 1.25	3.55 3.85 3.70 4.05 99	54 72 1.25 1.17 28	*36.87 *34.15 *74.81 *77.03 *79.33	0.77 0.95 1.62 1.49 0.33
24	(a) & (b)	Rohilkund and Kumaon.	1909 1910 1911 1912 1st qr. of 1913 1913-14	439.10 439.10 482.77 552.64 552.64 554.34	931 903 980 1,087 286 1,185	2,69.90 2,68.36 2,90.96 3,43.74 3,47.93 3,56.26	20.88 31.71 34.14 41.68 11.55 41.35	15.77 13.93 15.09 16.43 4.43 18.31	14.11 17.78 18.45 25.20 7.06 23.04	52.78 64.17 45.95 39.53 38.92 44.28	5.23 6.63 6.39 7.33 2.03 6.52

APPENDIX 7—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	Mileage open at close of the year.	Total train- mileage (in thousands of miles).	Total capital outlay, includ- ing ferries, and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees)..	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3 3/4" GAUGE— consolid.									
			1909	64.75	207	69.86	5.16	2.55	2.61	*49.46	3.74
			1910	64.75	206	69.49	5.63	3.06	2.57	*54.32	3.70
10	(f)	Shoranur-Cochin	1911	64.75	235	69.57	6.01	3.11	2.90	*51.75	4.17
			1912	64.75	233	69.65	6.30	3.30	3.00	*52.41	4.31
			1st qr. of 1913	64.75	58	69.56	1.81	80	81	*49.52	1.16
			1913-14	Included	with the	South Indian railway.		(3' 3 3/4" gauge).			
			1909	1,111.12	5,075	10,46.71	1,64.96	85.43	79.43	51.62	7.59
			1910	1,111.12	5,265	10,70.78	1,71.41	83.49	82.32	51.63	7.74
10	(b) to (i)	South Indian...	1911	1,111.12	5,986	10,81.93	1,91.68	99.45	92.43	51.83	8.54
			1912	1,111.12	6,114	11,19.52	2,09.64	1,06.00	1,03.64	50.56	9.26
			1st qr. of 1913	1,111.12	1,543	11,34.21	53.09	29.70	23.39	55.94	2.06
			1913-14	1,207.95	6,707	13,77.67	2,26.97	1,28.89	98.08	56.79	7.12
			1909	67.30	55	20.96	2.43	1.18	1.25	*48.62	5.96
			1910	67.30	56	20.97	2.52	1.18	1.34	*47.05	6.36
25	(a)	Udaipur-Chitor- garh.	1911	67.30	77	21.16	2.84	1.31	1.53	*46.07	7.24
			1912	67.30	105	21.96	3.05	1.43	1.57	*48.50	7.16
			1st qr. of 1913	67.30	26	22.06	92	37	55	*40.48	2.48
			1913-14	67.30	104	22.34	3.19	1.54	1.65	*48.18	7.40
		2' 6" GAUGE.									
			1911	60.50	73	20.76	1.33	89	44	*66.79	2.13
			1912	60.50	88	21.98	1.72	1.13	59	*65.54	2.71
27	(a)	Arrah-Sasaram Light.	1st qr. of 1913	60.50	33	22.06	45	29	16	*63.94	0.75
			1913-14	60.50	113	22.19	1.94	1.23	71	*63.37	3.19
			1909	34.50	70	14.21	1.74	1.05	69	*60.45	4.86
			1910	51.12	122	21.81	2.36	1.62	74	*68.89	3.36
			1911	51.12	124	22.13	2.78	1.66	1.12	*59.67	5.07
29	(a)	Baraset-Basirhat Light.	1912	51.12	135	22.43	3.33	1.76	1.62	*51.99	7.24
			1st qr. of 1913	51.12	32	22.46	91	53	38	*58.18	1.69
			1913-14	51.12	130	23.08	3.28	1.92	1.36	*53.42	5.91
			1909	78.50	133	49.56	6.45	2.55	3.90	*39.53	7.87
			1910	78.50	145	50.34	6.96	3.08	3.90	*44.18	7.75
			1911	115.84	149	49.00	7.45	3.46	3.99	*46.44	6.84
30	(a)	Barsi Light ...	1912	115.84	194	70.14	10.31	4.65	5.66	*45.05	8.03
			1st qr. of 1913	115.84	53	70.09	3.10	1.23	1.87	*39.60	2.67
			1913-14	115.84	230	70.98	13.18	4.71	8.47	*35.78	11.94
31	(a)	Bowringpet-Kolar	1913-14	10.92	5	2.96	8	8	...	*103.33	...
			1909	28.00	45	11.97	1.52	94	58	*61.70	4.85
			1910	28.00	42	12.01	1.24	69	55	*55.99	4.54
			1911	33.00	44	12.38	1.34	72	62	*53.38	5.04
32	(a)	Bukhtiarpora- Bihar Light.	1912	33.00	78	12.63	2.50	1.08	1.42	*43.10	11.26
			1st qr. of 1913	33.00	13	12.73	36	29	7	*80.48	0.55
			1913-14	33.00	46	13.11	1.59	1.12	46	*70.65	3.54
			1911	20.24	27	9.03	64	49	15	*75.74	1.72
			1912	20.24	34	9.26	88	56	32	*63.86	3.42
35	(a)	Champaner-Shiv- rajpur Light.	1st qr. of 1913	20.24	8	9.23	33	15	18	*44.59	1.94
			1913-14	20.24	23	9.39	37	62	25	*70.93	2.63

APPENDIX 7—contd.

General results of working each railway system.

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year.	Mileage open at close of the year.	Total traff- millage (in thousands of miles).	Total capital outlay, includ- ing ferries, and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub- head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE— contd.									
			1909	36.78	27	9.43	85	37	48	•48.61	5.00
			1910	36.78	29	9.43	94	37	57	•40.24	6.04
36	(a)	Cutch ...	1911	36.78	32	9.49	1.01	43	59	•42.06	6.17
			1912	36.78	33	9.89	1.02	45	57	•44.67	5.69
			1st qr. of 1913	36.78	7	10.51	23	10	13	•45.07	1.24
			1913-14	36.78	28	10.52	97	64	33	•65.78	3.17
			1911	23.83	20	5.33	24	36	—12	•151.07	...
37	(a)	Dehri-Roh t a s Light.	1912	23.83	17	5.51	79	45	34	•56.17	6.31
			1st qr. of 1913	23.83	13	5.79	31	13	18	•43.20	3.11
			1913-14	23.83	36	6.15	1.50	56	94	•37.33	15.25
38	(a)	Dholpur-Bari	1909	19.62	19	6.92	36	30	6	•84.06	0.87
			1910	19.62	20	6.97	48	28	20	•59.29	2.86
			1911	19.62	19	7.41	41	27	14	•65.60	1.93
			1912	19.62	16	7.48	40	32	8	•80.27	0.96
			1st qr. of 1913	19.62	4	7.77	14	8	6	•60.04	0.77
			1913-14	28.43	20	7.59	54	32	22	•80.04	2.86
40	(a)	Godhra-Lunavada	1913-14	24.00	6	11.40	13	11	3	•83.00	0.16
41	(a)	Jessore-Jhenidah	1913-14	36.80	29	12.34	50	33	13	•73.55	5.63
42	(a)	Madaya Light...	1912	8.30							
			1st qr. of 1913	8.30							
			1913-14	8.30							
											Information not furnished.
10	(7) & (h)	Morappur- Dharwarpur and Tirupattur- Krishnagiri.	1909	43.91	83	19.24	85	91	—6	107.06	...
			1910	43.91	84	19.58	1.08	83	20	80.58	1.02
			1911	43.91	80	19.44	1.06	88	18	83.03	0.93
			1912	43.91	83	19.42	1.13	90	23	79.64	1.13
			1st qr. of 1913	43.91	19	19.42	24	28	—4	116.67	...
			1913-14	98.78	129	41.45	1.81	1.84	—3	101.65	...
			1909	32.41	25	7.20	55	31	24	•56.26	3.33
			1910	32.41	26	7.20	58	33	25	•56.70	3.47
			1911	32.41	26	7.20	62	29	33	•46.13	4.58
1	(d)	Mourbhanj ...	1912	32.41	25	7.20	51	28	23	•55.43	3.19
			1st qr. of 1913	32.41	6	7.20	18	7	11	•43.16	1.53
			1913-14	32.41	25	7.23	67	30	37	•44.32	5.15
43	(a)	Nadiad-Kapad- vanj.	1st qr. of of 1913.	27.86	3	9.25	6	5	1	•72.45	0.20
			1913-14	27.86	44	12.50	1.03	62	41	•59.88	3.30
			1909	24.62	19	7.17	26	19	7	•73.05	0.98
			1910	24.62	18	7.29	27	19	8	•69.50	1.10
			1911	24.62	19	7.36	33	23	10	•63.74	1.36
1	(f)	Parlakimedi Light.	1912	24.62	19	7.44	40	28	12	•70.50	1.61
			1st qr. of 1913	24.62	5	7.54	15	6	9	•41.39	1.19
			1913-14	24.62	19	7.55	51	33	18	•63.91	2.42
			1909	39.50	61	8.95	92	55	37	•60.35	4.13
			1910	39.50	59	8.95	95	57	38	•60.31	4.22
			1911	39.50	59	8.95	1.03	62	41	•60.33	4.59
24	(e)	Powayan Light	1912	39.50	59	8.95	1.01	61	40	•60.26	4.47
			1st qr. of 1913	39.50	14	8.95	20	12	8	•60.27	0.89
			1913-14	39.50	59	8.95	97	59	38	60.32	4.34
			1909	92.63	135	41.56	4.06	2.10	1.96	•51.70	4.72
			1910	92.50	136	41.67	5.03	2.25	2.79	44.80	6.69
44	(a)	Shahdara (Delhi)- Saharanpur Light.	1911	92.50	137	42.17	5.32	2.22	3.10	•41.61	7.37
			1912	92.50	140	42.51	6.10	2.56	3.54	•41.87	8.34
			1st qr. of 1913	92.50	36	42.69	1.92	66	1.26	•34.28	2.95
			1913-14	92.50	138	43.43	6.17	2.67	3.43	•43.53	8.02

* See Appendix 1.

APPENDIX 7—concl'd.

General results of working each railway system.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Year	Mileage oper. at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and expense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
45	(a)	2' 6" GAUGE— concl'd.	1909	33-27	108	11,06	1,24	86	38	*69-46	3-44
			1910	33-27	101	11,32	1,24	81	48	*65-86	3-80
		Tarkessur-Magra Light.	1911	33-27	121	11,32	1,26	84	42	*68-05	3-79
			1912	33-27	124	11,46	1,31	82	49	*62-69	4-25
			1st qr. of 1913	33-27	33	11,53	34	22	12	*66-10	1-04
			1913-14	33-27	120	11,56	1,34	87	47	*65-15	4-05
		Tezporo-Balipara Light.	1909	20-10	32	4,87	86	62	24	*72-52	4-93
			1910	20-10	31	4,87	94	68	26	*72-40	5-32
			1911	20-10	31	4,87	1,15	83	32	*72-23	6-54
			1912	20-10	33	4,87	1,21	86	35	*71-23	7-12
2' 0" GAUGE—	(a)	Darjeeling-Himalayan.	1st qr. of 1913	20-10	8	4,87	27	23	4	*85-26	0-83
			1913-14	20-10	34	4,87	1,35	94	41	*69-93	8-31
			1909	51-00	246	37,73	9,89	5,49	4,40	*55-52	11-66
			1910	51-00	257	37,94	10,03	5,62	4,41	*55-96	11-65
47	(a)	Darjeeling-Himalayan.	1911	51-00	268	38,52	10,30	5,35	4,45	*66-86	11-55
			1912	51-00	281	39,25	11,39	6,28	5,11	*55-11	18-02
			1st qr. of 1913	51-00	70	39,56	2,43	1,56	87	*84-15	2-20
			1913-14	51-00	299	41,72	11,99	6,98	5,01	*58-18	12-30
48	(a)	Gwalior Light ...	1913-14	243-96	275	69,11	5,14	3,04	2,10	*59-14	3-04
49	(a)	Howrah-Amta Light.	1909	43-87	156	21,81	4,37	2,36	2,11	*51-79	9-67
			1910	43-87	168	22,24	4,84	2,68	2,16	*55-48	9-67
			1911	43-87	174	23,04	4,99	2,46	2,53	*49-36	10-97
			1912	43-87	194	22,95	5,59	2,58	3,06	*45-32	13-33
			1st qr. of 1913	43-87	52	23,23	1,53	76	77	*49-89	3-31
			1913-14	43-87	214	25,61	5,94	3,25	2,69	*54-75	10-50
50	(a)	Howrah-Sheakhala Light.	1909	19-75	51	6,51	1,07	69	38	*64-16	5-84
			1910	19-75	51	6,56	1,20	53	64	*47-11	9-65
			1911	19-75	59	6,56	1,26	64	62	*50-68	9-48
			1912	19-75	72	6,62	1,41	66	75	*46-93	11-31
			1st qr. of 1913	19-75	20	6,69	38	16	22	*42-62	3-29
			1913-14	19-75	86	7,18	1,58	88	70	*55-87	9-69
51	(a)	Jagadhri Light	1911	3-31	6	1,06	8	7	1	*93-64	0-96
			1912	3-31	16	1,11	25	23	3	*93-13	1-54
			1st qr. of 1913	3-31	3	1,11	7	5	2	*78-48	1-80
			1913-14	3-31	13	1,14	25	22	3	*86-43	2-99
52	(a)	Jorhat (Provincial).	1909	31-65	51	9,53	99	88	11	*88-66	1-15
			1910	30-00	51	9,68	96	88	8	*92-16	0-83
			1911	32-00	52	9,72	1,09	78	81	*71-35	3-19
			1912	32-50	53	9,81	1,22	89	33	*72-98	3-35
			1st qr. of 1913	32-50	14	10,44	31	21	10	*60-46	0-96
			1913-14	32-50	53	10,65	1,30	90	40	*69-36	3-75
19	(7)	Pipar Road-Bhavi Light.	1910	19-00	1	1,96	2	1	1	*63-51	0-32
			1911	19-00	15	1,97	16	11	5	*67-20	2-66
			1912	25-00	22	2,75	23	17	6	*76-03	2-00
			1st qr. of 1913	25-00	4	2,75	6	4	2	*63-18	0-73
Total of all railways.			1913-14	25-25	19	2,77	26	25	1	*94-94	0-86
			1909	31,430	126,260	4,29,83,20	47,06,38	26,38,48	20,67,90	56-06	4-81
			1910	32,093	132,823	4,39,04,73	51,14,22	27,15,72	23,93,50	53-10	5-46
			1911	32,839	142,944	4,50,06,80	55,27,78	28,33,92	26,44,00	52-17	5-87
1912			1912	33,434	152,761	4,65,15,00	61,65,07	30,15,92	31,49,15	48-92	6-77
			1st qr. of 1913	33,599	36,583	4,70,90,95	16,23,62	8,48,84	7,74,78	52-28	1-67
			1913-14	34,656	156,276	4,95,08,64	63,58,56	32,93,04	30,65,52	51-79	6-19

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1913-14.

Class.	Length of line open on the 31st March 1914.	Total capital outlay on open lines to the 31st March 1914, 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.
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
5' 6" gauge.								
State lines worked by the State	5,824.54	1,18,01,13,000	88,029,700	16,249,000	12,96,03,000	7,21,63,000	5,74,40,000	
State lines worked by companies	9,536.66	2,11,36,61,000	149,841,700	39,669,000	29,66,99,000	14,87,19,000	14,99,80,000	
Branch line companies' railways assisted under "Rebate" terms.	1,097.00	7,45,26,000	12,332,600	1,728,000	1,04,17,000	52,38,000	51,79,000	
Branch line companies' railways assisted under "Guarantee" terms.	32.04	80,22,000	466,300	114,000	4,85,000	2,48,000	2,42,000	
Companies' lines guaranteed by Native States.	330.18	5,09,59,000	1,789,500	812,000	66,79,000	33,75,000	33,04,000	
Assisted companies' lines subsidized by the Government of India.	192.12	1,80,01,000	2,897,100	675,000	31,67,000	15,20,000	16,47,000	
Assisted companies' lines receiving land only from Government.	22.21	18,08,000	1,588,800	38,000	3,56,900	1,58,000	1,96,000	
Native State lines worked by companies.	381.87	2,83,93,000	1,450,200	169,000	25,22,000	13,37,000	11,95,000	
Native State lines worked by State railway agency.	224.72	1,38,04,000	4,971,400	919,000	30,24,000	15,69,000	14,55,060	
TOTAL FOR 1913-14 ...	17,640.79	3,48,42,85,000	262,867,300	60,378,000	45,49,52,000	23,43,12,000	22,06,40,000	6.33
TOTAL FOR 1912-13 ...	17,222.25	3,30,30,60,000	256,781,600	63,883,000	44,31,19,000	22,08,09,000	22,23,10,000	6.73
3' 3 1/2" gauge.								
State lines worked by the State ...	1,156.01	12,10,99,000	13,019,300	2,914,000	1,68,21,000	91,11,000	77,10,000	
State lines worked by companies*	8,878.08	90,88,69,000	109,578,200	10,951,000	11,46,96,000	6,10,94,000	5,35,93,000	
District Boards' lines ...	155.16	71,27,000	4,088,100	303,000	13,33,000	7,90,000	5,43,000	
Branch line companies' railways assisted under "Rebate" terms.	177.46	74,65,000	2,285,000	212,000	10,39,000	4,86,000	5,53,000	
Companies' lines guaranteed by Native States.	391.13	3,04,92,000	2,659,700	422,000	43,03,000	23,20,000	20,89,000	
Assisted companies' lines subsidized by the Government of India.	256.32	1,67,74,000	5,272,300	689,000	18,85,000	8,27,000	10,53,000	
Assisted companies' lines subsidized by Local Governments.	86.02	1,09,70,000	646,700	421,000	13,55,000	7,53,000	6,03,000	
Assisted companies' lines receiving land only from the Government.	1,498.01	11,31,37,000	27,535,700	2,659,000	1,25,41,000	50,03,000	75,41,000	
Unassisted Companies' lines ...	5.50	16,94,000	92,900	289,000	92,000	51,000	41,000	
Native State lines worked by Native States.	1,331.23	6,68,10,000	8,755,300	1,607,000	1,04,16,000	50,43,000	53,73,000	
Native State lines worked by companies.	406.18	2,25,96,000	4,264,400	377,000	29,99,000	12,22,000	10,77,000	
Native State lines worked by State railway agency.	33.09	20,23,000	314,200	93,000	3,90,000	1,97,000	1,63,000	
Lines in Foreign territory ...	73.60	2,00,55,000	1,539,500	468,000	13,97,000	7,89,000	6,08,000	
TOTAL FOR 1913-14 ...	14,442.89	1,32,89,11,000	180,051,300	20,555,000	16,84,76,000	8,75,25,000	8,09,51,000	6.09
TOTAL FOR 1912-13 ...	14,254.05	1,29,13,02,000	168,707,700	21,963,000	16,39,86,000	8,44,83,000	7,84,58,000	6.08
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	233.33	3,37,42,000	221,800	25,000	20,95,000	14,81,000	6,04,000	
State lines worked by companies	895.64	4,36,43,000	3,124,500	742,000	33,05,000	21,99,000	10,06,000	
District Board's line guaranteed by Native State	10.92	2,95,000	31,300	3,000	8,000	8,000	...	
Branch line companies' railways assisted under "Rebate" terms.	118.79	52,22,000	309,500	25,000	1,81,000	1,02,000	79,000	
Assisted companies' lines subsidized by Local Governments.	51.00	40,76,000	252,600	57,000	11,99,000	6,98,000	5,01,000	
Assisted companies' lines subsidized by District Boards.	245.14	1,08,32,000	4,516,500	148,000	10,17,000	9,72,000	6,45,000	
Assisted companies' lines receiving land only from Government.	280.69	1,44,14,000	2,789,600	343,000	21,93,000	9,02,000	12,91,000	
Unassisted companies' lines ...	68.71	19,85,000	790,400	137,000	3,09,000	1,65,000	1,44,000	
Native State lines worked by Native States.	340.42	89,99,000	655,600	122,000	6,91,000	4,25,000	2,66,000	
Native State lines worked by companies.	262.50	85,54,000	2,103,500	83,000	9,40,000	5,15,000	4,25,000	
TOTAL FOR 1913-14 ...	2,572.14	13,76,68,000	14,799,300	1,695,000	1,24,28,000	74,67,000	49,61,000	3.60
TOTAL FOR 1912-13 ...	2,122.25	11,48,38,000	11,208,200	1,028,000	1,10,32,000	65,32,000	45,00,000	3.92
TOTAL OF ALL RAILWAYS FOR 1913-14.	34,655.83	4,95,08,84,000	457,717,900	82,613,000	63,58,56,000	32,93,04,000	30,65,52,000	6.19
TOTAL OF ALL RAILWAYS FOR 1912-13.	33,598.55	4,70,90,95,000	436,697,500	86,977,000	61,70,87,000	31,18,24,000	30,52,63,000	6.43

*The Binnar-Shimoga, Hindupur and Mysore-Nanjangud railways are included with the Mysore State railway under this classification as separate figures for these lines are not available.

APPENDIX 9.

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

Serial number.	Particulars.	1909.	1910.	1911.	1912.	1st quarter of 1913.	1913-14.
1	2	3	4	5	6	7	8
1	Mileage open at close of the year Miles	31,490	32,039	32,839	33,484	33,599	34,652
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) Rs.	4,29,83,20	4,39,04,73	4,50,00,80	4,35,15,00	4,70,90,65	495,08,64
3	Gross earnings (in thousands of rupees) "	47,06,38	51,14,22	55,27,78	61,65,07	16,23,62	63,58,56
4	Gross earnings per mile open "	14,948	15,936	16,833	18,412	4,832	18,350
5	Gross earnings per mile open per week "	287	306	324	354	93	358
6	Gross earnings per train mile "	3.67	3.85	3.87	4.04	4.21	4.07
7	Total working expenses (in thousands of rupees) "	26,38,48	27,15,72	28,83,92	30,15,92	8,48,84	32,93,04
8	Working expenses per mile open "	8,380	8,462	8,782	9,007	2,526	9,504
9	Working expenses per train-mile "	2.06	2.04	2.02	1.98	2.20	2.11
10	Percentage of working expenses to gross earnings Per cent	56.06	53.10	52.17	48.92	52.28	51.79
11	Net earnings (in thousands of rupees) Rs.	20,67,90	23,98,50	26,44,00	31,49,15	7,74,78	30,65,53
12	Net earnings per mile open "	6,568	7,474	8,051	9,405	2,306	9,846
13	Net earnings per train-mile "	1.61	1.81	1.85	2.06	2.01	1.96
14	Percentage of net earnings on total capital outlay (item 2) Per cent	4.81	5.46	5.87	6.77	1.67	6.19
15	Coaching train-miles (in thousands) Train-miles	48,191	48,598	50,838	52,093	13,483	55,972
16	Goods train-miles (in thousands) "	44,065	47,690	53,219	59,992	15,322	57,333
17	Mixed train-miles (in thousands) "	30,859	31,986	33,746	34,940	8,781	34,581
18	Total, including miscellaneous, train-miles (in thousands) "	123,260	132,823	142,944	152,761	38,583	153,276
19	Unit-mileage of passengers (in thousands) Unit-miles	12,364,579	13,432,477	14,372,943	15,318,872	4,038,522	16,614,068
20	Freight ton-mileage of goods (in thousands) Ton-miles	9,340,441	12,092,916	13,358,334	15,623,595	4,040,617	15,623,235
21	Average miles a ton of goods was carried Miles	158.37	184.33	167.44	190.15	189.26	189.11
22	Average rate charged for carrying a ton of goods one mile Pies	5.78	4.83	4.73	4.66	4.73	4.64
	<i>Average miles a passenger was carried.</i>						
23	1st class Miles	103.35	99.72	111.60	106.54	114.26	112.46
24	2nd class "	69.24	75.07	76.33	74.77	72.26	74.58
25	Intermediate class "	54.89	52.41	57.27	51.90	51.25	51.13
26	3rd class "	38.74	37.12	37.72	37.81	38.03	37.40
27	Season and Vendors' tickets "	8.89	8.79	8.78	8.64	8.42	8.71
28	Total "	37.54	36.15	36.87	36.72	36.34	36.30
	<i>Average rate charged per passenger per mile.</i>						
29	1st class Pies	12.89	14.55	14.29	14.25	14.59	14.45
30	2nd class "	5.94	6.67	6.73	6.64	6.73	6.60
31	Intermediate class "	3.06	3.15	3.10	3.12	3.15	3.14
32	3rd class "	2.23	2.23	2.30	2.30	2.32	2.29
33	Season and Vendors' tickets "	1.42	1.42	1.43	1.45	1.47	1.42
34	Total "	2.43	2.45	2.47	2.45	2.49	2.45

APPENDIX 10.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to appendix 1.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
ASSAM.							
Assam-Burma connection railway.	...	(See under Burma)	...	...	...	...
Coochar District tramways ...	A. B. ...	Katakhal to Lala Bazar* ...	Surveyed in 1912.	{ 2' 0" } { 3' 3 1/2" }	23	{ 7'41† } { 8'60† }	
		Silohar to Duarbund ...	Reconnoitred in 1897.	{ 2' 6" }	22	{ 14'75 }	
Chaparmukh-Silghat railway	A. B. ...	Silohar to Tikalpur ...	Surveyed	2' 6"	50	19'46	(a) Alternative to "Kampur Silghat railway."
Gauhati-Borpani railway ...	E. B. ...	Gauhati to Borpani ...	Surveyed in 1913-14.	2' 0"	70	...	
Kampur-Silghat railway ...	A. B. ...	Kampur to Silghat, via Nowgong.	Surveyed in 1908-1909.	{ 3' 3 1/2" } { 2' 6" }	48	{ 17'95 } { 17'66 }	(a)
Sylhet District tramways ...	A. B. ...	(i) Juri to Solgai, via Silua and Pathini.	Surveyed	2' 0"	22	6'41	(a)
		(ii) Branch of (i) from Baitakhal Station to Dulamcherra.	Not ...	2' 0"	10	4'82	Reconnoitred in 1911.
		(iii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra.	Not ...	2' 6"	43	13'00	Arrangements being made for a survey of the line.
		(iv) Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh.	Surveyed in 1912.	{ 2' 0" } { 3' 3 1/2" }	13	{ 6'01 } { 6'42 }	
		(v) Shaistaganj to Habiganj and Shaistaganj to Begamkhan	Surveyed in 1912.	{ 2' 0" } { 3' 3 1/2" }	8	{ 3'42† } { 3'55† }	
		Habiganj to Madna ...		{ 2' 0" } { 3' 3 1/2" }	7	{ 2'24† } { 2'90† }	
		and Habiganj to Ajmiriganj ...	Reconnoitred in 1911-1912.	{ 2' 0" } { 3' 3 1/2" }	12	{ 0'95† } { 8'28† }	
				{ 2' 0" } { 3' 3 1/2" }	19	{ 11'28† } { 13'42† }	
Sylhet-Tharriah Ghat railway.	A. B. ...	Sylhet to Tharriah Ghat ...	Not ...	3' 3 1/2"	22	...	New project. Survey sanctioned.
Tangla-Baliapara railway ...	E. B. ...	Tangla to Baliapara ...	Surveyed in 1905-06	3' 3 1/2"	...	...	(a)
BALUCHISTAN.							
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	2' 6"	52	64'32	Fully equipped line. (a) Projected to develop mining industry and open up Zhob Valley.
				2' 6"	47	28'95	
				2' 6"	52	49'04	Fully equipped line.
				2' 0"	47	25'94	Light line.
				2' 0"	47	25'36	Light line.
BENGAL.							
Bankura-Damoodar River railway.	B. N. ...	Bankura to Raina ...	Surveyed in 1913.	2' 6"	61	34'49	(a) Will connect with the Vishnupur-Santragachi chord. Construction has since been sanctioned.
Baraset-Basirhat Light railway extension.	B. B. L. ...	Pattipooker to Belgachia...	Surveyed in 1913.	2' 6"	1	41	New project. Construction since sanctioned.
Barisal connection railway	E. B. ...	Barisal to Nowpara via Gournadi.	Not ...	5' 6"	76	148'06	Reconnoitred in 1911.
		Alternative.	...	2' 6"	69	67'12	(a) Proposal for construction on 5' 6" gauge received and survey sanctioned on that gauge.
		Barisal to Khoolna via Gournadi with a branch from Gournadi to Madaripur.	...	...	...	...
Bhairab Bazar-Netrakona-Mymensingh railway.	A. B. & E. B. ...	(i) Bhairab Bazar to Gouripur with branches to (a) Bajitpur ...	Surveyed in 1913.	3' 3 1/2"	60	42'71	(a) Consideration of (a) and (b) deferred.
		(b) Kathiadi ...			3	2'76	
		(ii) Mymensingh to Netrakona via Gouripur and Shamganj.			7	8'48	
		(iii) Shamganj to Bagmara and extension.			27	39'74	
		(iv) From Bagmara to Sija	Not ...	3' 3 1/2"	21	20'35	(iv) Under Survey.
Birbagar-Santipur railway	E. B. ...	Birbagar to Santipur ...	Not ...	5' 6"	10	...	New project. Survey sanctioned as far as the eastern bank of the Hooghly if necessary.

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

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Burdwan-Howrah chord railway.	E. I. ...	Burdwan to Howrah ...	Surveyed in 1913.	5' 6"	55	...	It will cross the Tarakesur Branch of the East Indian Railway near Kamarkundu Station. Burdwan-Kamarkundu Section, length 85 miles, cost 65.50 lakhs, sanction for construction. See also "Calcutta chord railway".
Calcutta Chord railway ...	E. I. and E. B.	(i) Kamarkundu on Burdwan-Howrah railway to Bally (double track). (ii) Bridge over the river Hooghly at Bally and approaches (double track). (iii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).	Surveyed in 1913-14.	5' 6" 5' 6" 5' 6"	12 8 2	18.63 112.62 6.86	
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2' 6"	...	...	(a) New project.
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2' 6"	35	...	(a)
Daahghara-Jamalpuranj railway.	B. F. ...	Daahghara to Jamalpuranj	Not ...	2' 6"	6	3.00	(a) Survey sanctioned.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1898.	3' 3 1/2"	49	58.47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3' 3 1/2"	24	32.81	
Jessore-Jhenida railway extensions.	J. D. ...	(i) Jhenida to Kaligunga (ii) Jhenida to Moorsel via Magure. (iii) Jessore to Bagmara via Narail. (iv) Faridpur to Madaripur via Bhanga and Bagmara.	Not ...	...	...	...	(a) New project. Survey of (iv) on 5' 6" sanctioned.
Kalighat-Fatehpur railway	E. B. ...	Kalighat to Fatehpur with a branch to Falta ...	Not ...	2' 6"	18	...	(a) Survey up to Fatehpur sanctioned.
Katwa-Ahmadpur railway	E. I. ...	Katwa to Ahmadpur ...	Surveyed in 1901-1902.	5' 6"	32	28.23	(a) A 2' 6" gauge survey sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2' 6"	56	16.29*	
Kurigram-Ulipur-Ramna railway.	E. B. ...	Kurigram to Ulipur and Ulipur to Ramna.	Surveyed in 1912.	3' 3 1/2"	22	...	
Mymensingh-Tangail railway	E. B. ...	Mymensingh to Tangail with extension to Elashin.	Not ...	3' 3 1/2"	56 9	49.00 8.37	(a) Reconnoitred in 1912 by northern route. Question of alignment by southern route as well as of a branch to Singhjani under consideration.
Nabharan-Satkhira railway	E. B. ...	Nabharan to Satkhira ...	Surveyed in 1913.	5' 6"	26	17.67	(a)
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Mile 85.8 of the Katihar-Godagari extension, near Nachoul to Gopalpur.	Surveyed in 1913.	5' 6"	57	83.98	Alternative to Nattore-Godagari railway.
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, via Rampur Boalia.	Surveyed in 1910-1911.	5' 6"	41	53.27	Considered preferable to Nachoul-Gopalpur railway.
Nuxulbari-Mirik railway ...	...	Nuxulbari to Mirik via Balasun valley.	Not ...	2' 0"	...	...	(a) Survey sanctioned.
Patgram-Mathabhangra railway.	B. D. ...	Patgram to Mathabhangra...	Not ...	3' 3 1/2"	12 1/2	...	} New project. Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...	Not ...	3' 3 1/2"	7 1/2	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3' 3 1/2"	13	4.42	
Furnea and Dinajpur Districts railways.	...	(See under "Bihar and Orissa").	...	...	...	...
Sainthia-Khagrahat railway.	E. I. ...	Sainthia to Khagrahat ...	Not ...	2' 6"	...	...	(a) New project.
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910.	3' 3 1/2"	54	53.35	(a)

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—concl'd.							
Vishnupur-Santragachi railway.	B. N. ...	Vishnupur to Santragachi	Not ...	5' 6"	75	...	Survey sanctioned.
BIHAR AND ORISSA.							
Bansi-Baidyanath railway ...	E. I. ...	Bansi to Baidyanath ...	Surveyed in 1899.	5' 6"	44	32'85	
Beohupur-Ramgarh Bokharo Coalfield railway.	O. & R. ...	Beohupur (Moghal Sarai) to Leipo.	Surveyed in 1910.	5' 6"	209	361'64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Not ...	5' 6"	30	...	Survey sanctioned.
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5' 6"	...	...	Bhagalpur to Bansi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5' 6"	171	168'00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5' 6"	42	50'02	Mohuda-Jamooi Section (12 miles) as well as the second Section from Jamooi to a distance of further 12 miles under construction.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur-Jaintgarh via Chaibasa.	Not ...	2' 6"	...	...	(a) New project.
Futwah-Islampur railway ...	E. I. ...	Futwah to Islampur ...	Not ...	2' 6"	26	...	(a) Survey sanctioned.
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5' 6"	22	12'80	
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh or Kodarma to Hazaribagh ...	Not ...	2' 0"	41	14'00	(a) Construction of the first alternative on 2' 6" under consideration. Reconnoitred.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhubun ...	Not ...	2' 6"	12	3'77	(a) Reconnoitred.
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Under survey.	2' 6"	45	...	
Mourbhanj Light railway extension.	B. N. ...	Baripada to Talband ...	Surveyed in 1913.	2' 6"	39	15'03	(a)
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. R. ...	.....	...	...	...	...	Reconnaissance sanctioned of areas between Barsoi-Kisanganj branch and Parbatipur-Siliguri line and between Forbesganj branch and Darjeeling-Himalayan railway.
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5' 6"	100	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.
Tewaraha-Sitamarchi branch railway.	B. & N. W.	Tewaraha to Sitamarchi ...	Surveyed in 1906-1907.	3' 3½"	30	16'53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2' 6"	17	...	New project.
BOMBAY.							
Aden railway ...	...	Tawabi to Shaik Othman } with Maala to Crater branch }	Surveyed in 1910-1911.	2' 6"	10	...	
Anaval-Mahuva railway ...	...	Anaval to Mahuva ...	Surveyed in 1913-14.	2' 6"	18	...	Proposed by Baroda Durbar. Will be a branch of the Bilimora-Kalamba railway.
Andheri Tramway ...	B. E. & C. I.	Andheri to Vesava ...	Surveyed	3' 3½"	3½	1'11	(a) New project.
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3' 3½"	31	24'42	

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix I).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—contd.							
Belapur (or Lakh-Sangamner branch railway.	G. I. P.	Lakh to Sangamner ...	Surveyed in 1900.	5'	32	...	Alternative alignment, <i>via</i> Babbhwar, 4 miles shorter.
Belgaum-Hubli railway ...	M. & S. M.	Belgaum to Hubli, <i>via</i> Saundatti.	Not ...	3' 3 $\frac{1}{2}$ "	75	...	(a) Survey sanctioned.
Bodeli-Chhota Udepur railway.	G. D. ...	Bodeli to Chhota Udepur ..	Not ...	2' 6"	24	...	Survey sanctioned in 1912.
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Virangam to Badin, <i>via</i> Radhanpur, Suigam and Nagarparker.	Surveyed in 1907-1909.	5' 6"	270	318-19	The project as a whole is in abeyance but construction of Virangam-Radhanpur section length 60 miles is under consideration.
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-Bagalkot railway ...	M. & S. M.	Chinchli to Bagalkot, <i>via</i> Jamkhandi.	Surveyed in 1911-12.	3' 3 $\frac{1}{2}$ "	75	49-73*	52 miles will be in Native States.
Choranda-Koral railway ...	G. D. ...	Choranda to Koral ...	Not ...	2' 6"	12	...	
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	23-36	Proposed by Baroda Durbar. The Dabhoi-Jarod—Samlaya section is under construction.
Dabhora-Ambaji Mata railway.	B. B. & C. I.	A point on the Gadhwada thana Frontier to Ambaji Mata.	Surveyed in 1910-12.	2' 6"	33	17-80	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost 7-40 lakhs.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Radhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900	3' 3 $\frac{1}{2}$ "	85	22-72	(a) Extension of Palanpur-Deesa Deesa-Diodar Section (28 miles) cost 7-98 lakhs and Diodar-Tharad Section (33 miles) cost 8-44 lakhs.
Dholka-Ranpur railway ...	B. B. & C. I. & B. N. G.	(i) Dholka to Dhandhuka (ii) Dhandhuka to Ranpur	Surveyed in 1906-07 Not ...	3' 3 $\frac{1}{2}$ "	44	33-10	
Dhond-Baramati Extensions railway.	G. I. P. ...	(i) Baramati to Sarati, <i>via</i> Wadapuri and Baura. (ii) Baramati to Kambleshwar, <i>via</i> Malegaon Budruk	Not ...	2' 6"	37	...	(a)
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893.	5' 6"	20	20-00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Surveyed in 1905-1906.	3' 3 $\frac{1}{2}$ "	33	...	
Indore-Dohad railway ...	...	See under Central India ...	...	...	...	...
Jacobabad-Larkhana railway	N. W. ...	Jacobabad to Larkhana <i>via</i> Shahdadpur and Kambar.	Not ...	2' 6"	63	...	(a) Survey from Jacobabad to Shahdadpur, (48 miles) and resurvey of Larkana-Shahdadpur section sanctioned.
Jamda-Parola railway ...	G. I. P. ...	Jamda to Parola ...	Not ...	2' 6"	28	...	(a) New project.
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, <i>via</i> Khambhalia, with Khambhalia-Salaya branch.	Surveyed in 1911.	3' 3 $\frac{1}{2}$ "	80	...	Proposed by Navanagar State. The line lies partly in that State and partly in Baroda. Commencement of earthwork sanctioned as a measure of famine relief. The portion in Baroda has been sanctioned for construction.
Jeur (or Poplej)-Kharda railway.	G. I. P. ...	Jeur (or Poplej) to Kharda	Not ...	2' 6"	40	...	(a) New project.
Jhar-Velan railway ...	K. C. L.	Jhar to Velan <i>via</i> Khamba	Not ...	3' 3 $\frac{1}{2}$"	...	...	Commencement of earthwork on Jhar-Khamba section as a measure of famine relief sanctioned in 1912.
Junagad-Una railway ...	J. N. D. ...	Junagad to Una <i>via</i> Visavadar and Sodavdi.	Surveyed in 1912.	3' 3 $\frac{1}{2}$ "	77	33-12	Junagad-Visavadar section 23 $\frac{1}{2}$ miles constructed.

* Includes cost of Junction arrangements.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BOMBAY—contd.							
Kalyan-Belapur-Paneval-Karjat Light railway.	G. I. P. ...	Kalyan to Karjat, via Taloja and Chowk with Taloja-Sarsola branch, via Belapur. Chowk to Nagothna extension.	Surveyed in 1907-1908. Not ...	2' 0" 2' 6" 2' 0" 2' 6"	40 9 37	15'22 16'17 2'57 2'79 12'33	Reconnitred in 1907-1908.
Kapadvanj-Meghraj railway	N. K. ...	Kapadvanj to Meghraj via Band, alternative Kapadvanj to Modassa via Band	Surveyed in 1912-1913	2' 6"	49 40	18'00 14'74	(a)
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911	3' 3½"	13	4'44	(a)
Kundla-Bhavnagar railway ...	B. N. G. ...	(i) Savar Kundla to Mahuva via Khuntavada (ii) Branch from Khuntavada to Port Victor. (iii) Mahuva to Bhavnagar	Surveyed in 1912-13. Not ...	3' 3½" 3' 3½"	39 17	14'94 6'90	Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mahuva section sanctioned as a measure of famine relief in 1911.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5' 6" 2' 6"	5 32	6'07 11'68	Project deferred for the present.
Larkhana-Kambar-Shahdadpur railway.	N. W. ...	Larkhana to Shahdadpur ...	Surveyed in 1899-1900.	5' 6"	32	19'32 18'07	Fully equipped Light line. See "Jacobabad-Larkhana railway."
Lower Sind branches ...	N. W. ...	(i) Badin to Jungshahi ... (ii) Tando Muhammad Khan to Mirpur Butora.	Surveyed in 1902.	5' 6"	70 93	37'42 17'19	
Lunavada-Sunth Rampur railway.	G. I. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2' 6"	23	8'87	
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon ...	Not ...	2' 6"	23	...	(a)
Miraj-Bijapur branch railway	M. & S. M.	Miraj to Bijapur ...	Not ...	2' 6"	77	...	Construction by Barvi Light railway contemplated.
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, via Pies Vasu and Matar.	No ...	2' 6"	18	...	(a) Survey sanctioned.
Nevasa-Nasik railway ...	G. I. P. ...	Nevasa-Nasik with a branch to Sangamner.	Not ...	2' 6"	117	...	(a) New project.
Nipani branch railway ...	M. & S. M.	(i) Chinchli Route ... (ii) Raibag Route ... (iii) Shirol Road route ... (iv) Raibag (direct) route...	Surveyed in 1912-13. Not ...	3' 3½" 3' 3½"	35 32 35 30	21'96 22'09 25'70 19'52	(a)
Paohora-Jamner railway ...	G. I. P. ...	Paohora to Jamner ...	Surveyed in 1913.	2' 6"	34	16'59	(a)
Pandharpur-Baramati railway.	B. L. ...	Pandharpur to Baramati with branches to Indapur and Nira Bridge.	Not ...	2' 6"	...	...	New project.—Comprises part of Pandharpur-Lonand line.
Pandharpur-Lonand railway	B. L. ... M. & S. M.	Pandharpur to Lonand with a branch to meet Dhond-Baramati railway.	Not ...	2' 6"	95 10	...	Construction by Barvi Light railway contemplated.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj With branches to Mangalveda and Jath	Surveyed in 1908. Not ...	2' 6" 2' 6"	84	50'91	Construction by Barvi Light railway contemplated.
Petlad-Katana railway ...	A. P. ...	Petlad to Katana via Borsad Bhadai and Ras.	Not ...	2' 6"	...	...	New project proposed by Baroda Durbar.
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2' 6"	60	...	(a) New project. Alternative to Jeur (Poplaj) Kharda railway.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix I).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—contd.							
Secunderabad-Gadag railway	N. G. S...	Secunderabad to Gadag via Raichur.	Surveyed in 1913.	3' 3½"	293	217.62	Secunderabad-Gadwal section of the line, length 117 miles, cost 100.87 lakhs, sanctioned for construction.
Shivrajpur-Pani railway ...	C. S. ...	Shivrajpur to Pani ...	Surveyed in 1913.	2' 6"	14	4.64	(a) Will afford railway communication to manganese mines at Pani.
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	3' 6"	...	...	New project. Proposed by Baroda Durbar.
Talegaon-Manchar railway	G. I. P. ...	(i) Talegaon to Khed ...	Surveyed in 1910, resurveyed in 1913.	2' 6"	22	17.58	(a)
		(ii) Khed to Manchar ...	Not ...	...	8	...	
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur via Balsasinor.	Not ...	2' 6"	34	...	(a) New project. Survey sanctioned.
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Not...	2' 6"	35	...	(a) Survey sanctioned.
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana via Borsad and Vadeli or via Dabhasi, Bochasan, Golal Uneli, Shahijpur and Ras.	Not...	5' 6"	27	...	(a)
Veraval-Bherai railway ...	J. N. D. ...	Veraval to Bherai via Una	Not ...	3' 3½"	76	...	New project. Proposed by Junagad Durbar. Survey of Veraval-Una section sanctioned.
Veraval-Sasan tramway ...	J. N. D. ...	Veraval to Sasan ...	Not ...	3' 3½"	26	...	New project. 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.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin via Bndalin.	Surveyed in 1911.	3' 3½"	28	11.68	
Assam-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minhla. (Aeng Pass route.) (ii) Lunding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.) (iii) Makun to Mogaung... (Hukong valley route.) (iv) Chittagong-Taungup-Prome.	Surveyed in 1894-1895.	3' 3½"	450	700.00	
			Surveyed in 1903-1909.		365	650.00	
			Surveyed in 1905-1906.		284	383.00	
			Surveyed in 1908.		490	841.94	
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Surveyed in 1905-1906.	3' 6"	122	127.52	
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908.	2' 3½"	8	4.79	
Lower Burma railways ...	B. ...	(i) Ye to Tavoy ...			83	21.87	
		(ii) Tavoy to Anya, via Myitta.	Reconnoitred in 1912.	3' 3½"	187	112.37	
		(iii) Moulmein to Three Pagodas.			108	59.02	
					54	58.51	
		(1) Moulmein to Amherst			56	21.98	
		(2) Moulmein to Chaungwabyin.			235	93.91	
		(3) Chaungwabyin to Mergui	Reconnoitred in 1913.	2' 6"	161	64.46	
		(4) Mergui to Karathuri ...			189	111.81	
		(5) Karathuri to Victoria point.			89	47.54	
Madonk-Nyaunglebin-Pado railway.	B. ...	Madonk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908-1910.	3' 3½"	10	5.40	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein to Myawaddy.	Surveyed in 1907.	3' 3½"	78	100.19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein to Ye.	Surveyed in 1906.	3' 3½"	94	88.32	

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BURMA—contd.							
Pagu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3' 3½"	67	53.30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingon (near Magwe).	Surveyed in 1907-1908.	3' 3½"	69 51	40.74 40.95	Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 13.73 lakhs. It will open up rich forest reserves.
Shwebo-Thabeitkyin railway	B.	Shwebo to Thabeitkyin via Letkoben.	Surveyed in 1899.	3' 3½"	30	14.43	
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3' 3½"	22	...	Projected to tap Kabwa collieries and ruby mine district. Collieries served by first section to Letkoben (33 miles). Cost 9.94 lakhs.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3' 3½"	29	17.63	Projected to serve country to be irrigated by Shwebo and Yeu canals. Project abandoned at present.
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2' 6"	163	61.15	Construction of Bodeli-Chhota Udepur section (24 miles) by private promoters under consideration and its detailed survey made in 1912.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Surveyed in 1906-1907.	5' 6"	102	166.12	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage. Re-survey sanctioned. New project. Proposed by Indore Durbar.
Indore-Dohad railway ...	B. B. & C. I.	Indore to Dohad or Anas...	Not ...	5' 6"	120	...	
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2' 6" 5' 6"	32	10.27 18.60	(a) Cost of 2' 6" with 5' 6" gauge formation 13.66 lakhs.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, via Morsi.	Surveyed in 1906-1907.	5' 6"	70	65.70	The Itarsi-Nagpur railway supercedes the section from Narkher to Sonnair.
Belharshah extension railway	B. N. ...	(See under Hyderabad)	...	...	...	...
Bilaspur-Mungeli-Maudla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-1908.	2' 6"	153	101.74	Excluding interest on capital.
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-1907.	5' 6"	26	20.91	Chord between the North-East line and the Wardha coal branch.
Dhantari-Bastar-Salur railway.	B. N. ...	Dhantari to Salur, via Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug vid Bastar and Jeypur to Salur sanctioned.
		(1) Dhantari to Jagdulpur by (a) Western route ...	Not ...	2' 6"	182	51.28	
		by (b) Central route ...			152	49.04	
		by (c) Eastern route via Kondagaon.			145	45.35	
		by (d) Eastern route direct			137	43.30	
		(2) Jagdulpur to Jeypur ...			52	18.81	
		(3) Jeypur to Salur ...			117	73.41	
Khamgaon-Jalna railway ...	G. I. P. ...	Khamgaon to Jalna ...	Surveyed in 1893-1900.	2' 6"	93	32.65	(a) Fresh survey of Khamgaon-Chickli section (36 miles) made in 1912. Proposals for construction by private promoters under consideration.
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, via Akola and Basim, comprising—	Re-surveyed in 1911-12.	3' 3½"	168	146.01	Line forms part of North and South 3' 3½" gauge connection. Will be constructed by State.
		(1) British Section, Khandwa to Painganga.			17	12.29	
		(2) Hyderabad Section, Hingoli to Painganga.					

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
CENTRAL PROVINCES—concl'd.							
Lafa Coal Fields railway ...	B. N. ...	Bilaspur to Lafa Coal Fields	Not ...	5' 6"	20	...	Survey sanctioned.
Murtajapur-Yectmal railway extensions.	M. Y. ...	(1) Yectmal to Wun ... (2) Darwa to Pusad ... (3) Takli to Edlabad ...	Not ...	2' 6"	66 32 30	...	(a) New project. Survey sanctioned.
Pulgaon-Arvi railway ...	G.I.P. ...	Pulgaon to Arvi ...	Surveyed in 1911.	2' 6"	22	11' 60	(a) Concession since granted.
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct, or Via Gokavaram ... (See under Bihar and Orissa.)	Surveyed in 1909-1910.	5' 6"	209 215	367'96 367'84	
Sambalpur-Khurda railway	...	...	...	...	...	...
HYDERABAD.							
Belharshah extension railway	G. I. P. & N. G. S.	Belharshah to Kazipet, via Sirpur, Tandur and Pedapalli. Bellarpur to Sironcha ...	Re-surveyed in 1910. Surveyed in 1904-1905	5' 6" 2' 6"	149 107	151'97 ^a 42'26	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...
Secunderabad-Gadag railway	...	(See under Bombay.)	...	...	...	...
KASHMIR.							
Sarai Kala-Abbotabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...
MADRAS.							
Ammayanayakanur-Uttamapalayam railway.	S. I. ...	Ammayanayakanur to Uttamapalayam.	Surveyed in 1906.	3' 3½"	61	...	
Attur-Chinna-Selam-Tirumandora railway.	S. I. ...	Attur to Chinna Selam ... or to Tirumandora ... (See under Mysore.)	Not ...	3' 3½"	20 30	...	Survey sanctioned.
Bangalore-Hosur railway ...	...	(See under Mysore.)	...	...	...	...
Berhampur-Russelkonda railway.	...	(See "Ganjam District Light railways.")	...	...	...	...
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5' 6"	54	43'50	
Ouddalore-Vridhachalam railway.	S. I. ...	Ouddalore to Vridhachalam	Surveyed in 1905.	3' 3½"	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...
Dhanushkodi-Talimannar railway.	S. I. ...	Dhanushkodi to Talimannar	Not ...	...	...	...	Preliminary survey sanctioned will connect India with Ceylon. (a)
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, via Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3' 3½"	111	78'29	
Ganjam District Light railways.	B. N. ...	Berhampur to Russelkonda	Surveyed in 1899.	2' 6"	49	14'91	Other lines comprised in the scheme are superseded or abandoned.
Godavari District Light railway.	M. & S. M.	Cocanada town to Kotipalle with a branch from Jagannathagiri to Yedide.	Not ...	2' 6"	25 17	10'97	(a) New project.
Gudivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram. (ii) Nidadavolu to Nansapur via Bhimavaram. (See under Mysore)	Surveyed in 1913.	5' 6" 3' 3½" 5' 6"	41 47	35'30 25'14 45'84	New project proposed by District Board of Kistna.
Hassan-Mangalore railway... Kalikiri-Bayachoti branch railway.	M. & S. M.	Kalikiri (or Piler) to Bayachoti.	Surveyed in 1899-1900.	3' 3½"	34	10'76	
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3' 3½"	18	8'79	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	
Kodaikanal Road-Uttamapalayam railway.	S. I. ...	Kodaikanal Road to Uttamapalayam.	Surveyed in 1906-1907.	3' 3½"	61	...	(a)

* Excluding rolling-stock.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix I).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
MADRAS—contd.							
Kumbakonam-Mannargudi railway.	S. I. ...	Kumbakonam to Mannargudi.	Surveyed in 1905.	3' 3½"	29	18'61	See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway.
Madura-Bodinayakkanur railway.	S. I.	Madura to Bodinayakkanur.	Not ...	...	54	...	
Mayavaram-Tranquebar railway.	S. I. ...	Mayavaram to Tranquebar	Not ...	3' 3½"	16	...	Proposed by District Board of Madura. Traffic survey sanctioned.
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2' 6"	145	81'00	
Nandyal-Katamar railway...	M. & S. M.	Nandyal to Katamar, via Velgode.	Surveyed in 1909.	3' 3½"	30	14'87	Proposed by Tanjore District Board. Survey sanctioned.
Nanjangud-Erode railway ...	S. I. ...	(See under Mysore).	...	...	...	...	Surveyed on behalf of the District Board of Kurnool.
Nidamangalam-Vedaraniem railway.	S. I. ...	(i) Nidamangalam to Mannargudi.	Surveyed in 1905.	3' 3½"	8	5'28	
		(ii) Mannargudi to Tiruturai-pundi.	Not ...	...	...	...
		(iii) Tiruturai-pundi to Vedaraniem.	Surveyed in 1905-1906.	3' 3½"	20	10'68	Construction of (i) and (iii) on behalf of the District Board of Tanjore sanctioned. Survey of (ii) sanctioned.
Palakod-Karur railway ...	S. I. ...	Palakod to Karur, via Salem	Not ...	3' 3½"	...	...	Reconnaissance survey sanctioned including a survey for an alternative line from Namakkal to Samayapuram in connection with the section from Salem to Karur.
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3' 3½"	84	84'33	Surveyed at the instance of the Parlakimedi estate.
Parlakimedi-Gunpur railway.	B. N. ...	Parlakimedi to Gunpur .	Surveyed in 1910-1911.	2' 6"	32	8'29	
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed in 1901.	3' 3½"	50	13'60	Surveyed on behalf of the District Board of Madura.
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-1910.	3' 3½"	11	3'35	
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3' 3½"	66	27'89	(a)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...	Survey sanctioned.
Renigunta-Madras railway	M. & S. M.	Renigunta to Madras ...	Not ...	3' 3½"	100	...	
Singarayakonda-Kanigiri railway.	M. & S. M.	Singarayakonda to Kanigiri	Surveyed in 1908.	2' 6"	41	13'23	(i) Suramangalam to Salam Town.
Suramangalam (Salam)-Attur railway.	S. I. ...	(i) Suramangalam to Salam Town.	Surveyed in 1913.	5' 6"	4	4'66	
		(ii) Sevrapattai on (i) to Attur.	...	3' 3½"	38	15'87	Proposed by Tanjore District Board. Survey sanctioned.
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Not ...	3' 3½"	7	...	
Tinnevely-Tiruchendur railway.	S. I. ...	Tinnevely to Tiruchendur	Surveyed in 1903-1904.	3' 3½"	38	20'52	Proposed by the District Board of Tinnevely. Estimates under revision.
Trichinopoly-Pamruti railway	S. I. ...	Trichinopoly to Pamruti via Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed in 1907.	3' 3½"	95	107'20	Cost of a low grade line 124'60 lakhs.
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3' 3½"	108	54'23	Alternative to Trichinopoly-Thondi railway.
Trichinopoly-Thondi railway	S. I. ...	Trichinopoly to Thondi ...	Not ...	3' 3½"	26	17'34	
Ulundurpettai-Chinna Selam railway.	S. I. ...	Ulundurpettai to Chinna Selam.	Surveyed in 1909.	3' 3½"	32	13'52	Ammayanayakkannur-Uttamapalayam line proposed by District Board of Madura covers a large portion of this project.
Vaigai Valley railway	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.—	...	...	55	...	
		(i) Periyakulam to Krishnama Naik's topo.	Not ...	2' 6"	5	22'88	
		(ii) Near Theni (mile 89) to Uttamapalayam.	...	...	18	...	

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	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.							
Virudupati-Tenkasi railway	S. L. ...	Virudupati to Tenkasi, <i>vid</i> Sivakasi.	Surveyed in 1912.	3' 3½"	76	30.89	
Vizianagram-Bimlipatam railway.	B. N. ...	Vizianagram to Bimlipatam	Not ...	5' 6"	15		
Yerragudipad-Jammalamadugu railway.	M. & S. M.	Yerragudipad to Jammalamadugu.	Surveyed in 1900.	2' 6"	24	10.45	Will be merged in the Yerragudipad-Nandyal project.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3' 3½"		71		12.47 40.85
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur ...	Surveyed in 1906.	2' 6"	25	...	Proposed by Mysore Darbar. Being resurveyed. Will connect with Hosur-Dharmapur railway under construction.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3' 3½"	72	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1913.	2' 6"	107	82.96	New project. Proposed by Mysore Darbar.
Kolar-Chickballapur railway	B. P. K. & B. C.	Kolar to Chickballapur ...	Surveyed	3' 3½"	...	177.80	
Mysore-Tellicherry railway	...	(See under Madras)	...	...	...	...
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3' 3½"	119	109.67	83.7 miles in Mysore. The Darbar do not propose to construct this section till the British section is put in hand.
						23		13.59
NORTH-WEST FRONTIER PROVINCE.							
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1910.	2' 6"	17	9.06	(a)
Mardan-Swabi railway ...	N. W. ...	Mardan to Swabi ...	Surveyed in 1910.	2' 6"	31	21.52	(a)
Sarai Kalu-Abbottabad-Srinagar railway.	...	(See under Punjab)	...	...	...	...
Trans-Indus railway ...	N. W. ...	Kohat to Eannu ...	Surveyed in 1909.	2' 6"	...	...
PUNJAB.							
Bajjnath-Nurpur railway ...	...	Bajjnath to Nurpur ...	Not ...	2' 6"	70	...	(a) New project. Reconnaissance sanctioned. This will be an extension of Panthakot-Nurpur railway. To connect with the proposed Sangla-Chiniot-Khushab railway.
Bhagtanwali-Sargodha railway.	N. W. ...	Bhagtanwali to Sargodha	Not ...	5' 6"	16	...	
Dhak branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct	Surveyed in 1906-07.	5' 6"	11	4.97*	To serve coal mines.
		(ii) Dhak to Tajuwala <i>vid</i> Katha.	Surveyed in 1909.			15		7.88*
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura <i>vid</i> Chachrauli and Bilaspur.	Not ...	2' 0"	...	...	Proposed by Jagadhri Light Railway Company.
Jhang-Sangla railway ...	N. W. ...	Jhang to Chiniot and Chiniot to Sangla ...	Surveyed in 1906.	5' 6"	50.63	32.94*	Estimates revised in 1911.
					23.78	18.39*	
Kalka-Bajjnath railway ...	E. I. ...	Kalka to Bajjnath with branches. (1) Mandi to Kulu ...	Not ...	2' 6"	170	158.45	Reconnoitred in 1912.
		(2) Nalagarh to Rupar			42	49.15	
Karnal-Kaithal-Nabha branch railway.	E. I. ...	Karnal to Nabha, <i>vid</i> Kaithal	Not ...	5' 6"	16	11.90	
Lahore-Patti railway ...	N. W. ...	(i) Lahore to Gurdaspur <i>vid</i> Ajnala. (ii) Gurdaspur to Patti <i>vid</i> Butari and Hariko with a branch of (1) from Ajnala to Amritsar.	Not ...	2' 6"	...	...	(a) New project.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.		
1	2	3	4	5	6	7	8		
PUNJAB—contd.									
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana <i>via</i> Bulloke to Changa Manga.	} Not ...	2' 6"	35	...	(a) Survey sanctioned.		
		Changa Manga <i>via</i> Chunnian Hujra and Dipalpur to Pak Patan.				60		...	
Pathankot-Bakloh railway...	N. W. ...	Pathankot to Bakloh <i>via</i> Nurpur.	Not ...	2' 6"	35	...	Survey sanctioned. Alternative to Pathankot-Nurpur. (a)		
Pathankot-Nurpur railway...	N. W. ...	Pathankot to Nurpur ...	Surveyed in 1912.	3' 6"	14	12'58			
Patiala feeder railways ...	...	(i) Patiala to Dhand <i>via</i> Fibewa.	} Not ...	2' 6"	36	...	New project. Proposed by Patiala Durbar. Survey sanctioned.	
		(ii) Sirhind to Ropar <i>via</i> Sanghol.				26		...	
		(iii) Patiala to Sirhind ...				20		...	
		(iv) Samana to Mansa <i>via</i> Sonam.				...		...
		(v) Samana to Ghuram ...				20		...	
		(vi) Mansa to Tapa ...				21		...	
		(vii) Tapa to Badhaur ...				14		...	
		(viii) Sonam to Barnala ...				...		...
		(ix) Samana to Chhintanwala.				18		...	
		(x) Chhintanwala to Amargarh.				...		...
		(xi) Doraha to Pael Narnaul-Dadri ...			Not ...	3' 3½"		39	...	New project. Proposed by Patiala Durbar. Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5' 6"	} 54	34'00	Proposed by Patiala Durbar.		
		Bulloke weir on the Ravi river to Chiniot <i>via</i> Lyallpur.	Not ...	3' 3½" 2' 6"		69		24'83	
		Chiniot to Shahpur <i>via</i> Sargodha.	Not ...	2' 6"	50	...	(a) New project. Survey sanctioned. The whole of this project including the question of gauge is being reconsidered.		
		Lyallpur to Gujranwala <i>via</i> Chuharkana.	Not ...	2' 6"	85	...			
		Sargodha to Gujrat ...	Not ...	2' 6"	85	...			
Punjab Canal Colony railways.	N. W. ...	Shahpur to Bera ...	} Not ...	2' 6"	...	...	
		Lyallpur to Tandlianwala							
		Sangla Hill to Bulloke weir <i>via</i> Nankhana Sahab.							
		Montgomery to Pak Pattan							
		Montgomery to Johania ...							
Rohtak-Gohana railway ...	S. P. ...	Gujrat to Lukanwal ... Rohtak to Gohana ...	Not ...	...	23'20	...	New project. Reconnaissance sanctioned.	
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Sarai Kala to Srinagar, <i>via</i> Abbottabad. (Comprises the following sections).	...	...	...	...	Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively. Sarai Kala-Havelian portion of the line constructed on the 5' 6" gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.	
		(i) Sarai Kala to Abbottabad.	} Re-surveyed in 1907-1909.	5' 6"	51	67'76			
		(ii) Abbottabad to Garhi Habibulla.				28		77'39	
		(iii) Garhi Habibulla to Kashmir frontier.	} Surveyed in 1892-1893.	5' 6"	4	10'41			
		(iv) Kashmir frontier to Domel.				5		27'24	
		(v) Kashmir frontier to Srinagar.				109		157'80	

* Excluding rolling-stock.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—contd.						Miles.	Lakhs of rupees.
Sialkot-Shabdara railway ...	N. W. ...	(1) Sialkot to Narowal via Pasrar.	Surveyed in 1918.	5' 6"	38	27.50	(a) Construction of Sialkot-Narowal section under consideration.
		(2) Narowal to Shabdara...	Not	5' 6"	...	...
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Not ...	...	15	...	(a) New Project. Survey sanctioned.
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar or Baran to Nasirabad with Paondero Branch.	Surveyed in 1898-1899.	3' 3½"	213 153 71	196.67 98.12 31.63	Baran-Kotah section (41 miles) has been constructed on 5' 6" gauge, and construction of Kotah-Marwar section on same gauge under consideration.
Dholpur-Bajakhara Extension railway.	B. B. & C. I.	Dholpur to Bajakhara ...	Surveyed in 1910-1911.	2' 6"	23	...		Proposed by Dholpur Durbar.
Jaipur-Loharu railway ...	J. S. M. ...	Jaipur to Surajgarh via Beengus Sikar, Jhunjhun and Chirawa.	Not ...	3' 3½"	135	...	New project proposed by Jaipur Durbar. Survey sanctioned. Jaipur-Beengus section 36 miles under construction.
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Marwar-Sanderao railway...	J. B. ...	Marwar to Sanderao ...	Not ...	3' 3½"	71	17.00	New project. Proposed by Marwar Durbar.
Kotah Fesler railway ...	G. I. P. & B. B. & C. I.	(i) Baran to Durra Sargod (ii) Baran to Etawa (iii) Sargod to Arnia (iv) Arnia to Mansher Thana (v) Arnia to Shri Chatterpura.	Not	2' 6"	170	...	New project. Survey sanctioned.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3½"	15	4.78	
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	
UNITED PROVINCES.							
Auriya-Pokhrayan Junction	G. I. P. ...	Auriya-Pokhrayan ...	Not ...	2' 6"	30	...	(a)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	13	8.88	
Dehra-Bajpur railway ...	O. & B. ...	Dehra to Bajpur ...	Surveyed in 1912.	5' 6"	8	11.19	(a)
Dibai-Kasganj railway ...	O. & B. ...	Dibai to Kasganj ...	Surveyed in 1912.	5' 6"	37	32.79	
Etawah-Farakhabad railway	E. I. & B. B. & C. I.	Etawah to Farakhabad ...	Not ...	2' 6"	50	...	(a) New project.
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.	5' 6"	72 52 57	98.46 72.59 85.98	
Garhmuktesar-Tundla railway.	O. & B. ...	Garhmuktesar to Tundla via Dibai, Kasganj and Etah.	Not ...	2' 6"	125	...	(a) New project.
Hardoi-Sandi branch railway	O. & B. ...	Hardoi to Sandi ...	Surveyed in 1902	5' 6"	14	3.62	
Harpalpur-Nowgong ...	G. I. P. ...	Harpalpur-Nowgong ...	...	2' 6"	82	...	(a)
Harpalpur-Sumerpur ...	G. I. P. ...	Harpalpur-Sumerpur via Bath	...	2' 6"			
Jaunpur-Sultanpur railway	O. & B. ...	Jaunpur to Sultanpur ...	Not ...	3' 6"	55	...	(a) New project.
Jharkapur-Kaurialaghat railway.	R. & K. ...	Jharkapur to Kaurialaghat with branch from Dhaurahra to Sarsian.	Not ...	3' 3½"	65	...	Survey sanctioned.
				3' 3½"	50	...	
Kasganj-Delhi railway ...	B. & K. & E. I. R.	Kasganj to Delhi via Atranli, Bulandshahr and Okhla.	Not ...	3' 3½"	125	...	New project.

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

APPENDIX 10—concl'd.

Railways and tramways projected up to the 31st March 1914.

NAME OF PROJECT.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 1).	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— <i>concl'd.</i>							
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or via Pahari ...	Surveyed in 1906-1907.	5' 6" }	19 21	7.76 8.49	(a) Government of United Provinces favour the route, via Pahari.
Kasganj-Agra railway ...	O. & R. ...	Kasganj (or Soron) to Agra via Etah.	Not ...	3' 3½"	60	...	New project. Alternative to Kasganj-Delhi railway. Survey sanctioned.
Kasganj-Rewari railway ...	E. & K. & B. B. & C. I.	Kasganj to Rewari via Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3' 3½"	...	...	New project. Reconnaissance survey sanctioned.
Kasipur-Kalagarh railway...	E. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3' 3½"	27	...	First 12 miles will cost 5.19 lakhs.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur via Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5' 6" }	36 16	13.44 5.92	(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 ...	Not ...	2' 6"	80	...	(a) Survey sanctioned.
Meerut-Garhmukhtesar railway.	O. & R. ...	Meerut to Garhmukhtesar	Not ...	2' 6"	28	...	(a) New project.
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee ...	Not ...	2' 6"	78	...	(a) New project.
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5' 6"	140	155.00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road via Chakia.	Not ...	2' 6"	40	...	New project. Proposed by the Benares State. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ... (ii) Budaon to Babrala ... (iii) Rajghat to Hapur with a branch to Bulandshahr.	Surveyed in 1910-1911.	5' 6" }	73 54 69	98.09 60.27 60.24	(a)
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur via Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5' 6"	147 16	180.21	
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarman via Saipar. (ii) Unao-Bangarman via Hyderabad. (iii) Bangarman to Madhoganj.	Surveyed in 1910-1911.	5' 6" }	30 38 18	24.73 29.24 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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	I.		II.		I. R.A.W.	
Main head.	Sub- head.		Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.		Quantity.	Earnings.
			Quantity.	Earnings.	Quantity.	Earnings.		
1	2	3	4	5	6	7	8	9
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur ...	420	9,330	3,048,622	88,21,681	81,438	4,53,971
2	(a) to (e) & (m) to (o).	Bombay, Baroda and Central India.	1,293	42,224	243,714	7,40,435	256,375	89,97,167
3	(a) to (d)	Eastern Bengal ...	2,625	38,975	1,229,135	12,73,530	3,352	16,479
4	...	East Indian ...	3,953	87,277	9,379,529	3,03,43,551	66,258	4,63,332
5	(a) to (h)	Great Indian Peninsula ...	2,870	84,183	834,680	28,53,255	451,576	98,55,830
6	(a) to (l)	Madras and Southern Mahratta	1,392	21,825	229,717	12,96,578	126,740	15,33,341
7	(a) & (b)	Nizam's Guaranteed State ...	341	4,665	416,935	13,64,749	14,838	97,656
8	(a) to (o)	North Western ...	5,612	1,54,068	483,099	9,85,383	170,220	24,58,459
9	(a) to (c)	Oudh and Rohilkhand ...	1,813	22,305	198,637	4,84,638	14,296	32,413
10	(a) to (k)	South Indian ...	373	8,402	47,104	1,18,196	58,230	4,09,623
		3' 3½" gauge.						
11	...	Assam-Bengal ...	302	3,311	74,961	1,42,072	2,397	17,800
12	...	Bengal and North-Western ...	1,106	16,435	150,389	3,48,113	3,026	26,418
13	...	Bengal Doon ...	195	1,443	40,520	1,78,092	4	46
14	...	Bhavnagar ...	220	1,335	28,170	27,958	29,036	1,36,815
2	(f) to (i)	Bombay, Baroda and Central India.	699	11,429	158,741	2,56,760	140,222	10,27,501
15	...	Burma ...	2,732	28,771	18,473	1,23,331	11,978	69,222
16	...	Dibru-Sadiya ...	...	...	428,463	5,81,681	...	...
17	...	Gondal-Porbandar ...	126	568	8,686	9,950	14,374	66,655
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	223	4,447	26,059	95,553	49,336	5,76,134
18	...	Jamnagar ...	17	44	675	1,784	209	468
19	...	Jodhpur-Bikaner ...	540	5,222	23,971	27,531	42,349	1,36,888
20	...	Junagad ...	167	859	5,165	1,908	12,501	42,703
21	...	Marvi ...	8	52	7,832	12,106	7,350	41,724
24	(a) & (b)	Rohilkund and Kumaon ...	377	2,811	6,581	7,384	744	3,501
25	...	Udaipur-Chitorgarh ...	7	87	944	830	4,728	20,883
		Carried over ...	27,411	5,45,108	17,138,790	4,96,47,049	1,511,637	2,15,39,859

DIX 11.

earnings therefrom during the financial year 1913-14.

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

III.								
COTTON—continued on following page.								NUMBER.
2. MANUFACTURED.								
(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17		18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,796	47,597	18,769	2,32,092	11,957	1,48,757	10,563	1,69,082	1
2,177	60,195	14,514	2,47,682	34,698	11,79,398	19,071	2,90,705	2
1,110	10,581	5,515	47,644	31,655	3,62,300	4,623	39,828	3
1,293	31,135	17,461	1,74,722	60,120	14,82,770	10,516	1,53,827	4
14,344	2,56,854	23,788	3,22,037	61,781	14,50,083	25,463	4,40,009	5
...
11,445	1,17,606	18,702	2,01,850	21,508	2,94,239	13,927	2,03,851	6
4,729	49,118	3,622	45,201	3,525	49,526	1,531	18,091	7
605	10,918	0,328	1,76,111	31,413	8,01,150	40,512	8,06,789	8
1,216	10,763	9,358	77,028	12,217	90,151	7,363	63,749	9
4,418	43,744	14,898	1,38,308	12,373	1,85,011	7,280	89,035	10
...
577	3,949	924	6,459	3,652	34,623	1,154	8,007	11
171	3,000	6,051	84,324	22,720	2,35,526	0,221	64,919	12
11	79	76	723	590	5,424	151	1,411	13
...	2	1,555	5,533	184	618	1,838	9,135	14
1,028	17,643	14,310	2,68,128	16,764	2,42,154	24,220	5,33,331	2
2,259	45,026	2,751	55,553	11,204	1,94,375	828	14,812	15
...
203	693	612	2,122	199	953	1,535	4,788	17
594	10,005	1,224	22,802	1,392	20,925	1,333	19,285	7
87	184	48	118	87	391	43	210	16
1	13	1,655	11,357	2,643	25,120	4,467	29,718	19
...
...	...	236	685	151	522	581	2,843	20
...	...	75	346	179	983	262	1,288	21
23	121	2,254	10,245	2,951	21,333	1,282	9,254	24
...	4	38	311	401	4,226	351	3,692	25
52,082	7,19,233	167,794	21,37,281	344,314	69,20,593	185,239	29,78,054	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	I.		II.		I. R.A.W.	
Main head.	Sub- head.		Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the Public and foreign railways.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	27,411	5,45,108	17,133,790	4,96,47,049	1,511,637	2,15,39,859
		2' 6" gauge.						
27	...	Azrah-Sasaram Light ...	...	...	..	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	37	307	7,438	24,177	13,896	1,00,724
31	...	Bowringpet-Kolar ...	1	1	1	1	...	...
32	...	Bakhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light,...	...	...	454	940	29	102
36	...	Cutch ...	...	...	909	2,356	3,594	6,946
37	...	Dehri-Robtas Light ...	...	...	9,901	15,126	...	...
38	...	Dholpur-Bari ...	3	12	126	85	432	1,407
40	...	Godhra-Lunavada ...	...	...	...	...	...	1
41	...	Jessore-Jhenidah Light ...	...	...	754	1,519	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	1	3	241	390	8	13
43	...	Nadiad-Kapadvanj ...	2	10	104	78	368	1,844
1	(f)	Parlakmedi Light ...	...	...	223	70	...	1
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	26	110	1,115	1,817	78	437
45	...	Tarkesur-Magra Light ...	1	5	334	362	...	...
46	...	Tespore-Balipara Light ...	...	...	9,401	24,770	30	111
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	189	5,653	3,620	29,434	5	133
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	27,671	5,51,208	17,168,409	4,97,47,615	1,535,077	2,16,51,378

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

III.								NUMBER.
COTTON—continued on following page.								
2. MANUFACTURED.								Main head.
(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.	18
10	11	12	13	14	15	16	17	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
52,082	7,19,253	167,704	21,87,281	3,41,314	69,20,593	185,209	29,78,054	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
81	380	805	1,551	410	2,749	441	2,425	30
...	...	7	10	7	10	4	9	31
...	...	...	...	...	...	...	...	32
...	...	1	2	17	51	49	101	35
78	254	...	...	206	694	...	...	36
...	...	...	...	...	...	...	...	37
...	...	30	93	25	86	17	60	38
...	...	5	18	11	40	20	99	40
...	...	...	...	69	221	...	...	41
not furnished.	...	...	...	...	...	...	...	42
1	2	52	130	88	251	...	...	1
...	...	66	221	33	123	104	410	43
2	3	221	230	34	39	33	47	1
...	...	...	...	...	...	...	...	24*
1	4	20	81	253	4,790	113	497	44
4	7	...	...	21	40	...	...	45
...	...	...	...	...	...	...	...	46
1	32	112	3,327	443	12,507	128	4,155	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
52,250	7,20,147	168,613	21,93,007	346,633	69,42,197	186,163	29,85,956	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1)		Railway system.	III—concl'd.				IV.	
Main head.	Sub-head.		COTTON—concl'd.		TOTAL.		Chemicals, excepting saltpetre.	
			2. MANUFACTURED—concl'd.					
			(e) Others.		Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	526	9,832	79,049	10,67,281	3,585	43,959
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	1,409	33,297	323,244	58,18,639	3,107	54,517
3	(a) to (d)	Eastern Bengal ... ..	...	...	46,254	4,76,827	5,471	49,777
4	...	East Indian	2,960	91,152	158,608	23,88,498	12,130	1,54,054
5	(a) to (h)	Great Indian Peninsula ...	2,107	59,171	579,009	1,23,74,984	3,097	62,750
6	(a) to (c)	Madras and Southern Mahratta	1,946	24,738	194,268	23,78,175	3,676	39,966
7	(a) & (b)	Nizam's Guaranteed State ...	123	1,538	28,368	2,61,160	416	4,461
8	(a) to (o)	North Western	2,496	52,067	254,574	43,95,494	7,736	1,19,085
9	(a) to (o)	Oudh and Rohilkhand	1,012	12,466	45,462	3,36,573	2,377	17,447
10	(a) to (k)	South Indian	1,178	13,684	98,432	8,79,605	2,914	37,151
		3' 3½" gauge.						
11	...	Assam-Bengal	664	4,228	9,368	75,071	892	8,114
12	...	Bengal and North-Western ...	1,045	13,293	39,264	4,27,360	24,142	1,14,450
13	...	Bengal Dooars ... ..	...	...	832	7,683	1,000	14,366
14	...	Bhavnagar ... ..	...	1	32,638	1,54,099	54	358
2	(f) to (l)	Bombay, Baroda and Central India.	754	10,133	197,268	20,99,190	507	5,593
15	...	Burma	131	2,905	29,251	3,81,893	104	2,812
16	...	Dibru-Sadiya	217	1,896	217	1,806	...	...
17	...	Gondal-Forbandar	916	3,827	17,839	73,988	30	157
7	(c) & (d)	Hiagoli Branch and Hyderabad- Godavari Valley.	54	784	53,933	6,49,665	67	648
18	...	Jamnagar	16	35	490	1,396	4	21
19	...	Jodhpur-Bikaner	166	1,607	51,281	2,04,703	724	5,490
20	...	Junagad ... ..	...	...	13,469	46,253	2	15
21	...	Morvi	15	91	7,881	44,432	29	213
24	(a) & (b)	Rohilkund and Kumaon	102	642	7,356	45,096	1,010	7,427
25	...	Udaipur-Chitorgarh	6	54	5,524	23,670	4	38
		Carried over	17,843	3,23,501	2,278,909	3,46,18,521	73,078	7,42,869

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

V.								
DRUGS.								NUMBER.
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING.				TOTAL.		
		(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
46	1,611	...	...	1,033	16,968	1,079	18,579	1
8	267	401	12,770	1,433	31,716	1,842	44,753	2
...	2	647	11,450	497	8,459	1,144	19,911	3
73	1,463	1,058	38,043	2,734	55,177	3,865	94,683	4
110	3,780	596	18,121	3,438	60,468	4,144	82,809	5
60	673	870	19,733	5,271	60,376	6,201	81,392	6
16	121	104	1,643	923	6,005	1,043	8,432	7
328	5,775	1,436	43,573	6,719	1,07,558	8,478	1,50,900	8
55	1,565	294	4,897	522	5,264	871	11,726	9
68	301	500	14,994	4,562	42,409	5,130	57,764	10
...	...	166	2,662	5	66	171	2,948	11
87	1,237	149	2,360	2,028	21,777	2,264	25,264	12
...	...	41	601	...	...	41	601	13
...	...	31	221	53	290	84	511	14
23	283	157	2,034	1,521	21,340	1,400	23,057	15
8	170	454	10,230	474	6,287	936	16,687	16
...	...	...	...	150	1,552	150	1,552	+16
21	98	36	205	62	89	119	392	17
...	1	18	208	40	576	58	783	7
...	...	22	188	35	83	57	221	18
17	327	42	550	854	7,077	913	7,990	19
...	...	33	193	84	366	117	550	20
...	...	44	272	...	...	44	272	21
20	292	89	350	797	6,451	856	7,093	24
...	...	3	27	13	133	16	160	25
934	17,956	7,141	185,504	32,918	4,61,707	41,023	6,65,167	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	III—concl'd.				IV.	
Main head.	Sub- head.		COTTON—concl'd.		TOTAL.		Chemicals, excepting saltpetre.	
			2. MANUFACTURED—concl'd.					
			(c) Others.					
19	20	21	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	17,843	8,43,501	22,78,909	8,46,18,521	73,078	7,42,869
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	199	1,694	20,332	1,09,523	68	319
31	...	Bowringpet-Kolar ...	...	...	18	29	...	...
32	...	Bokhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Slivrajpur Light ...	...	...	96	848	2	11
36	...	Cuteh ...	...	...	3,878	7,804	...	...
37	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	...	...	504	1,655	...	...
40	...	Godhra-Lunavada ...	1	4	37	162	...	2
41	...	Jessore-Jhenidah Light ...	...	...	69	221	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	8	9	152	408	10	30
43	...	Nadiad-Kapadvanj ...	4	23	575	2,421	9	24
1	(f)	Parlakimedi Light ...	...	...	293	380	8	23
24	(c)	Powayan Light... ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	8	23	1,175	5,835	21	76
45	...	Tarkasur-Magra Light ...	...	...	28	47	3	4
46	...	Tezapore-Balipara Light ...	...	...	30	111	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	31	804	729	20,958	23	614
48	...	Gwallor Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	18,089	3,26,058	2,306,825	7,68,571	73,225	7,43,972

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

V.								NUMBER.
DRUGS.						TOTAL.			Main head.
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING.						
		(a) Medicinal preparations.		(b) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
994	17,956	7,141	1,85,504	32,948	4,61,707	41,023	6,65,167	
...	27
...	29
...	1	14	78	50	247	64	326	30
...	31
...	32
...	...	1	6	...	...	1	6	35
...	1	...	...	3	10	3	11	36
...	37
...	1	3	7	3	8	38
...	...	1	4	3	7	4	11	40
...	41
not furnished.	42
...	18	54	18	54	1
...	1	4	23	4	23	43
...	11	17	11	17	1
...	24
...	...	2	15	8	26	10	41	44
...	...	1	5	...	...	1	5	45
...	21	86	21	86	46
...	...	100	1,842	27	821	127	2,663	47
...	48
...	49
...	50
...	51
...	52
934	17,953	7,260	1,87,456	33,096	4,63,004	41,200	6,68,418	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	VI—					
Main head.	Sub- head.		DYES					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e),(g)&(h).	Bengal-Nagpur ...	77	1,023	985	10,980	28	708
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	2,637	65,982	364	5,041	80	600
3	(a) to (d)	Eastern Bengal ...	...	...	717	6,978	18	160
4	...	East Indian ...	767	13,818	1,985	26,104	409	11,582
5	(a) to (h)	Great Indian Peninsula ...	3,768	77,845	1,541	33,779	137	2,365
6	(a) to (l)	Madras and Southern Mahratta	1,093	14,830	258	2,493	674	9,132
7	(a) & (b)	Nizam's Guaranteed State ...	522	5,874	89	646	22	279
8	(a) to (o)	North Western ...	1,110	24,519	118	1,188	599	10,680
9	(a) to (e)	Oudh and Rohilkhand ...	838	2,767	441	3,147	62	708
10	(a) to (h)	South Indian ...	647	6,422	151	1,286	196	1,124
		3' 3½" gauge.						
11	...	Assam-Bengal ...	...	...	25	104	...	...
12	...	Bengal and North-Western ...	881	3,085	2,483	26,211	372	3,192
13	...	Bengal Doonars ...	...	...	...	4	...	...
14	...	Bhavnagar ...	98	453	3	11	...	5
2	(f) to (l)	Bombay, Baroda and Central India.	1,170	21,730	361	4,378	62	1,063
15	...	Burma ...	...	2	1,904	24,843	...	3
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	34	112	2	4	...	1
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	61	837	113	1,455	11	141
18	...	Jamnagar ...	11	41	...	...	...	...
19	...	Jodhpur-Bikaner ...	111	841	22	179	42	399
20	...	Junagad ...	17	82	10	38	...	1
21	...	Morvi ...	6	24	3	10	...	...
24	(a) & (b)	Rohilkund and Kumaon ...	59	337	711	4,333	13	50
25	...	Udaipur-Chitorgarh ...	17	131	...	1	...	4
		Carried over ...	12,924	2,40,655	12,301	153,293	2,693	42,027

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

continued on following page.

AND TANS.								NUMBR.
(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
40,601	3,78,833	1,453	4,947	9,050	74,579	1,528	17,302	1
247	1,771	1,483	11,480	3,202	63,066	1,690	39,520	2
...	...	...	...	4,715	31,696	896	4,692	3
7,179	42,422	3,219	6,710	6,031	87,276	4,651	41,828	4
25,523	1,96,508	11,922	51,811	18,324	3,19,415	2,864	32,603	5
8,862	44,052	35,392	2,10,273	29,600	1,99,627	1,308	15,088	6
320	2,513	8,102	34,297	2,915	27,092	574	3,763	7
466	4,468	4,500	17,495	7,838	1,14,373	8,578	76,923	8
93	531	1,302	6,040	3,869	37,061	760	7,991	9
1,776	8,804	8,447	37,865	7,111	51,137	1,408	17,223	10
...	1	78	358	197	2,177	15	161	11
253	2,084	78	189	7,394	69,190	794	5,795	12
...	...	...	...	40	247	46	463	13
73	246	88	395	148	655	257	1,088	14
401	4,031	2,239	11,743	3,297	33,360	1,766	16,171	15
302	1,387	787	8,403	2,162	17,201	899	4,527	16
...	...	...	...	...	...	...	...	16
100	291	4	10	135	466	85	293	17
74	500	1,185	2,538	435	5,878	65	1,421	7
5	9	...	...	31	40	96	200	18
49	244	1,842	10,195	492	3,422	4,005	14,304	19
7	22	...	...	93	337	103	434	20
13	45	20	60	16	62	...	1	21
30	131	16	40	1,088	7,025	143	697	24
2	11	2	15	63	342	36	245	25
86,376	6,88,104	82,819	4,14,855	108,271	11,45,848	31,594	2,91,315	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	VI— DYES					
Main head.	Sub- head.		(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward' ...	12,924	2,40,655	19,801	1,53,298	2,693	42,027
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	20	104	74	258	1	4
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light...	...	...	...	...	...	...
36	...	Cutch ...	...	...	...	...	...	...
37	...	Dehri-Bchtas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	2	7	...	...	...	...
40	...	Godhra-Lunavada ...	...	1	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	...
1	(d)	Mourbhanj ...	...	...	1	4	...	Information
43	...	Nadiad-Kapadvanj ...	2	7	...	1	...	...
1	(f)	Parlakimedi Light ...	...	1	...	...	...	...
24	(c)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	1	4	2	8	...	...
45	...	Tarkessur-Magra Light ...	...	...	1	2	...	...
46	...	Tespore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	...	...	4	100	...	...
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	12,949	2,40,779	12,383	1,53,671	2,694	42,031

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

continued on following page.

AND TONS.								NUMBER.
(4) Myabolama.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Rs.	Rs.	
86,976	6,88,104	82,819	4,14,855	108,271	11,45,848	31,594	2,08,815	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
48	191	303	912	222	712	161	701	30
4	5	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	32
...	...	...	1	3	17	...	1	35
8	21	...	...	1	4	21	54	36
...	...	...	...	...	...	...	...	37
1	5	1	1	6	20	1	8	38
...	...	...	...	3	14	1	2	40
...	...	...	...	...	...	...	...	41
not furnished	...	...	...	...	...	...	...	42
485	905	4	13	7	18	4	14	1
1	2	10	35	15	60	19	74	43
58	56	31	27	59	60	4	5	1
...	...	...	...	...	...	...	...	24
1	2	40	114	157	678	3	10	44
...	...	...	...	4	8	1	2	45
...	...	...	...	...	...	...	...	46
...	...	...	...	11	264	24	523	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
86,972	6,89,291	83,208	4,15,908	108,759	11,74,708	31,833	8,00,208	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	VI— <i>conold.</i>		VII.			
Main head.	Sub- head.		DYES AND TANS— <i>conold.</i>		FODDER.			
			TOTAL.		(1) Oil-cake.		(2) Hay, straw and grass.	
55	56	57	Quantity. 58	Earnings. 59	Quantity. 60	Earnings. 61	Quantity. 62	Earnings. 63
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e) (g) & (h).	Bengal-Nagpur ...	53,722	4,87,872	11,752	59,647	18,441	54,737
2	(a), to (e) & (m) to (o).	Bombay, Baroda and Central India.	9,653	1,81,460	10,336	61,943	78,886	5,61,825
3	(a) to (d)	Eastern Bengal ...	5,844	43,521	19,205	63,142	23,255	53,231
4	...	East Indian ...	24,301	2,29,780	56,499	2,99,838	90,253	3,98,405
5	(a) to (h)	Great Indian Peninsula ...	64,079	7,13,765	20,564	1,49,807	92,358	6,19,690
6	(a) to (l)	Madras and Southern Mahratta	77,182	4,95,495	13,474	64,841	12,984	59,952
7	(a) & (b)	Nizam's Guaranteed State ...	12,544	74,864	3,609	23,175	1,810	3,085
8	(a) to (e)	North Western ...	23,199	2,49,635	30,390	93,967	125,421	4,77,110
9	(a) to (e)	Oudh and Rohilkhand ...	7,465	58,245	9,268	36,993	32,984	1,49,022
10	(a) to (k)	South Indian ...	19,676	1,23,861	24,361	1,37,705	1,001	2,596
		3' 3½" gauge.						
11	...	Assam-Bengal ...	315	2,801	6,392	20,839	481	963
12	...	Bengal and North-Western ...	11,755	1,10,346	13,167	36,020	10,217	48,424
13	...	Bengal Dooars ...	86	714	1,401	12,547	363	1,459
14	...	Bhavnagar ...	601	2,349	1,173	3,831	89	5
2	(f) to (l)	Bombay, Baroda and Central India.	9,368	94,476	6,053	87,102	45,979	3,61,077
15	...	Burma ...	5,554	55,560	5,327	39,024	839	4,458
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Forbandar ...	360	1,167	524	1,862	948	2,045
7	(e) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	2,024	12,770	1,024	4,564	1,956	10,349
18	...	Jamnagar ...	143	389	16	45	4	4
19	...	Jodhpur-Bikaner ...	6,563	29,524	360	1,845	13,767	38,493
20	...	Junagad ...	240	934	89	251	1,237	2,312
21	...	Morvi ...	58	202	9	28	573	1,978
24	(a) & (b)	Rohilkund and Kumaon ...	2,086	12,617	475	2,219	25,055	69,945
25	...	Udaipur-Chitorgarh ...	120	749	3	13	162	381
		Carried over ...	336,978	29,83,602	235,494	11,49,751	578,463	29,21,534

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

				VIII.		IX—(continued on following page).		NUMBER.
(3) Bran.		TOTAL.		Fruits and vegetables, fresh.		GRAIN AND PULSE.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	(1). Gram and pulse.		Main head.
64	65	66	67	68	69	Quantity.	Earnings.		72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,066	34,215	35,259	1,48,599	15,568	1,28,559	112,415	7,85,465	1
9,570	76,285	93,792	7,00,058	37,287	2,04,826	84,568	6,32,606	2
1,181	4,750	43,641	1,21,123	38,419	1,61,773	104,771	3,57,743	3
9,644	36,804	156,396	7,35,047	15,436	1,34,308	291,726	18,97,905	4
39,498	2,55,328	152,440	10,24,825	44,780	3,55,631	328,400	32,76,487	5
12,749	56,131	39,207	1,80,924	93,487	6,12,754	232,993	15,21,525	6
2,371	12,542	7,790	38,802	1,964	13,152	21,759	1,13,391	7
32,654	1,26,335	188,465	6,97,412	64,839	4,33,225	466,204	29,80,924	8
...	...	42,252	1,86,015	18,955	83,505	170,657	7,98,787	9
3,573	18,942	23,935	1,59,243	79,109	4,87,044	189,293	6,31,688	10
1,272	7,425	8,145	29,227	5,206	33,312	14,079	63,885	11
4,069	21,479	27,453	96,923	99,668	2,56,759	121,900	5,44,360	12
99	628	1,766	14,684	43	419	5,570	18,995	13
185	640	1,447	4,476	2,348	8,617	3,925	12,750	14
1,065	69,921	62,097	4,62,100	23,637	1,72,555	163,651	12,09,188	2
32,755	55,370	38,921	97,852	60,396	4,73,403	38,413	3,28,807	15
...	...	...	...	...	...	3,252	19,246	16
25	74	1,497	3,981	3,638	10,460	4,257	12,569	17
1,890	10,207	4,870	25,120	512	4,213	13,018	86,584	7
186	470	206	519	795	2,606	2,605	4,237	18
1,424	3,128	15,551	42,956	4,971	21,894	67,530	2,06,199	19
181	601	1,507	3,164	1,737	5,723	2,586	6,513	20
151	571	733	2,573	1,957	6,958	4,308	15,165	21
473	1,699	26,002	73,863	5,424	37,842	26,800	74,064	24
12	77	177	471	109	443	1,243	5,567	25
160,593	7,87,622	974,549	49,53,907	625,285	36,48,881	2,425,868	1,56,24,664	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	VI— <i>conold.</i>		VII.			
Main head.	Sub- head.		DYES AND TANS— <i>conold.</i>		FODDER.			
			TOTAL.		(1) Oil-cake.		(2) Hay, straw and grass.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	336,978	29,83,602	235,494	11,49,751	578,463	29,21,534
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Easirbat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	824	2,882	141	432	2,549	10,247
31	...	Bowringpet-Kolar ...	4	5	7	7	...	...
32	...	Bukhtiarapore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	3	19	50	9	4	15
36	...	Cutch ...	30	79	4	2	...	...
37	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	11	96	61	136	232	643
40	...	Godhra-Lunavada ...	4	17	...	1	...	...
41	...	Jessore-Jhenidah Light ...	...	...	13	23	..	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	501	954	13	36	19	54
43	...	Nadiad-Kapadvanj ...	47	179	286	474	...	...
1	(f)	Parlakimedi Light ...	147	149	35	31	21	23
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Sabaranpur Light.	204	816	2,924	6,484	7	18
45	..	Tarkessur-Magra Light ...	6	12	1,507	1,857	33	42
46	...	Tezapore-Balipara Light ...	...	...	707	3,096	...	1,001
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	39	886	127	1,112	12	178
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadbri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	336,978	29,89,636	241,369	11,63,451	581,390	29,83,755

-DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

				VIII		IX—(continued on following page).		NUMBER.
(3) Brand.		TOTAL.		Fruits and vegetables, fresh.		GRAIN AND PULSE.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	(1) Gram and pulse. Quantity.	Earnings.	Main head.
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
160,592	7,87,822	974,513	48,58,907	625,285	86,48,881	2,425,868	1,56,24,604	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
...	...	2,600	10,679	124	358	6,353	23,065	30
...	...	7	7	...	...	278	253	31
...	...	...	...	...	...	...	...	32
1	1	55	23	4	13	105	141	35
5	14	9	16	48	107	488	1,200	36
...	...	...	...	...	...	38	55	37
...	...	343	779	53	138	974	2,230	38
3	7	3	8	...	...	5	16	40
...	...	13	23	...	...	321	940	41
not furnished	...	...	...	...	...	...	...	42
11	33	43	123	76	219	316	792	1
1	2	287	476	129	352	1,250	2,783	43
4	...	60	53	45	43	2,450	2,235	1
...	...	...	...	...	...	852	1,058	34
2	7	2,933	6,509	293	1,506	6,977	15,031	44
9	10	1,542	1,909	2,533	2,599	46	66	45
...	...	707	4,097	...	...	40	1,162	46
71	1,625	210	2,915	56	1,356	1,236	13,362	47-
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
160,699	7,89,325	983,453	49,86,531	628,646	86,55,872	2,447,648	1,56,95,108	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY -(DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74		75	76	77	78	79	80	81
5' 6" gauge.			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur ...	4,243	17,637	88,550	2,89,801	286,213	20,87,562
2	(a) to (e) & (m) to (o).	Bombay, Baroda and Central India.	68,233	5,63,539	13,867	53,521	59,558	4,60,847
3	(a) to (d)	Eastern Bengal ...	...	...	223,233	6,60,592	236,521	7,42,800
4	"	East Indian ...	37,077	1,62,002	111,981	3,54,730	385,225	24,32,287
5	(a) to (h)	Great Indian Peninsula ...	175,388	15,90,824	3,225	12,825	189,052	9,54,337
6	(a) to (l)	Madras and Southern Mahratta	65,718	3,85,719	120,944	5,62,332	256,014	15,31,356
7	(a) & (b)	Nizam's Guaranteed State ...	36,523	2,18,395	1,145	7,471	62,808	4,67,825
8	(a) to (e)	North Western ..	119,649	7,26,844	53,108	1,57,213	211,877	13,57,143
9	(a) to (e)	Oudh and Rohilkhand ...	13,906	64,251	6,877	32,809	58,987	3,13,158
10	(a) to (k)	South Indian ...	13,713	59,483	204,301	8,95,887	216,385	9,08,662
3' 3 1/2" gauge.								
11	...	Assam-Bengal ...	...	...	61,216	2,18,012	124,222	5,40,227
12	...	Bengal and North-Western ...	2,125	10,784	72,517	2,94,371	190,483	7,73,272
13	...	Bengal Dooars ...	...	...	7,979	17,016	20,887	60,306
14	...	Bhavnagar ...	11,125	32,065	593	1,040	9,550	31,937
2	(f) to (l)	Bombay, Baroda and Central India.	80,194	4,85,720	3,551	19,802	54,138	3,34,320
15	...	Burma ...	6,015	74,755	940,222	43,00,631	218,373	11,09,542
16	...	Dibru-Sadiya ...	...	...	...	...	24,785	1,08,768
17	...	Gondal-Porbandar ...	11,363	25,321	325	916	4,912	20,010
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	22,581	1,62,704	486	952	18,852	1,01,175
18	...	Jamnagar ...	1,704	3,201	17	63	1,400	1,245
19	...	Jodhpur-Bikaner ...	68,815	2,86,612	3,058	7,191	34,098	1,88,991
20	...	Junagad ...	4,808	12,530	50	125	2,712	8,716
21	...	Morvi ...	4,895	16,160	77	223	577	1,612
24	(a) & (b)	Rohilkhand and Kumaon ...	7,713	17,813	3,737	12,523	8,808	23,789
25	...	Udaipur-Chitorgarh ...	14	47	1	3	630	2,820
Carried over ...			755,802	49,16,406	1,921,060	78,99,963	2,617,050	1,45,12,707

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

IX—concl'd.

GRAIN AND PULSER—concl'd.

IX—concl'd.								NUMBER.
GRAIN AND PULSER—concl'd.								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
60,029	6,78,478	9,582	64,316	5,467	25,700	586,449	39,48,959	1
131,337	12,19,579	10,841	77,914	55,508	3,53,022	423,852	33,61,028	2
1,657	4,946	21,864	1,38,703	13,985	53,588	601,684	19,58,381	3
321,154	21,15,494	47,826	3,40,932	186,835	10,86,370	1,331,324	88,89,739	4
500,709	58,18,370	25,164	1,82,812	36,516	3,11,531	1,208,454	1,21,47,033	5
17,919	1,23,608	13,303	1,25,084	49,118	3,70,033	756,009	46,21,603	6
6,862	45,643	2,201	16,032	1,031	5,172	132,329	8,73,929	7
1,344,357	1,54,57,441	98,495	4,39,462	274,287	21,80,784	2,537,977	2,32,99,751	8
216,776	10,74,648	21,115	1,35,631	119,371	5,60,007	607,689	29,70,091	9
1,246	7,198	7,721	53,134	35,131	1,55,920	617,790	27,08,772	10
106	479	2,678	20,175	85	243	202,336	8,63,021	11
94,229	5,45,077	9,226	59,013	143,376	6,36,476	623,856	28,63,853	12
...	1	1,163	5,961	987	3,112	36,536	1,03,391	13
11,333	31,662	180	673	5,544	2,607	42,300	1,30,743	14
215,306	9,50,617	16,527	1,07,621	131,107	9,37,534	664,474	40,44,852	2
3,579	9,127	10,917	96,088	2,921	24,062	1,220,340	53,43,502	15
...	...	...	...	509	3,730	28,514	1,31,744	16
18,436	43,501	159	516	4,619	13,474	41,071	1,16,337	17
5,895	39,086	820	6,244	435	2,945	62,037	3,09,600	7
7,950	20,770	77	160	1,380	2,612	15,133	32,238	18
167,910	5,65,941	3,193	15,883	97,436	3,43,807	442,040	15,66,624	19
4,741	12,765	124	437	942	2,300	15,966	43,383	20
5,346	18,954	105	402	348	679	15,630	53,195	21
65,715	1,66,016	3,612	15,393	56,376	1,55,607	172,701	4,65,215	24
479	1,631	276	1,145	949	3,875	3,597	14,888	25
3,223,124	2,89,53,027	306,519	19,00,579	1,224,163	72,53,660	12,473,534	8,10,61,036	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(2)		(3)		(4)	
Main head.	Sub- head.		Jowar and Bajra.		Rice in the husk.		Rice not in the husk.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	755,802	49,16,406	1,921,060	78,99,963	2,617,050	1,45,12,707
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	11,470	63,278	660	1,701	4,264	14,815
31	...	Bowringpet-Kolar ...	...	...	1	1	15	19
32	...	Buxtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	73	103	7	16	94	164
36	...	Cutch ...	1,263	2,816	...	...	1,131	2,973
37	...	Dehri-Rohtas Light ...	...	...	3	7	233	368
38	...	Dholpur-Bari ...	373	824	2	6	191	432
40	...	Godhra-Lunavada ...	5	10	26	57	21	48
41	...	Jessore-Jhenidah Light ...	...	...	...	...	680	1,700
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	...	...	323	523	5,318	8,697
43	...	Nadiad-Kapadvanj ...	112	272	50	110	587	1,450
1	(f)	Parlakimedi Light ...	49	45	6,227	5,221	49	51
24	(c)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi) Saharanpur Light.	617	1,233	378	825	1,358	3,948
45	...	Turkessur-Magra Light ...	...	...	3,502	4,974	107	155
46	...	Tezporo-Balipara Light ...	...	...	...	...	200	1,000
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	...	5	30	220	14,047	1,59,411
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	769,764	49,84,997	1,932,272	79,13,024	2,645,345	1,47,07,938

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

IX—contd.

GRAIN AND PULSE—contd.

IX—contd.								NUMBER.
GRAIN AND PULSE—contd.								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,223,124	2,89,53,027	306,519	19,00,579	1,224,163	72,53,690	12,473,584	8,10,61,036	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
2,317	5,802	100	311	159	441	25,328	1,15,413	30
1	1	...	...	5	7	295	280	31
...	...	...	...	...	...	...	...	32
...
56	134	293	700	36	69	686	1,352	35
925	2,328	41	109	391	430	4,239	9,916	36
...	...	...	...	...	...	274	490	37
553	1,231	18	46	155	406	2,266	5,225	38
25	70	12	30	31	70	135	300	40
...	...	...	...	78	361	1,079	3,001	41
not furnished	...	...	...	...	...	...	...	42
...	1	41	114	...	2	6,091	10,129	1
451	1,122	47	166	186	408	2,653	6,311	43
...
22	22	13	13	202	203	9,018	7,790	1
2,379	3,013	...	...	3,934	5,056	7,137	9,124	24
18,496	45,862	293	574	485	1,222	28,604	68,695	44
...	...	75	109	3	7	3,733	4,711	45
...	...	...	...	...	...	240	2,162	46
...
54	875	1,770	30,264	257	4,346	17,444	2,08,463	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
3,248,403	2,90,13,538	309,222	19,33,015	1,230,067	72,66,740	12,562,741	8,15,14,358	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	X. HIDES AND SKINS.							
Main head.	Sub. head.		(1) HIDES OF CATTLE.				(2) SKINS OF SHEEP, ETC.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (v), (e),(g)&(h).	Bengal-Nagpur ...	...	...	11,738	1,29,891	...	...	2,935	12,704
2	(a) to (e), & (m) to (o).	Bombay, Baroda and Central India.	...	5	1,877	20,304	1	17	3,747	37,333
3	(a) to (d)	Eastern Bengal ...	...	...	15,407	1,06,462	...	...	2,160	18,274
4	...	East Indian ...	304	3,095	30,916	5,21,562	20	209	8,589	95,809
5	(a) to (h)	Great Indian Peninsula ...	2	24	7,878	1,31,259	3	20	15,484	2,22,246
6	(a) to (f)	Madras and Southern Mahratta	224	2,205	5,944	47,043	2,046	23,540	29,009	2,56,508
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	939	9,206	7	62	2,615	23,185
8	(a) to (o)	North Western ...	3	43	21,431	2,59,860	154	2,471	17,388	2,03,166
9	(a) to (o)	Oudh and Rohilkhand ...	26	111	9,022	64,956	...	...	5,081	22,453
10	(a) to (h)	South Indian ...	795	6,968	4,255	33,399	1,272	20,169	10,160	74,403
		3' 3½" gauge.								
11	...	Assam-Bengal ...	...	...	1,157	11,921	...	...	58	442
12	...	Bengal and North-Western ...	...	1	8,689	62,481	1	5	2,757	17,315
13	...	Bengal Doocars ...	...	...	295	1,699	...	...	10	60
14	...	Bhavnagar ...	...	1	64	304	...	...	137	763
15	(f) to (i)	Bombay, Baroda and Central India.	5	31	3,815	43,132	3	13	4,748	43,491
16	...	Burma ...	147	1,298	6,339	68,500	...	27	129	1,026
17	...	Dibru-Sadiya ...	...	...	...	...	...	...	...	...
18	...	Gondal-Porbandar ...	23	69	58	161	33	134	197	851
19	...	Hingoli Branch and Hyder- abad-Godavari Valley.	...	...	1,114	12,428	...	...	805	8,712
20	...	Jamnagar ...	2	9	3	34	3	15	31	130
21	...	Jodhpur-Bikaner ...	10	86	815	5,252	1	6	1,117	7,750
22	...	Junagad ...	2	7	61	169	24	98	68	235
23	...	Morvi ...	...	...	59	199	...	...	101	538
24	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,449	7,154	...	...	419	1,328
25	...	Udaipur-Chitorgarh ...	...	...	21	130	...	...	174	986
		Carried over ...	1,542	13,948	133,401	15,37,206	3,568	46,786	107,919	10,45,208

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

TOTAL.		XI.		XII.		XIII—continued on following page.		NUMBER.
		Hours.		Hemp (Indian) and other fibres excluding jute.		Jura.		
						(1) Raw.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
14,678	1,42,595	439	4,915	15,393	1,03,085	41,452	1,09,248	1
5,625	57,659	138	2,148	2,961	31,579	104	1,328	2
17,567	1,19,736	56	369	16,317	21,401	1,180,662	74,01,891	3
39,829	6,20,675	1,070	10,704	49,510	4,22,833	95,500	2,52,927	4
23,367	3,53,549	1,419	17,812	9,238	1,17,693	166	1,890	5
37,223	3,29,296	1,155	8,848	5,627	34,231	4,059	22,621	6
3,561	32,453	126	1,052	449	3,534	14	149	7
8,976	4,65,540	392	3,053	2,570	21,286	58	541	8
14,129	87,520	1,068	5,994	20,496	63,312	20	159	9
16,482	1,34,439	226	1,978	7,504	42,465	9	60	10
1,215	12,363	8	119	399	1,360	85,848	2,27,870	11
11,447	79,802	106	678	18,884	1,34,357	14,288	93,203	12
305	1,959	...	3	1	1	25,068	76,817	13
201	1,068	11	43	...	...	...	...	14
8,571	86,667	82	669	4,112	22,342	184	1,718	2
6,665	70,846	499	2,743	6	102	7	111	15
...	...	...	...	...	...	...	...	16
310	1,215	3	7	...	...	2	5	17
1,919	21,140	50	477	101	924	2	18	7
44	188	33	77	...	...	1	4	18
1,943	13,094	8	39	104	702	23	184	19
155	509	2	6	...	...	1	5	20
160	737	3	10	...	1	...	...	21
1,868	8,982	351	1,578	5,601	19,161	49	200	24
195	1,116	1	3	3	19	5	29	25
246,430	26,43,148	7,246	63,315	159,276	10,46,908	1,397,522	81,89,923	

Principal commodities carried by railways and the

(The total quantity of each commodity represents the total weight conveyed over each railway in India)

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	X.							
Main head.	Sub- head.		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.			
91	92	93	94	95	96	97	98	99	100	101
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	1,542	13,348	183,401	15,37,206	3,568	46,786	107,919	10,45,208
		2' 6" gauge.								
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
30	...	Barsi Light ...	...	...	142	714	...	...	212	981
81	...	Bowringpet-Kolar ...	...	...	...	...	...	...	...	...
32	...	Bukhtiarapore-Bihar Light ...	...	...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	...	...	1	8	...	...	...	8
36	...	Cutch ...	...	...	...	...	...	...	...	...
37	...	Dehri-Rohas Light ...	...	...	4	6	...	...	...	...
38	...	Dholpur-Bari ...	...	...	6	17	...	...	5	16
40	...	Godhra-Lunavada ...	...	...	2	7	...	...	4	12
41	...	Jessore-Jhenidah Light ...	...	...	31	90	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	...	Information	...
1	(d)	Mourbhanj ...	...	...	32	88	...	...	1	4
43	...	Nadiad-Kapadvanj ...	...	...	21	77	...	2	26	92
1	(f)	Parlakimedi Light ...	...	...	158	154	...	...	168	155
24	(e)	Powayan Light ...	...	...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	...	1	84	487	...	2	11	36
45	...	Tarkessur-Magra Light ...	...	...	22	38	...	...	...	...
46	...	Tespore-Balipara Light ...	...	...	...	...	...	...	...	...
		2' 0" gauge.								
47	...	Darjeeling-Himalayan ...	...	...	271	3,402	...	...	3	43
48	...	Gwalior Light ...	...	...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
50	...	Howrah-Shenkhala-Light ...	...	...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
		TOTAL ...	1,542	13,348	184,175	15,42,294	3,568	46,790	108,849	10,46,550

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

TOTAL.		XI.		XII.		XIII—continued on following page.		NUMBER.
		Horns.		Hemp (Indian) and other fibres excluding jutó.		JUTE.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main-head.
102	103	104	105	106	107	108	109		110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
246,480	26,43,148	7,246	68,815	159,276	10,46,908	1,897,522	81,89,923	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
854	1,695	13	45	161	668	1	8	30
...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	32
1	11	...	...	...	...	...	...	35
...	...	...	...	53	170	...	...	36
4	6	...	...	...	...	...	...	37
11	33	...	...	5	16	...	...	38
6	19	...	...	...	...	...	...	40
31	90	...	...	...	...	746	2,253	41
not furnished	...	...	...	...	...	...	...	42
33	92	...	...	2	5	1	2	1
47	171	1	3	...	...	...	...	43
326	309	1	2	...	...	1	1	1
...	...	...	...	...	...	...	...	24
95	523	4	7	205	679	6	17	44
22	38	...	...	1	2	469	663	45
...	...	...	...	...	...	...	...	46
274	3,445	8	131	...	...	1	31	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
247,634	26,40,563	7,273	63,503	159,703	10,48,448	1,896,747	81,92,903	

Principal commodities carried by railways and the
 [The total quantity of each commodity represents the total weight conveyed over-

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XIII— <i>conold.</i>				XIV.	
Main head.	Sub- head.		(2) Gunny bags and cloth.		TOTAL.		Lac.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	32,529	2,95,132	73,981	4,04,375	15,026	1,65,678
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	15,707	1,45,422	15,811	1,46,750	888	3,818
3	(a) to (d)	Eastern Bengal ...	28,829	82,741	1,159,521	74,84,132	1,173	6,697
4	...	East Indian ...	63,508	8,51,360	159,008	11,04,287	23,007	3,22,592
5	(a) to (h)	Great Indian Peninsula ...	41,535	4,09,820	41,701	4,11,710	1,468	14,415
6	(a) to (l)	Madras and Southern Mahratta	30,740	2,21,768	34,799	2,44,389	96	1,245
7	(a) & (b)	Nizam's Guaranteed State ...	4,037	29,308	4,051	29,457	11	118
8	(a) to (e)	North Western ...	56,658	4,59,223	56,716	4,59,764	896	7,691
9	(a) to (e)	Ondh and Rohilkhand ...	14,692	84,918	14,712	85,077	777	5,089
10	(a) to (h)	South Indian ...	19,849	1,27,395	19,828	1,27,455	328	2,118
		3' 3½" gauge.						
11	...	Assam-Bengal ...	1,400	9,140	87,248	2,37,010	711	3,777
12	...	Bengal and North-Western ...	17,899	1,12,007	32,787	2,05,210	1,320	8,335
13	...	Bengal Doonars ...	292	1,084	25,360	77,401	...	...
14	...	Bhavnagar ...	1,175	4,312	1,175	4,312	6	22
2	(f) to (i)	Bombay, Baroda and Central India.	18,369	1,21,115	18,553	1,22,333	499	4,882
15	...	Burma ...	20,332	81,736	20,339	81,847	645	9,217
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	721	2,375	723	2,380	...	1
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	4,040	24,072	4,042	24,090	10	77
18	...	Jamnagar ...	141	361	142	365	2	5
19	...	Jodhpur-Bikaner ...	5,040	17,899	5,463	18,033	314	1,589
20	...	Junagad ...	620	2,107	621	2,112	...	...
21	...	Morvi ...	305	1,140	305	1,140	11	42
24	(a) & (b)	Rohilkund and Kumsan ...	3,609	13,340	3,658	13,540	234	1,521
25	...	Udaipur-Chitorgarh ...	195	924	200	953	...	5
		Carried over ...	382,622	31,08,699	1,780,144	1,12,98,622	46,922	5,58,014

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XV.						XVI—continued on following page.				NUMBERS.
LEATHER.						LIQUORS.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,084	12,335	...	...	1,084	12,335	525	7,474	3,238	30,557	1
1,919	26,460	534	11,666	2,453	38,126	1,235	22,155	6,173	57,258	2
21	141	4	20	25	161	559	5,511	2,389	25,124	3
1,411	44,632	501	11,250	1,912	55,882	6,686	69,683	6,142	94,568	4
1,262	18,635	677	15,430	1,939	34,115	4,828	56,078	9,861	88,478	5
8,117	1,27,037	530	7,716	8,647	1,34,753	4,024	32,208	10,314	77,662	6
1,594	21,227	54	697	1,648	21,924	1,197	8,510	249	4,644	7
3,682	48,331	872	16,094	4,554	64,415	6,547	93,769	8,056	1,54,817	8
84	808	154	1,360	238	2,168	4,236	35,010	1,944	20,255	9
329	3,011	317	3,318	646	6,329	2,805	20,058	7,031	63,433	10
...
...	...	3	73	3	73	241	2,718	1,401	9,882	11
106	555	51	1,004	157	1,559	63	403	2,408	21,330	12
1	19	...	...	1	19	13	154	284	1,823	13
259	1,126	10	28	269	1,154	8	25	107	408	14
1,733	15,846	141	1,953	1,874	17,799	1,464	12,347	2,257	22,333	2
220	2,791	85	1,867	305	4,158	3,844	29,146	828	16,493	15
...	...	...	...	...	...	...	...	...	...	16
25	118	71	336	96	454	1	3	56	223	17
20	201	73	1,390	93	1,591	16	104	28	302	7
6	28	4	15	10	43	...	3	4	19	18
600	5,493	137	1,193	737	6,686	14	87	732	5,438	19
10	35	9	35	19	70	1	2	10	08	20
73	304	2	18	75	322	2	6	25	155	21
10	70	10	82	20	152	209	1,079	522	3,141	24
8	63	1	5	9	68	...	2	7	84	25
22,565	3,29,366	4,245	75,040	26,810	4,04,406	33,415	4,06,231	64,176	6,99,970	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XIII— <i>conold.</i>				XIV.	
Main head.	Sub- head.		JUTE— <i>conold.</i>				Lac.	
			(2) Gunny bags and cloth.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	882,622	31,08,699	1,780,144	1,12,98,622	46,922	5,58,914
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	2,187	9,078	2,188	9,086	...	2
31	...	Bowringpet-Kolar ...	8	5	8	5	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light	26	69	26	69	...	...
36	...	Cutch ...	39	84	39	84	...	...
37	...	Dehri-Rohas Light ...	6	13	6	13	...	...
38	...	Dholpur-Bari ...	57	151	57	151	...	1
40	...	Godhra-Lunavada ...	4	12	4	12	...	...
41	...	Jessore-Jhenidah Light ...	13	41	759	2,294	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	188	451	189	458	2	7
43	...	Nadiad-Kapadvanj ...	111	298	111	298	...	...
1	(f)	Parlakimedi Light ...	208	383	209	394	2	3
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	761	2,445	767	2,462	2	8
45	...	Turkessur-Magra Light ...	16	36	485	704	3	3
46	...	Tezpora-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling Himalayan ...	119	1,726	120	1,757	2	37
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	886,360	31,28,441	1,785,707	1,13,16,344	46,933	5,58,975

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XV.						XVI—(continued on following page).				NUMBER.
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.			Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
22,565	3,29,366	4,245	75,040	26,810	4,04,406	38,415	4,06,231	64,176	6,96,970	
...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	...	...	29
4	33	43	299	47	332	1	3	114	484	30
...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	29	89	35
21	42	...	...	21	42	...	...	1	2	36
...	...	...	...	...	...	...	...	...	...	37
...	...	...	1	...	1	...	...	...	...	33
...	...	...	...	...	...	...	...	1	3	40
...	...	...	...	...	...	...	...	...	...	41
not furnished.	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	2	2	5	1
2	7	1	3	3	10	...	...	8	30	43
...	...	...	...	...	...	2	4	137	136	1
...	...	...	...	...	...	...	...	...	...	24
21	89	2	5	23	94	...	...	12	50	44
...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	20	106	46
4	108	2	53	6	161	460	5,010	225	6,215	47
...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
22,617	3,29,645	4,293	75,401	27,710	4,05,046	38,878	4,11,250	64,725	7,07,090	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	XVI-- <i>consid.</i>				(1)	
Main head.	Sub- head.		(3)		TOTAL.		Brass, unwrought.	
			All other sorts including toddy and fermented liquor other than ale and beer.				Quantity.	Earnings.
181	182	183	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			184	185	186	187	188	189
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (d), (g) & (h)	Bengal-Nagpur ... ..	...	...	3,809	33,361	1,496	13,565
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	13	271	7,426	79,684	3,752	77,439
3	(a) to (d)	Eastern Bengal ... ..	...	...	2,948	30,635	753	5,816
4	...	East Indian	239	2,230	12,966	1,66,487	4,139	43,979
5	(a) to (h)	Great Indian Peninsula ...	45	276	14,734	1,44,382	5,259	74,677
6	(a) to (l)	Madras and Southern Mahratta	11,535	64,502	25,873	1,75,482	2,301	22,223
7	(a) & (b)	Nizam's Guaranteed State ...	5,065	31,408	6,510	44,562	323	3,380
8	(a) to (o)	North Western	402	6,950	15,005	2,54,636	1,665	19,537
9	(a) to (e)	Oudh and Rohilkhand	39	200	6,221	55,465	1,365	7,911
10	(a) to (k)	South Indian	1,334	5,538	11,170	98,879	2,005	17,837
		3' 3½" gauge.						
11	...	Assam-Bengal ... ..	...	...	1,642	12,680	29	365
12	...	Bengal and North-Western ...	...	...	2,528	21,638	1,021	8,465
13	...	Bengal Decans ... ..	...	...	296	1,982	1	15
14	...	Bhavnagar ... ..	...	...	115	523	66	238
2	(f) to (l)	Bombay, Baroda and Central India.	56	439	3,777	35,119	3,062	42,645
15	...	Burma	553	2,125	5,225	47,769	97	717
16	...	Dibru-Sadiya	523	3,663	523	3,663	...	...
17	...	Gondal-Porbandar ... ..	...	...	57	231	18	81
7	(e) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	1,897	13,141	1,941	13,637	32	434
18	...	Jamnagar	15	70	19	92	11	35
19	...	Jodhpur-Sikaner ... ..	...	2	746	5,527	176	951
20	...	Junagad	37	119	48	189	23	73
21	...	Morvi	13	62	41	228	35	156
24	(a) & (b)	Rohilkhand and Kumaon ... ..	...	...	731	4,220	161	837
25	...	Udaipur-Chitorgarh ... ..	...	...	7	86	22	174
		Carried over	21,828	1,30,096	124,417	12,36,297	27,834	3,41,680

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XVII—(continued on following page).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Unwrought (dust, slag, pig and old for re-manufacture).		
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,948	23,604	717	8,498	237	3,351	97,094	2,26,204	1
970	15,218	1,803	33,300	438	7,251	3,702	56,198	2
4,812	38,113	344	3,746	1,714	10,747	280	578	3
7,883	1,03,894	723	10,124	978	23,173	64,330	2,54,428	4
4,532	67,853	3,217	42,275	1,527	25,374	4,548	41,491	5
2,239	25,317	1,341	14,663	650	8,458	2,421	14,017	6
344	3,885	82	865	320	4,185	220	2,015	7
1,821	24,181	1,178	22,456	899	15,337	6,806	40,135	8
2,238	20,142	207	1,319	237	3,893	1,237	7,277	9
2,923	27,501	297	2,592	289	3,123	5,105	18,023	10
423	4,045	...	...	31	158	237	1,451	11
1,910	21,941	90	965	308	3,442	1,977	9,835	12
97	591	...	...	...	...	216	2,008	13
695	2,127	65	250	409	1,389	39	56	14
2,282	23,465	1,018	10,547	567	5,987	2,086	9,335	2
495	6,629	48	666	102	1,203	223	1,207	15
...	...	...	...	...	...	6,176	48,523	16
204	851	7	41	97	487	133	501	17
409	4,628	8	83	79	1,020	60	600	7
48	158	4	12	11	20	10	32	18
365	2,827	64	317	101	694	483	2,123	10
58	237	22	71	59	242	...	...	20
33	197	6	29	6	37	71	276	21
654	4,051	38	364	75	531	479	1,567	24
16	101	4	33	...	4	23	80	25
36,954	4,21,556	11,278	1,58,156	9,123	1,19,556	2,10,032	7,35,247	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XVI-- <i>conold.</i>					
Main head.	Sub- head.		LIQUORS-- <i>conold.</i>				(1) Brass unwrought.	
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.			
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
131	132	133	134	135	136	137	138	139
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	21,826	1,30,096	124,417	12,96,297	27,834	3,41,680
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	29	79	144	566	1	3
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...
32	...	Bukhtarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	...	...	29	89	...	...
36	...	Cutch ...	...	...	1	2	7	19
37	...	Dehri-Bohtas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	...	...	...	...	...	...
40	...	Godhra-Lunavada ...	...	...	1	3	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhauj ...	...	...	2	7	...	...
43	...	Nadiad-Kupadvanj ...	...	...	8	30	...	...
1	(f)	Parlakimedi Light ...	...	...	139	140	2	3
21	(o)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Sabaranpur Light.	6	24	18	74	34	139
45	...	Tarkessur-Magra Light ...	...	...	...	...	...	...
46	...	Tezporo-Balipara Light ...	...	...	20	106	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	...	...	685	11,225	26	65
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	21,861	1,30,199	125,464	12,48,589	27,904	3,42,498

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XVII—(continued on following page).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.		Main head.
						Unwrought (dust, slag, pig and old for remanufacture).		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
36,954	4,21,556	11,278	1,58,156	9,123	1,13,556	200,032	7,38,217	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
193	1,011	...	...	50	285	9	41	30
...	...	...	...	...	...	20	20	31
...	...	...	...	...	...	...	...	32
2	3	...	...	...	...	...	...	35
13	22	2	5	7	91	...	...	36
...	...	...	...	...	...	...	...	37
8	23	...	...	...	...	67	172	38
1	1	...	...	...	1	...	...	40
15	58	...	...	...	...	...	...	41
not furnished	...	...	...	...	...	...	...	42
20	57	...	...	...	...	4	7	1
1	2	...	...	3	12	1	2	43
7	11	...	...	2	3	50	150	1
...	...	...	...	...	...	...	...	24
164	647	1	4	5	18	183	508	44
3	5	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	46
24	619	17	442	1	31	54	1,041	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
37,405	4,24,017	11,298	1,53,607	9,191	1,19,997	200,420	7,40,191	

Principal commodities carried by railways and the
 [The total quantity of each commodity represents the total weight conveyed over

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(5) IRON AND STEEL—(concl'd).					
Main head.	Sub- head.		WROUGHT.					
			(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e),(g)&(h)	Bengal-Nagpur ...	36,123	3,35,807	4,157	47,901	8,064	1,22,219
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	56,333	7,72,295	15,814	2,19,876	9,845	1,34,563
3	(a) to (d)	Eastern Bengal ...	117,424	7,63,386	7,276	38,286	21,589	2,01,454
4	...	East Indian ...	88,356	9,79,992	14,659	1,88,817	42,996	5,01,432
5	(a) to (h)	Great Indian Peninsula ...	103,225	13,16,431	15,058	2,01,481	22,983	3,76,765
6	(a) to (l)	Madras and Southern Mahratta	42,325	3,88,030	10,905	1,25,336	25,301	2,66,829
7	(a) & (b)	Nizam's Guaranteed State ...	7,826	60,058	1,004	11,455	3,238	36,145
8	(a) to (o)	North Western ...	85,227	12,60,106	5,634	93,091	25,851	4,27,121
9	(a) to (c)	Oudh and Rohilkhand ...	15,813	98,104	1,063	10,899	11,211	75,794
10	(a) to (k)	South Indian ...	22,161	1,04,104	5,669	63,332	12,853	1,45,188
		3' 3½" gauge.						
11	...	Assam-Bengal ...	31,242	1,14,586	1,189	12,883	4,174	40,401
12	...	Bengal and North-Western ...	12,934	79,158	1,861	11,£20	7,572	54,207
13	...	Bengal Doon ...	3,133	27,459	1,349	21,381	1,618	17,313
14	...	Bhavnagar ...	2,536	8,529	1,552	3,956	1,484	5,075
2	(f) to (i)	Bombay, Baroda and Central India.	31,103	1,91,555	4,864	36,436	6,156	52,955
15	...	Burma ...	32,398	1,07,772	4,152	41,643	9,653	1,01,967
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	468	2,037	963	4,406	2,214	7,023
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	4,288	45,172	280	3,696	2,289	25,536
18	...	Jamosgar ...	392	842	46	173	179	571
19	...	Jodhpur-Bikaner ...	9,059	46,615	754	4,869	2,180	15,052
20	...	Junagad ...	529	2,649	358	896	394	1,639
21	...	Morvi ...	89	283	169	632	972	4,221
24	(a) & (b)	Rohilkund and Kurraon ...	3,148	16,138	199	1,001	2,375	11,909
25	...	Udaipur-Chitorgarh ...	343	1,627	41	247	85	505
		Carried over ...	706,901	67,92,795	99,011	11,44,245	225,279	26,25,584

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XVII—concl'd.						XVIII—continued on following page.		NUMBER.
METALS—concl'd.						MINERAL SUBSTANCES.		
(6) Metallic ore.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,065,391	18,30,816	3,228	46,320	1,218,458	28,58,225	194,689	1,98,829	1
56,572	2,32,672	5,985	1,01,752	155,209	16,55,589	119,435	2,18,149	2
...	...	28,348	78,181	182,040	11,40,307	22,088	23,050	3
2,087	4,776	8,984	146,314	235,130	22,56,923	319,492	7,43,710	4
566,338	41,94,931	4,864	77,346	731,549	64,18,624	203,221	6,93,065	5
76,238	3,84,464	5,297	63,465	169,925	13,22,802	128,586	3,18,525	6
...	...	543	6,362	13,902	1,28,300	52,036	1,19,873	7
3,416	30,315	4,873	73,791	187,310	23,06,070	698,720	8,08,597	8
...	...	8,387	20,868	36,888	2,45,762	136,787	1,61,764	9
217	1,279	3,075	33,339	54,594	4,76,317	221,102	2,09,878	10
...	...	1,114	11,531	38,469	1,85,423	33,405	59,295	11
6	37	3,740	28,401	31,419	2,17,971	20,905	53,034	12
...	...	1,041	10,155	7,458	78,922	885	308	13
...	...	229	1,009	7,075	22,629	13,679	13,131	14
78	757	4,001	46,576	55,232	4,20,288	176,159	2,80,456	2
17,672	1,41,356	6,252	87,928	52,192	4,90,736	293,864	4,78,124	15
...	...	4,244	27,061	10,420	75,584	9,174	4,884	16
3	15	108	506	4,240	15,948	89,891	66,768	17
1	6	142	1,755	7,597	83,272	2,742	11,796	7
...	...	25	91	723	1,934	3,818	4,982	13
6	35	834	6,046	14,022	79,529	56,931	1,08,937	19
...	1	31	150	1,874	5,958	29,347	15,034	20
...	...	51	250	1,437	6,081	22,432	15,816	21
...	...	744	3,597	7,873	40,045	9,097	12,576	24
...	...	51	452	587	3,223	1,160	2,805	25
1,788,023	68,21,460	71,191	8,73,241	3,175,626	2,00,36,520	2,738,598	46,31,316	

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(5) IRON AND STEEL— <i>conold.</i>					
Main head.	Sub- head.		WROUGHT.					
			(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.	
140	150	151	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	706,901	67,42,795	99,011	11,41,245	225,279	26,25,584
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barri Light ...	3,823	17,638	604	3,840	580	3,628
31	...	Bowringpet-Kolar ...	11	8	...	...	...	...
32	...	Bukhtarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light...	288	542	80	171	24	90
36	...	Cutch ...	334	873	...	...	...	...
37	...	Debri-Rohtas Light ...	83	161	...	...	...	...
38	...	Dholpur-Bari ...	9	28	4	12	36	45
40	...	Godhra-Lunavada ...	46	118	...	...	8	27
41	...	Jessore-Jhenidah Light ...	203	459	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	118	346	2	7	50	146
43	...	Nadiad-Kapadvanj ...	443	1,031	6	24	56	221
1	(f)	Parlakinedi Light ...	176	346	13	13	64	66
24	(c)	Powsyan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Sabaranpur Light.	746	2,273	293	1,045	718	2,781
45	...	Tarkessur-Magra Light ...	102	159	...	...	16	36
46	...	Tezpure-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	603	13,980	185	3,651	683	14,972
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Shoakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	713,886	62,30,707	100,198	11,59,008	227,514	26,47,596

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

-XVII—conold.						XVIII—continued on following page.		NUMBER.
METALS—conold.						MINERAL SUBSTANCES.		
(6) Metallic ore.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,788,023	68,21,460	71,191	8,73,241	3,175,626	2,00,36,520	2,738,533	46,31,316	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
...	...	113	639	5,373	27,088	717	2,616	30
...	...	...	...	31	28	1	1	31
...	...	...	...	...	...	...	...	32
46,020	40,829	4	18	46,418	41,653	146	115	35
...	...	9	29	372	1,039	49	59	36
...	...	...	...	88	161	55,476	86,135	37
1	3	8	25	138	310	14,518	8,758	38
...	...	3	10	58	157	1	4	40
...	...	...	...	218	517	6	16	41
not furnished	...	...	...	...	...	...	...	42
...	...	13	36	207	599	...	...	1
...	...	32	121	542	1,413	526	549	43
...	...	21	38	335	630	50	73	1
...	...	...	...	...	...	...	...	24
28	80	108	523	2,230	8,026	881	2,307	44
...	...	15	21	136	221	228	83	45
...	...	535	3,282	535	3,282	1,829	2,200	46
19	336	325	5,614	1,927	41,336	8	244	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
1,834,091	68,62,717	72,377	8,83,597	3,234,264	2,01,62,930	2,812,764	47,34,476	

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	XVIII— <i>conold.</i>					
Main head.	Sub- head.		MINERAL SUBSTANCES— <i>conold.</i>					
			(2) Chalk and lime.		(3) Others.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e),(g) & (h)	Bengal-Nagpur ...	166,722	3,73,108	755	7,089	802,118	5,74,026
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	18,661	39,635	27	43	138,123	2,57,827
3	(a) to (d)	Eastern Bengal ...	35,218	78,376	...	...	57,308	1,04,426
4	...	East Indian ...	151,013	7,87,134	3,665	57,194	474,170	15,73,978
5	(a) to (h)	Great Indian Peninsula ...	70,274	1,69,068	78	1,899	278,573	8,54,062
6	(a) to (d)	Madras and Southern Mahratta	45,491	84,700	4,638	17,452	178,715	4,20,677
7	(a) & (b)	Nizam's Guaranteed State ...	598	3,359	1	11	52,630	1,23,243
8	(a) to (o)	North Western ...	101,876	2,26,188	28	515	740,124	10,85,800
9	(a) to (o)	Oudh and Rohilkhand ...	64,234	58,601	486	823	201,557	2,21,190
10	(a) to (k)	South Indian ...	24,152	77,821	2,055	11,981	277,309	2,99,680
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	6,235	18,869	...	...	39,640	78,164
12	...	Bengal and North-Western ...	27,703	56,036	31	409	48,039	1,12,479
13	...	Bengal Doocars ...	588	4,096	...	...	971	4,404
14	...	Bhavnagar ...	3,311	3,705	...	...	16,990	16,836
2	(f) to (l)	Bombay, Baroda and Central India.	18,670	32,077	26	217	189,855	3,12,750
15	...	Burma ...	37,690	1,10,451	315	531	331,369	5,89,108
16	...	Dibra-Sadiya ...	6,904	10,150	44	359	16,122	15,343
17	...	Gondal-Forbandar ...	5,846	6,801	16	53	95,753	73,622
7	(c) & (d)	Hingoli Branch and Hydera- bad Godavari Valley.	476	2,261	...	1	3,218	14,058
18	...	Jamnagar ...	82	224	1	1	3,901	5,207
10	...	Jodhpur-Bikaner ...	26,512	42,863	6	53	83,449	1,51,855
20	...	Junagad ...	1,988	1,487	1,178	2,680	82,513	19,210
21	...	Morvi ...	61	121	...	...	22,493	15,937
24	(a) & (e)	Rohilkund and Kuraoon ...	6,381	8,355	9	44	15,425	21,955
25	...	Udaipur-Clitergarh ...	2	10	...	...	1,162	2,815
		Carried over ...	815,231	21,65,526	18,359	1,01,308	3,507,123	68,98,150

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XIX—continued on following page.								NUMBER.
Oils.								
(1) Kerosine.		(2) Castor.		(3) Cocconut.		(4) Mustard and rape.		Main- head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
48,686	5,49,112	1,954	19,057	1,071	7,428	3,317	23,054	1
33,952	4,19,549	2,922	27,890	897	14,449	103	717	2
242,473	6,55,941	213	1,597	1,764	15,203	16,900	84,653	3
180,458	12,46,766	1,409	12,897	1,700	15,506	9,072	74,452	4
84,480	12,20,815	1,858	21,667	3,349	38,027	156	2,882	5
89,419	6,63,126	5,247	46,960	5,989	53,999	1	6	6
8,974	75,678	1,262	7,012	119	1,055	1	18	7
56,887	11,37,841	552	6,874	1,937	27,413	3,347	38,859	8
29,881	1,76,131	1,092	6,498	149	538	1,353	6,038	9
62,961	4,24,827	4,014	30,560	5,298	41,485	14	63	10
40,083	1,49,604	50	632	150	1,594	2,631	10,424	11
44,645	1,98,568	732	4,408	197	1,268	3,968	26,713	12
8,495	15,795	8	107	54	302	673	3,353	13
2,054	5,873	293	894	65	156	213	401	14
14,300	67,815	1,468	7,766	291	2,378	1,203	10,303	2
25,062	2,08,606	637	7,169	630	5,954	53	659	15
...	...	...	...	...	...	...	...	16
2,169	6,268	151	315	60	156	1	2	17
4,781	45,528	797	5,798	111	1,090	1	23	7
610	438	9	22	5	5	...	1	18
9,541	66,459	289	1,215	85	271	104	514	19
1,697	5,898	22	48	38	139	...	...	20
770	2,519	74	200	3	10	30	67	21
4,029	15,653	51	152	14	80	197	1,016	24
367	1,677	8	45	6	40	8	27	25
942,274	73,60,282	25,112	2,09,878	23,472	2,28,546	44,346	2,89,265	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XVIII—concl'd.					
Main head.	Sub- head.		MINERAL SUBSTANCES—concl'd.					
			(2) Chalk and lime.		(3) Others.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	815,231	21,65,526	19,859	101,338	3,567,128	68,98,150
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	260	132	...	...	977	3,148
31	...	Bowringpet-Kolar ...	...	...	...	...	1	1
32	...	Bukhtiar-pore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	225	114	...	...	371	229
36	...	Cutch ...	48	84	16	5	113	148
37	...	Dehri-Bohtas Light ...	20,784	3,442	...	...	76,260	1,17,577
38	...	Dholpur Bari ...	21	52	...	...	14,584	8,810
40	...	Godbra-Lunavada ...	34	23	...	...	35	27
41	...	Jessore-Jehenidah Light ...	15	32	...	...	21	48
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	22	63	...	...	22	68
43	...	Nadiad-Kapadvaj ...	89	112	...	...	615	661
1	(f)	Parlakimedi Light ...	12	14	1	1	63	88
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shabdara (Delhi)-Saharanpur Light.	976	2,611	1	8	1,858	4,926
45	...	Tarkessur-Magra Light ...	142	163	...	...	370	246
46	...	Tazpore-Balipara Light ...	301	904	...	...	1,930	3,104
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	647	6,828	...	...	655	7,067
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	838,807	22,08,405	13,877	1,01,322	3,664,948	70,44,293

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XIX—continued on following page.								NUMBER
OILS.								
(1) Kerosine.		(2) Castor.		(3) Coconut.		(4) Mustard and rape.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
942,274	73,60,282	25,112	2,09,378	23,472	2,28,546	44,348	2,89,265	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
2,712	11,087	41	171	161	592	...	...	30
1	1	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	32
...
37	81	...	...	1	1	...	...	35
174	579	...	...	2	8	4	13	36
8	22	...	...	...	...	...	...	37
79	197	5	12	...	...	1	3	38
11	38	...	...	...	1	...	...	40
52	135	...	...	...	...	...	...	41
not furnished	...	...	...	...	...	...	...	42
122	314	1	2	2	5	3	10	1
163	443	121	311	3	6	3	6	43
...
277	203	4	7	1	2	...	...	1
...	...	...	...	...	...	...	...	24
411	1,273	3	8	4	19	40	112	44
95	152	6	13	12	20	48	77	45
...	...	...	...	109	452	...	...	46
...
988	13,052	3	69	3	66	480	7,090	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
947,404	78,87,859	25,298	2,10,001	23,770	2,29,718	44,925	2,96,566	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XIX—concl'd.					
Main head.	Sub- head.		OILS—concl'd.				(1) Castor.	
			(ii) Others.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (e), (d), (g) & (h)	Bengal-Nagpur ...	5,344	50,042	60,372	6,54,293	3,653	14,153
2	(a) to (e) & (m) to (o).	Bombay, Baroda and Central India.	9,953	1,24,617	47,817	5,87,022	38,835	3,05,938
3	(a) to (d)	Eastern Bengal ...	4,158	14,517	266,508	7,71,911	27	127
4	...	East Indian ...	6,444	83,937	149,083	14,33,353	41,038	2,40,981
5	(a) to (h)	Great Indian Peninsula ...	18,450	2,13,160	108,393	14,56,351	72,409	4,52,567
6	(a) to (l)	Madras and Southern Mahratta	2,647	1,77,142	121,303	9,41,233	32,241	1,35,157
7	(a) & (b)	Nizam's Guaranteed State ..	978	7,810	11,334	91,573	36,111	4,75,772
8	(a) to (o)	North Western ...	7,701	93,074	70,424	13,04,031	147	1,215
9	(a) to (e)	Oudh and Rohilkhand ...	1,275	9,530	33,750	1,98,865	4,119	15,786
10	(a) to (k)	South Indian ...	19,481	1,18,673	91,768	6,15,628	5,295	23,455
		3' 3½" gauge.						
11	...	Assam Bengal ...	261	2,306	43,175	1,61,560	70	187
12	...	Bengal and North-Western ...	515	3,844	50,057	2,34,801	16,619	45,707
13	...	Bengal Doocars ...	103	1,308	4,323	20,865	...	...
14	...	Bhavnagar ...	749	2,111	3,305	9,435	950	2,593
2	(f) to (l)	Bombay, Baroda and Central India.	3,924	24,183	21,185	1,12,450	27,046	69,381
15	...	Burma ...	13,004	93,934	39,386	3,16,322	59	1,387
16	...	Dibru-Sadiya ...	14,255	53,425	14,255	53,425	...	...
17	...	Gondal-Porbandar ...	489	1,970	2,870	8,611	2,888	8,326
7	(o) & (d)	Hingoli Branch and Hyderabad Godavari Valley.	1,276	11,614	6,966	64,248	2,715	22,568
18	...	Jamnagar ...	35	121	659	587	3,039	2,226
19	...	Jodhpur-Bikaner ...	1,439	6,531	11,453	74,990	2	6
20	...	Junagad ...	276	822	2,033	6,902	1,146	3,267
21	...	Morvi ...	232	751	1,109	3,547	83	192
24	(a) & (b)	Rohilkund and Kumaon ...	290	1,838	4,581	18,769	3,791	10,720
25	...	Udaipur-Chitorgarh ...	28	212	417	2,001	1	7
		Carried over ...	131,298	10,98,987	1,166,502	91,85,808	342,322	18,80,713

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XX—(continued on following page).

OIL-SEEDS.								NUMBER.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201		202
Tons.	Rs.	Tons.	Rs.	Tons	Rs.	Tons.	Rs.	
24,052	1,23,812	41,039	3,32,033	933	4,510	16,214	97,560	1
2,402	27,471	48,934	5,16,614	11,333	1,27,186	24,348	2,48,024	2
...	...	29,076	87,553	...	...	34,336	1,30,830	3
642	5,644	202,258	12,82,441	6,952	43,517	218,606	15,72,512	4
62,574	5,56,947	205,730	24,78,778	10,536	1,27,215	41,168	4,43,487	5
177,935	10,33,095	9,187	92,816	904	8,417	3,039	21,234	6
310	2,609	11,034	24,604	148	1,023	21	140	7
736	11,290	2,702	33,489	1,132	9,153	236,777	23,40,923	8
171	1,967	27,003	1,26,477	9,220	41,332	42,302	2,10,275	9
183,842	7,64,084	11	82	305	2,366	2,011	10,873	10
...	...	179	520	2	11	6,534	23,755	11
62	615	101,239	4,30,207	2,075	10,050	75,437	3,39,495	12
...	...	...	...	...	...	913	1,764	13
398	1,733	...	...	7	33	75	184	14
1,034	7,755	25,680	48,533	10,373	25,102	70,223	2,68,772	15
6,329	97,154	9	85	...	9	6	76	16
...	...	...	...	...	...	...	...	17
200	926	5	15	2	9	16	39	18
196	1,453	17,263	1,27,808	67	562	32	212	19
6	7	...	...	1	2	2	5	20
100	590	469	1,405	81	304	85,890	2,78,430	21
163	348	...	...	3	12	3	3	22
22	93	...	...	3	10	11	36	23
36	233	9,070	23,450	3,866	9,197	9,152	28,712	24
10	85	68	184	150	423	29	102	25
468,140	26,45,411	731,046	56,07,094	58,143	4,10,482	870,169	63,49,536	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XIX--conold.					
Main head.	Sub- head.		OILS--conold.				(1) Castor.	
			(5) Others.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	131,298	10,98,337	1,116,503	91,85,603	312,322	18,50,718
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	869	2,873	3,783	14,723	105	522
31	...	Bowringpet-Kolar ...	1	2	2	3	10	10
32	...	Bukhtiarapore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light	14	27	52	109	109	100
36	...	Cutch ...	22	55	202	655	806	231
37	...	Debri-Rohtas Light ...	...	...	8	22	...	...
38	...	Dholpur-Bari ...	...	1	85	213	128	290
40	...	Godhra-Lunavada ...	6	17	17	56	...	...
41	...	Jessore-Jhenidah Light ...	...	...	52	135	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	2	5	130	330	1	5
43	...	Nadiad-Kapadvanj ...	36	94	328	890	311	651
1	(f)	Parlakimedl Light ...	17	18	299	230	60	60
24	(o)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Sahasarpur Light.	63	170	521	1,182	5	9
45	...	Tarakesur-Magra Light ...	3	5	166	267	...	...
46	...	Tezapore-Balipara Light ...	...	...	109	452	...	...
		2' 0" gauge.						
47	...	Darjeling-Himalayan ...	36	781	1,510	21,048	...	...
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	132,367	11,02,385	1,173,764	92,26,529	343,857	18,82,596

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XX—(continued on following page).								NUMBER.
OIL SEEDS.								
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Raps and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
463,140	26,45,411	731,046	55,07,094	58,143	4,10,482	870,169	63,49,536	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
18,784	59,695	11,790	55,399	25	102	70	343	30
...	...	...	...	...	...	...	..	31
...	...	...	...	...	...	...	...	32
3	8	...	...	...	...	...	...	35
52	172	...	...	...	1	...	...	36
...	...	...	...	...	...	...	...	37
7	16	...	...	...	...	255	579	38
1	1	7	13	...	1	15	29	40
...	...	...	...	...	...	105	186	41
not furnished.	...	...	...	...	...	...	...	42
...	...	15	44	...	...	141	336	1
8	30	...	...	1	3	115	263	43
249	210	...	...	...	...	84	76	1
...	...	...	...	...	...	...	...	24
15	48	...	...	...	1	855	1,569	44
...	...	...	...	...	...	95	122	45
...	...	...	...	...	...	18	104	46
58	1,385	1	21	...	...	...	...	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
482,817	27,06,976	742,859	56,62,571	58,169	4,10,590	871,922	63,53,143	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XX—conold.						XXI.	
Main head.	Sub- head.		OIL-SEEDS—conold.						Opium.	
			(6) Til or jinjili.		(7) Others.		TOTAL.		Quantity.	Earnings.
203	204	205	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			206	207	208	209	210	211	212	213
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.								
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	53,417	3,49,607	25,427	1,49,142	164,755	10,73,326	166	5,651
2	(a) to (c) & (m) to (o)	Bombay, Baroda and Central India.	28,491	2,39,845	123,486	8,66,698	277,829	23,33,776	270	10,333
3	(a) to (d)	Eastern Bengal ...	338	1,821	1,423	6,105	65,200	2,26,436	38	613
4	...	East Indian ...	11,440	72,261	60,256	3,80,427	541,172	36,06,853	1,429	32,990
5	*(a) to (k)	Great Indian Peninsula ...	104,995	10,08,930	307,627	30,92,847	808,089	82,01,801	138	4,530
6	(a) to (l)	Madras and Southern Mahratta	51,069	3,66,856 [†]	126,216	11,10,067	403,601	27,72,672	47	1,496
7	(a) & (b)	Nizam's Guaranteed State ...	28,596	2,19,529	18,233	76,644	144,455	8,00,321	...	...
8	(a) to (e)	North Western ...	24,340	1,73,132	13,212	68,490	279,066	29,43,685	93	3,139
9	(a) to (c)	Ondh and Rohilkhand ...	4,611	23,906	22,193	1,09,852	109,708	5,29,595	590	17,474
10	(a) to (k)	South Indian ...	45,470	2,46,026	686	3,330	237,620	10,50,716	2	60
		3' 3½" gauge.								
11	...	Assam-Bengal ...	1,117	4,224	116	505	8,018	35,202	5	98
12	...	Bengal and North-Western ...	3,283	18,346	9,546	37,454	208,261	8,81,874	3,779	66,566
13	...	Bengal Doon ...	...	...	266	3,020	1,179	4,784	...	...
14	...	Bhavnagar ...	3,513	10,549	10,438	29,996	15,381	45,088	4	28
2	(f) to (l)	Bombay, Baroda and Central India.	29,194	1,44,157	91,332	6,46,250	254,884	12,29,950	1,447	48,397
15	...	Burma ...	7,879	51,568	3,057	18,781	19,379	1,69,060	18	361
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	...	...
17	...	Gondal-Forbandar ...	5,197	13,843	14,538	46,885	22,839	70,043	3	30
7	(c) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley.	6,045	48,753	44,250	3,45,282	70,568	5,46,638	...	...
18	...	Jamnagar ...	460	1,219	4,521	6,187	8,029	9,646	2	13
19	...	Jodhpur-Bikaner ...	12,578	50,759	†24,446	†51,782	123,568	3,83,336	40	725
20	...	Junagad ...	872	2,187	7,445	18,457	9,572	24,274	...	...
21	...	Morvi ...	1,020	3,781	4,728	16,706	5,837	20,818	24	227
24	(a) & (b)	Rohilkund and Kumaon ...	3,385	9,766	2,954	8,812	32,204	90,896	180	3,437
25	...	Udaipur-Chitorgarh ...	1,216	4,912	413	1,578	1,887	7,286	49	348
		Carried over ...	423,476	30,65,977	916,833	70,97,852	3,31,0129	2,70,57,070	8,324	1,96,816

† Includes 22,693 tons of cotton seeds.

‡ Includes Rs. 46,047 for cotton seeds.

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXII.		XXIII								NUMBER
Paper and pasteboard		PROVISIONS.								Main head.
		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,450	23,997	13,587	1,30,479	3,903	55,100	6,744	92,697	24,234	2,78,276	1
4,573	85,949	21,491	2,78,411	5,693	77,568	21,243	2,07,473	51,432	5,63,392	2
17,637	42,475	1,232	6,218	1,544	13,189	8,411	66,525	11,187	85,962	3
15,957	2,73,123	7,575	1,14,300	14,646	3,29,121	94,121	13,39,992	116,342	17,88,416	4
6,319	88,013	44,049	6,07,369	8,898	1,27,458	31,339	3,58,840	84,286	10,93,667	5
3,905	57,100	62,380	4,56,142	8,390	63,474	30,452	2,46,905	101,222	7,60,521	6
800	7,555	12,947	1,22,054	1,227	16,259	3,006	25,821	17,190	1,64,134	7
7,414	1,15,610	30,199	5,03,368	10,957	1,03,060	10,455	2,30,221	51,611	8,36,649	8
3,991	33,766	1,821	15,037	2,066	16,321	5,293	72,323	9,180	1,03,680	9
5,743	96,866	4,666	31,293	2,623	23,467	58,685	4,40,148	65,974	4,99,913	10
497	4,699	1,321	12,008	337	4,216	4,181	37,018	6,839	53,212	11
3,630	15,209	1,852	22,676	5,486	43,960	10,497	56,752	17,935	1,28,388	12
93	517	66	172	30	230	1,483	10,286	1,579	10,658	13
157	717	1,895	5,953	2,180	7,306	2,213	7,236	5,788	20,525	14
1,832	17,577	13,699	93,533	9,158	67,599	10,949	67,104	33,806	2,28,236	2
1,155	14,433	1,334	12,724	928	14,981	53,449	5,33,609	55,761	6,11,214	15
...	...	...	...	...	...	7,058	9,096	1,058	9,096	16
45	178	1,368	3,775	2,051	8,275	5,171	14,321	8,590	23,374	17
333	4,353	3,139	35,234	461	4,670	8,561	37,423	12,101	77,329	7
21	63	80	135	51	154	3,197	7,161	3,328	7,450	13
490	3,289	3,881	17,669	5,150	36,276	2,811	16,143	11,842	70,088	19
109	484	737	2,707	1,06	3,333	4,469	13,489	6,312	19,529	20
47	262	2,372	6,875	209	712	1,067	5,258	3,618	12,315	21
460	2,760	1,331	10,173	455	2,863	1,590	8,553	3,376	21,589	24
53	325	428	2,947	82	599	458	1,373	968	5,419	25
76,710	8,39,318	236,000	24,91,287	87,576	10,30,003	383,903	39,56,302	707,479	74,77,592	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	XX—conold.						XXI.	
Main head.	Sub- head.		OIL SEEDS—conold.						Opium.	
			(6) Til or jinjili.		(7) Others.		TOTAL.			
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
			Tons.	Ra.	Tons.	Ra.	Tons.	Ra.	Tons.	Ra.
		Brought forward ...	428,476	30,65,977	916,838	70,97,852	3,810,129	3,70,57,670	8,324	1,96,810
		2' 6" gauge.								
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
30	...	Barai Light ...	417	1,223	23,139	1,00,634	54,330	2,17,921	...	...
31	...	Bowringpet-Kolar ...	1	1	2	2	13	13	...	...
32	...	Bukhtiarapore-Bihar Light ...	...	...	...	...	...	...	...	...
35	...	Champamer-Shivrajpur Light ...	6	6	566	635	684	749	...	...
36	...	Cutch ...	102	310	147	313	1,107	1,027	2	8
37	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	21	56	412	954	823	1,395	...	...
40	...	Godhra-Lunavada ...	71	121	2	5	96	170	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	105	186	...	...
42	...	Madaya Light ...	...	...	...	...	...	...	Information	
1	(d)	Mourbhanj ...	115	219	1,046	2,001	1,313	2,605	...	...
43	...	Nadiad-Kapadvanj ...	129	316	1,946	4,190	2,510	5,453	...	...
1	(f)	Parlakimedi Light ...	277	369	775	523	1,445	1,238	...	...
24	(e)	Powayan Light ...	...	...	2,092	2,533	2,092	2,533	...	...
44	...	Shahdara (Delhi)-Sabaranpur Light.	19	55	5,151	10,260	6,045	11,912	...	...
45	...	Turkessur-Magra Light ...	...	...	...	...	95	122	...	...
46	...	Tezapore-Balipara Light ...	...	...	63	293	78	397	...	...
		2' 0" gauge.								
47	...	Darjeeling-Himalayan ...	...	3	...	...	59	1,409	...	20
48	...	Gwalior Light ...	...	...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
51	...	Jagudhri Light ...	...	...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
		TOTAL ...	427,634	30,68,659	952,171	72,50,195	3,880,029	2,73,04,730	8,326	1,96,844

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXII.		XXIII.								NUMBER.
Paper and pasteboard.		PROVISIONS.								Main head.
		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
76,710	8,89,318	236,000	24,91,287	87,576	10,30,008	383,963	39,56,302	707,479	74,77,592	
...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	...	...	29
136	650	1,466	6,599	167	796	293	1,567	1,926	8,982	30
2	5	2	3	...	...	153	161	155	164	31
...	...	...	...	...	...	...	...	...	...	32
1	5	63	181	4	14	861	1,777	928	1,972	35
8	25	1,241	4,098	4	8	13	41	1,358	4,147	36
...	...	4	8	10	22	...	...	14	30	37
...	...	15	39	211	579	14	50	240	668	38
1	4	18	53	6	20	9	24	33	102	40
...	...	...	...	8	10	...	...	8	10	41
not furnished	...	...	...	...	...	...	...	...	...	42
3	7	3	8	7	21	22	68	32	92	1
6	20	165	561	41	141	527	974	733	1,676	43
2	4	130	195	1	1	87	100	218	196	1
...	...	...	...	...	...	...	...	...	...	24
9	42	111	514	58	240	313	959	452	1,743	44
3	11	...	...	11	30	38	62	49	112	45
...	...	...	...	30	129	...	...	30	129	46
75	2,045	2	59	42	684	3,640	52,517	3,684	53,260	47
...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
76,956	8,92,186	239,220	25,03,610	88,176	10,32,698	389,873	40,14,667	717,269	75,50,975	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR-					
Main head.	Sub- head.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	135	2,083	1,286	14,407	12,535	69,939
2	(a) to (e) & (m) to (e).	Bombay, Baroda and Central India.	51	426	574	3,020	3,932	25,548
3	(a) to (d)	Eastern Bengal ...	33	42	565	1,019	11,749	44,723
4	...	East Indian ...	957	7,587	4,836	59,691	16,217	1,06,860
5	(a) to (h)	Great Indian Peninsula ...	58	809	740	1,615	22,440	92,792
6	(a) to (l)	Madras and Southern Mahratta	3,801	11,932	822	11,843	8,270	44,097
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	42	479	904	3,082
8	(a) to (n)	North Western ...	571	1,116	12,901	7,812	897	2,632
9	(a) to (c)	Oudh and Rohilkhand ...	...	...	...	...	492	4,504
10	(a) to (k)	South Indian ...	133	370	67	167	778	2,912
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	...	...	5	103	661	6,744
12	...	Bengal and North-Western ...	...	...	...	...	...	...
13	...	Bengal Doers ...	...	...	...	...	4	11
14	...	Bhavnagar ...	22	47	25	36	1,061	1,385
2	(f) to (l)	Bombay, Baroda and Central India.	49	131	7	94	1,867	5,907
15	...	Burma ...	...	...	...	...	921	9,640
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Forbandar ...	13	55	114	87	675	3,218
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley	...	...	...	...	113	710
18	...	Jamnagar ...	2	2	...	...	...	...
19	...	Jodhpur-Bikaner ...	1,385	4,132	965	2,790	568	1,632
20	...	Junagad ...	...	...	...	...	396	101
21	...	Morvi ...	...	...	2	13	367	415
24	(a) & (b)	Rohilkund and Kumaon ...	...	...	...	...	67	310
25	...	Udaipur-Chitorgarh ...	...	...	...	...	...	3
		Carried over ...	7,210	28,937	22,951	1,02,681	84,934	4,27,165

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXIV.						XXV.		NUMBER.
MATERIALS FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(8) Materials.				TOTAL.		Salt.		Main head.
(b) Sleepers and keys of steel and cast-iron.		(c) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,189	9,663	58,734	2,89,624	73,879	3,85,721	141,146	9,41,977	1
903	5,907	23,626	1,00,830	32,086	1,35,731	213,558	8,21,259	2
2,908	7,233	23,946	43,746	39,201	96,763	113,867	5,45,378	3
7,713	54,226	188,843	2,92,613	218,571	5,21,177	315,630	13,73,720	4
17,015	81,620	13,968	71,150	54,221	2,47,986	259,977	20,09,347	5
433	1,945	80	368	13,406	70,190	146,435	9,70,447	6
172	404	...	...	1,118	3,965	40,117	2,14,403	7
13	40	35,875	1,72,303	50,057	1,83,403	155,940	9,73,921	8
42	301	701	5,490	1,235	10,295	57,837	3,14,332	9
...	...	136	443	1,114	3,892	140,304	5,81,072	10
74	697	3	42	743	7,586	41,927	1,50,316	11
...	...	...	...	...	...	126,668	5,55,101	12
...	...	...	...	4	11	5,377	10,284	13
4	4	3,167	3,396	4,279	4,868	2,338	3,402	14
142	239	239	886	2,354	7,257	287,635	20,10,620	2
87	211	...	...	1,008	9,351	29,746	3,10,195	15
...	...	...	...	...	...	1,096	4,623	16
...	...	1,541	2,080	2,343	5,440	2,229	6,092	17
75	561	...	...	188	1,271	15,902	1,23,437	7
...	...	45	52	47	54	167	391	18
50	184	9,039	21,836	32,027	30,574	50,488	2,40,603	19
...	...	434	147	830	248	1,612	2,165	20
...	...	28	58	397	486	990	1,417	21
...	...	7,300	27,457	7,367	27,767	23,482	1,18,747	24
...	...	...	...	...	3	970	4,480	25
30,825	1,63,235	370,555	10,32,521	516,475	17,54,539	2,180,331	1,22,98,937	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR-					
Main head.	Sub- head.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	7,210	28,987	22,951	1,02,681	84,934	4,27,165
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Barnset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	...	...	...	...	66	199
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	7	26	...	...	...	...
36	...	Cutch ...	...	...	7	13	...	...
37	...	Dehri-Rohitas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	...	...	...	...	...	...
40	...	Godhra-Lunavada ...	...	...	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	...	...	...	...	1	3
43	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...
1	(f)	Parlakimedi Light ...	...	...	...	...	5	4
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	16	30	...	...
45	...	Tarkassar-Magra Light ...	...	...	...	...	...	...
46	...	Tozpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	7,217	28,983	21,974	1,02,724	85,006	4,27,871

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXIV. RISK FOR THE PUBLIC AND FOREIGN RAILWAYS.						XXV.		NUMBER.
(3) Materials.				TOTAL.		Salt.		Main head.
(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Quantity.	Earnings.	Quantity.	Earnings.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
30,825	1,63,235	370,555	10,32,521	516,475	17,54,539	2,180,331	1,22,98,987	
...	27
...	29
13	36	13	40	32	276	6,874	27,674	30
...	...	5	2	5	2	87	125	31
...	32
596	240	34	10	637	276	74	137	35
...	...	32	15	39	28	30	25	36
...	39	77	37
...	...	1	2	1	2	355	802	38
...	31	76	40
...	162	347	41
not furnished.	42
...	...	2,415	5,021	2,416	5,024	1,449	2,888	1
...	253	689	43
...	5	4	1,054	509	1
...	1,560	1,583	24
...	...	32	46	48	76	1,172	2,498	44
...	188	255	45
155	707	...	...	155	707	68	353	46
...	1,652	24,819	47
...	48
...	49
...	50
...	51
...	52
31,589	1,64,218	873,087	10,87,657	519,878	17,60,933	2,195,384	1,28,81,791	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXVI.					
Main head.	Sub- head.		SALTPETRE AND OTHER SALINE SUBSTANCES.					
			(1) Saltpetre.		(2) Other saline substances.		TOTAL.	
243	244	245	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	460	4,408	694	4,656	1,154	9,059
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India	2,254	18,637	1,809	23,136	4,063	41,773
3	(a) to (d)	Eastern Bengal ...	63	412	8,370	26,431	8,433	26,843
4	...	East Indian ...	17,680	1,85,430	15,686	97,275	33,366	2,82,705
5	(a) to (h)	Great Indian Peninsula ...	2,098	16,221	2,823	32,842	4,921	49,063
6	(a) to (l)	Madras and Southern Mah- ratta	1,351	11,372	139	1,203	1,490	12,575
7	(a) & (b)	Nizam's Guaranteed State ...	245	1,780	749	4,355	994	6,135
8	(a) to (o)	North Western ...	7,129	36,177	7,088	57,424	14,217	93,601
9	(a) to (e)	Oadh and Rohilkhand ...	1,176	5,282	1,637	7,970	2,818	13,252
10	(a) to (k)	South Indian ...	868	4,866	3	14	871	4,880
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	...	...	544	3,156	544	3,156
12	...	Bengal and North-Western ...	9,233	36,772	5,189	18,237	14,422	55,009
13	...	Bengal Doars ...	...	...	91	823	91	823
14	...	Bhavnagar ...	48	161	7	10	55	171
2	(f) to (l)	Bombay, Baroda and Central India	5,597	33,485	1,761	15,276	7,358	53,761
15	...	Burma ...	1	12	66	989	67	1,001
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Forbandar ...	8	24	58	211	66	235
7	(o) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley	105	1,144	108	730	213	1,874
18	...	Jamnagar ...	4	12	16	31	20	43
19	...	Jodhpur-Bikaner ...	195	813	1,135	5,381	1,330	6,194
20	...	Junagad ...	6	20	...	...	6	20
21	...	Morvi ...	10	43	18	67	28	110
24	(a) & (b)	Rohilkhand and Kumaon ...	260	770	2,320	4,632	2,580	5,602
25	...	Udaipur-Chitorgarh ...	33	166	53	265	91	431
		Carried over ...	48,824	3,68,002	50,369	3,05,314	93,193	6,68,316

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXVII.										NUMBER.
SILK.										
(1) RAW.				(2) PIECE-GOODS.				TOTAL.		Main head.
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	403	7,213	...	...	1	57	401	7,270	1
274	5,859	67	1,333	127	7,554	94	5,033	562	19,579	2
...	...	129	951	...	...	...	...	129	951	3
...	...	397	4,822	...	...	21	1,054	418	5,876	4
78	1,370	30	960	63	1,436	5	304	176	4,070	5
110	1,936	128	2,267	...	2	...	3	238	4,208	6
2	25	...	...	1	17	2	86	5	78	7
222	3,427	247	11,839	17	792	63	1,680	549	17,688	8
6	20	8	302	...	...	2	24	16	346	9
1	11	15	182	...	1	5	83	21	277	10
...	...	46	352	...	...	...	...	46	352	11
...	...	...	8	...	...	1	12	1	20	12
...	...	...	...	...	...	4	73	4	73	13
3	25	2	7	...	2	...	...	5	34	14
83	3,642	33	1,009	7	255	18	670	141	5,576	2
56	1,143	71	2,030	11	404	1	35	189	3,612	15
...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	17
5	56	...	...	...	...	2	37	7	93	3
10	16	1	1	...	...	...	...	11	17	18
9	32	3	22	...	2	...	3	12	59	19
...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	25
859	17,862	1,577	33,298	226	10,465	219	9,254	2,861	70,379	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXVI. SALTPETRE AND OTHER SALINE SUBSTANCES.					
Main head.	Sub- head.		(1) Saltpetre.		(2) Other saline substances.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	48,824	3,63,002	50,369	3,05,314	99,193	6,68,316
		2' 6" gauge.						
27	...	Arrah Snamam Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	85	290	81	117	116	407
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	6	25	2	4	8	29
36	...	Cutch ..	1	2	13	35	14	37
37	...	Dehri-Rohas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	5	12	9	20	14	32
40	...	Godhra-Lunavada ...	...	...	1	3	1	3
41	...	Jessore-Jhanidah Light ...	...	...	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	...	1	...	1	...	2
43	...	Nadiad-Kapadvanj ...	...	...	6	18	6	18
1	(f)	Parlakimedi Light ...	7	13	...	...	7	12
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Sabaranpur Light.	86	227	36	81	122	308
45	...	Tarkessur-Magra Light ...	...	...	40	58	40	58
46	...	Tezporo-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amra Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	49,014	3,63,571	50,507	3,05,651	99,521	6,69,222

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXVII.										NUMBER
SILK.										
(1) RAW.				(2) PIECE-GOODS.				TOTAL.		Main head.
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
859	17,362	1,577	33,293	226	10,465	219	9,254	2,881	70,379	
...	27
...	29
1	6	...	2	...	1	...	...	1	9	30
...	31
...	32
...	35
...	36
...	37
...	38
...	40
...	41
not furnished.	42
...	...	1	3	...	...	...	4	1	7	1
...	43
...	1
...	24
...	44
...	...	3	9	...	...	...	...	3	9	45
...	46
...	47
...	48
...	49
...	50
...	51
...	52
860	17,368	1,581	33,312	226	10,466	219	9,258	2,886	70,404	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264		265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	10,833	1,30,457	25	583	9,318	1,14,397
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India	1,739	34,398	9	242	3,435	36,659
3	(a) to (d)	Eastern Bengal...	19,907	1,83,235	1,169	24,204	12,277	69,853
4	...	East Indian ...	10,698	2,44,352	996	38,669	10,701	1,49,422
5	(a) to (h)	Great Indian Peninsula ...	11,273	2,32,032	96	2,470	14,896	1,72,944
6	(a) to (l)	Madras and Southern Mahratta	16,413	2,05,645	109	1,855	39,726	3,50,031
7	(a) & (b)	Nizam's Guaranteed State ...	1,041	11,375	4	43	5,768	39,872
8	(a) to (e)	North Western ...	892	8,514	468	8,096	5,041	47,662
9	(a) to (e)	Oudh and Rohilkhand ...	3,196	36,023	92	1,537	1,197	8,834
10	(a) to (k)	South Indian ...	23,903	1,95,186	387	3,472	25,235	1,59,442
		3' 3½" gauge.						
11	...	Assam-Bengal ...	4,117	30,496	...	...	1,334	9,665
12	...	Bengal and North-Western ...	4,516	34,072	130	1,918	14,206	68,006
13	...	Bengal Dooars ...	407	1,657	79	1,000	64	278
14	...	Bhavnagar ...	239	1,072	...	...	385	1,815
2	(f) to (l)	Bombay, Baroda and Central India	1,037	9,865	32	724	3,912	28,621
15	...	Burma ...	8,880	97,611	...	9	8,004	1,46,147
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	353	922	1	1	482	1,418
7	(e) & (d)	Hingoli Branch and Hydera- bad-Godavari Valley	649	7,964	1	14	1,360	12,674
18	...	Jamnagar ...	33	77	...	...	26	105
19	...	Jodhpur-Bikaner ...	270	2,102	10	98	1,233	8,510
20	...	Junagad ...	298	1,151	...	11	287	1,190
21	...	Morvi ...	24	79	...	...	300	1,249
24	(a) & (b)	Rohilkund and Kumaon ...	315	1,893	15	94	1,512	9,943
25	...	Udaipur-Chitorgarh ...	6	50	1	8	36	220
		Carried over ...	121,037	14,70,128	3,684	85,043	160,735	14,37,837

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXVIII.								NUMBER.
SPOICES.								
(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		Main head.
Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
193	3,949	2,977	24,103	5,046	37,616	28,302	3,10,845	1
637	12,540	798	18,562	14,011	1,63,851	50,029	2,66,102	2
1,258	15,253	1,133	17,207	6,172	45,405	41,916	3,55,157	3
1,419	20,581	1,814	41,809	12,149	1,76,800	37,777	6,71,638	4
516	10,904	674	17,649	14,614	1,89,512	42,069	6,25,511	5
579	6,908	3,679	34,821	23,175	1,82,667	83,741	7,81,927	6
43	455	51	573	1,397	11,535	6,304	63,853	7
2,053	22,453	1,317	35,614	5,144	46,588	14,915	1,68,922	8
563	4,669	272	2,136	2,270	13,698	7,500	66,897	9
1,420	12,840	7,320	44,344	289	2,967	18,554	4,17,201	10
9	98	59	557	405	4,084	5,924	44,900	11
1,707	16,087	889	9,548	3,979	35,301	25,427	1,65,021	12
30	54	99	506	120	554	799	4,049	13
8	49	1	8	431	1,782	1,064	4,726	14
420	7,223	513	12,992	19,305	1,17,287	15,219	1,76,717	2
2,192	22,413	53	1,108	255	3,236	19,384	2,70,574	15
...	...	...	...	...	...	...	...	16
3	15	4	14	115	543	161	2,913	17
23	289	38	477	482	4,921	2,553	26,339	7
6	35	3	9	743	1,911	811	2,037	13
71	655	59	356	1,169	5,786	2,812	17,007	19
4	19	2	14	253	936	839	3,311	20
8	33	...	...	651	2,907	983	3,668	21
147	703	33	241	444	2,111	2,366	14,985	24
11	84	3	29	76	342	133	728	25
13,320	1,58,364	21,791	2,02,617	112,595	10,51,065	433,182	41,65,714	...

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264		265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	121,037	14,70,128	3,684	85,043	160,735	14,37,897
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barsi Light ...	674	3,289	...	2	70	267
31	...	Bowringpet-Kolar ...	...	...	...	...	1	3
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	...	1	...	...	5	15
36	...	Cutch ...	60	163	...	1	53	144
37	...	Dehri-Bohtas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	2	6	...	...	13	40
40	...	Godhra-Lunavada ...	...	...	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...
42	...	Nadnya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	20	52	...	...	1	4
43	...	Nadiad-Kapadvanj ...	7	26	...	...	14	48
1	(f)	Parlakimedi Light ...	10	12	...	...	56	55
24	(c)	Powayan Light ...	...	...	...	...	...	...
44	...	Shabdara (Delhi)-Saharanpur Light	19	98	...	...	39	180
45	...	Tarkesaur-Magra Light ...	9	18	...	...	3	7
46	...	Tezporo-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	103	2,569	543	8,647	10	243
48	...	Gwallor Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	121,941	14,76,362	4,227	98,693	161,000	14,38,908

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXVIII.								NUMBER.
SPICES.								
(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
13,320	1,58,364	21,791	2,62,617	112,595	10,51,565	433,162	44,65,714	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
16	73	17	83	304	1,496	1,031	5,210	30
...	...	...	...	19	32	20	35	31
...	...	...	...	...	...	...	...	32
...	...	...	1	4	14	9	31	35
3	8	17	18	37	111	170	445	36
...	...	...	...	3	7	3	7	37
...	...	...	...	216	560	261	606	38
1	2	...	...	12	25	13	27	40
...	...	...	...	49	171	49	171	41
not furnished.	...	...	...	...	...	...	...	42
1	2	...	...	8	24	30	82	1
3	15	4	11	19	52	47	152	43
2	3	3	4	25	29	36	103	1
...	...	...	...	...	...	...	...	24
8	32	...	...	21	67	37	377	44
...	...	...	...	7	13	19	38	45
...	...	...	...	...	...	...	...	46
...	...	24	613	22	421	702	12,498	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
13,354	1,58,499	21,853	2,63,347	113,371	10,54,687	435,749	44,85,491	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXIX.					
Main head.	Sub- head.		SUGAR.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined.			
			(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.			
281	282	283	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			284	285	286	287	288	289
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e), (g) & (h)	Bengal-Nagpur ...	21,645	1,81,784	5,523	47,723	26,516	2,02,039
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	62,925	9,08,826	1,043	13,412	46,177	5,50,113
3	(a) to (d)	Eastern Bengal ...	41,634	3,06,712	22,987	1,32,918	51,522	2,38,265
4	...	East Indian ...	110,060	13,72,283	84,083	6,05,258	199,744	7,42,877
5	(a) to (h)	Great Indian Peninsula ...	111,970	13,10,363	5,387	47,620	130,291	12,30,413
6	(a) to (l)	Madras and Southern Mahratta	23,689	2,16,125	9,334	83,531	113,219	8,15,458
7	(a) & (b)	Nizam's Guaranteed State ...	4,910	31,975	561	3,507	9,423	68,433
8	(a) to (o)	North Western ...	165,764	24,76,352	68,431	4,72,719	152,442	10,08,852
9	(a) to (e)	Oudh and Rohilkhand ...	39,222	2,65,534	46,096	2,08,046	71,153	3,49,227
10	(a) to (k)	South Indian ...	25,645	1,89,417	5,524	24,702	43,154	2,76,916
		3' 3½" gauge.						
11	...	Assam-Bengal ...	2,479	15,142	5,337	20,853	7,340	39,052
12	...	Bengal and North-Western ...	16,392	93,053	50,581	3,48,194	123,332	6,63,430
13	...	Bengal Doonars ...	1,712	6,993	535	2,708	1,728	7,051
14	...	Bhavnagar ...	7,942	30,041	...	...	6,131	17,781
2	(f) to (l)	Bombay, Baroda and Central India.	57,362	3,53,058	41,472	3,47,473	107,854	10,33,023
15	...	Burma ...	370	3,293	11,535	1,19,724	30,741	2,18,340
16	...	Dibru Sadiya ...	...	...	...	...	1,263	9,186
17	...	Gondal-Portbandar ...	6,069	19,946	...	...	2,544	9,920
7	(o) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	4,861	41,946	192	983	4,194	35,255
18	...	Jamnagar ...	1,291	2,645	691	1,585	660	1,125
19	...	Jodhpur-Bikaner ...	16,742	88,839	5,541	28,928	16,948	99,573
20	...	Junagad ...	3,453	10,575	43	121	891	2,374
21	...	Morvi ...	512	1,409	116	280	2,099	7,531
24	(a) & (b)	Rohilkhand and Kumaon ...	7,381	24,144	13,285	41,435	18,995	1,10,685
25	...	Udaipur-Chitorgarh ...	1,290	5,901	397	1,924	1,769	7,538
		Carried over ...	734,320	89,17,348	378,972	25,47,210	1,173,130	77,44,459

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

TOTAL.		XXX						NUMBER.
		TEA.						
TOTAL.		(1) Foreign.		(2) Indian.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
53,637	4,81,502	...	...	2,009	35,707	2,009	35,707	1
110,145	14,72,851	1,067	16,799	826	16,801	1,893	33,600	2
116,143	6,77,895	...	...	42,667	7,65,676	42,667	7,65,676	3
393,887	27,20,918	...	...	8,281	72,543	3,261	72,543	4
247,648	25,81,896	760	5,386	2,478	36,911	3,214	42,247	5
152,242	11,15,114	68	905	944	11,524	1,013	12,429	6
14,894	1,06,915	18	179	61	741	79	920	7
386,637	49,57,923	1,786	39,169	2,960	47,999	4,746	87,168	8
156,471	8,22,637	...	...	2,692	24,715	2,692	54,715	9
77,323	4,41,035	3	58	8,793	64,532	8,796	64,590	10
15,156	75,047	...	...	41,723	5,10,607	41,723	5,10,607	11
190,605	11,04,893	...	...	91	1,235	91	1,235	12
3,975	10,752	...	...	22,930	4,77,068	22,930	4,77,068	13
14,073	47,822	2	10	117	546	119	556	14
199,688	17,38,556	0	13,171	369	6,295	939	19,466	2
42,616	3,41,863	157	2,798	2,414	46,532	2,572	49,380	15
1,263	9,186	...	...	12,214	94,904	12,214	94,904	16
8,613	23,866	3	7	68	333	71	340	17
9,247	81,184	17	231	42	512	59	743	7
2,642	5,355	...	...	15	22	16	22	18
39,231	2,17,349	5	60	9	79	14	139	19
4,392	13,070	...	...	64	234	64	234	20
2,727	9,320	2	7	5	33	7	40	21
39,861	1,76,264	...	...	174	127	174	927	24
3,456	15,423	...	5	2	18	2	23	25
2,286,422	1,92,09,017	4,465	78,735	146,928	22,16,624	151,393	22,95,219	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXIX.					
Main head.	Sub- head.		SUGAR.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined.			
					(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
281	282	283	284	285	286	287	288	289
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward	784,320	89,17,348	378,972	25,47,210	1,173,130	77,44,459
		2' 6" gauge.						
27	...	Arrah-Sasaram Light	...	...	...	...	...	...
29	...	Baraset-Basirhat Light	...	...	...	...	...	...
30	...	Barsi Light	2,070	7,559	...	...	526	2,083
31	...	Bowringpet-Kolar	10	11	89	91	...	...
32	...	Bukhtiarapore-Bihar Light	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light	45	83	...	1	6	18
36	...	Cotech	222	750	849	2,874	1,824	5,963
37	...	Dahri-Rohtas Light	...	...	163	145	188	166
38	...	Dholpur-Bari	320	744	91	207	611	1,401
40	...	Godhra-Lunavada	9	23	...	...	13	30
41	...	Jeasore-Jhenidah Light	...	...	158	896	21	66
42	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj	52	146	...	...	9	22
43	...	Nadind-Kapadvanj	244	612	5	11	230	1,154
1	(f)	Parlakimedi Light	259	312	...	...	60	68
24	(g)	Powayan Light	...	...	...	...	876	877
44	...	Shabdara (Delhi)-Saharanpur Light.	188	565	10,707	29,674	22,366	60,444
45	...	Tarkessur-Magra Light	44	58	42	59	60	84
46	...	Tezapore-Balipara Light	...	...	24	120	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan	380	8,125	1,068	17,558	53	980
48	...	Gwalior Light	...	...	...	...	...	...
49	...	Howrah-Amta Light	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light	...	...	...	...	...	...
51	...	Jagadhri Light	...	...	...	...	...	...
52	...	Jorhat (Provincial)	...	...	...	...	...	...
		TOTAL	788,161	89,36,336	3,92,168	25,98,346	1,200,028	78,17,794

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

TOTAL.		XXX.						NUMBER.
		(1) Foreign.		(2) Indian.		TOTAL.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
290	291	292	293	294	295	296	297		298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,286,422	1,92,09,017	4,465	78,735	143,928	22,16,524	151,393	22,95,259	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
2,596	9,621	7	31	2	7	9	41	30
99	102	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	32
51	102	...	1	...	...	...	1	35
2,895	9,587	...	...	1	3	1	3	36
351	311	...	...	...	...	...	...	37
1,023	2,352	...	...	...	...	...	...	38
22	53	...	1	...	...	...	1	40
179	462	...	...	...	...	...	...	41
not furnished.	...	...	...	...	...	...	...	42
61	168	...	...	...	...	...	...	1
529	1,777	6	24	...	...	6	24	43
319	380	...	...	...	2	...	2	1
876	877	...	...	...	...	...	...	24
33,259	90,693	...	...	...	...	...	...	44
146	201	...	...	...	...	...	...	45
24	123	...	...	6,435	27,254	6,435	27,254	46
1,506	23,663	...	...	4,782	69,150	4,782	69,150	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	61
...	...	...	...	...	...	...	...	52
2,330,357	1,93,52,476	4,478	78,795	158,148	23,12,940	162,626	23,91,735	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (L RETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXXI. TOBACCO.					
Main head.	Sub- head.		(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
299	300	301	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	19,388	2,33,365	...	...	2,081	44,133
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India	22,784	2,35,292	39	807	909	13,886
3	(a) to (d)	Eastern Bengal ...	50,396	4,66,423	...	...	3,637	51,231
4	...	East Indian ...	48,657	4,77,751	21	448	9,684	2,18,781
5	(a) to (h)	Great Indian Peninsula ...	14,889	1,71,733	681	26,872	1,445	25,001
6	(a) to (l)	Madras and Southern Mahratta	44,549	2,81,146	468	10,071	2,831	36,457
7	(a) & (b)	Nizam's Guaranteed State ...	2,941	35,819	23	396	404	5,715
8	(a) to (e)	North Western ...	21,944	2,45,509	15	404	4,465	1,09,583
9	(a) to (e)	Oudh and Rohilkhand ...	7,087	48,923	22	196	1,055	9,433
10	(a) to (k)	South Indian ...	28,852	1,63,858	1,460	23,371	1,964	22,283
		3' 3 1/2" gauge.						
11	...	Assam-Bengal ...	3,213	23,791	...	...	351	7,099
12	...	Bengal and North-Western ...	50,768	3,87,979	5	32	923	10,343
13	...	Fengal Dooars ...	5,095	14,923	279	3,176	155	1,664
14	...	Bhavnagar ...	1,220	6,062	22	212	275	1,270
2	(f) to (l)	Bombay, Baroda and Central India	17,982	1,13,730	64	1,118	853	12,524
15	...	Burma ...	8,079	68,814	527	8,480	1,136	14,157
16	...	Dibru-Sadiya ...	...	...	...	...	...	...
17	...	Gondal Porbandar ...	736	3,542	17	59	233	1,207
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley	1,030	17,368	3	86	193	3,214
18	...	Jamnagar ...	180	840	28	123	280	1,290
19	...	Jodhpur-Bikaner ...	3,536	21,824	5	83	489	4,518
20	...	Junagad ...	223	999	1	3	51	206
21	...	Morvi ...	1,283	6,734	5	48	29	189
24	(a) & (b)	Rohilkund and Kumaon ...	3,483	19,009	5	41	293	1,756
25	...	Udaipur-Chitorgarh ...	540	3,421	...	...	14	107
		Carried over ...	353,866	80,81,391	3,649	76,029	33,775	5,95,650

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

XXXII.								NUMBER.
WOOD.								
TOTAL.		(1) Timber, unwrought.		(2) Manufactures.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	310
803.	809	310	311	312	313	314	315	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
21,469	2,77,498	85,322	3,53,984	4,310	37,230	89,633	3,88,244	1
23,732	2,49,985	87,386	3,74,755	5,668	63,202	1,30,554	4,37,937	2
54,033	5,17,600	101,493	2,88,023	13,001	1,04,881	115,094	3,92,907	3
53,365	6,93,980	166,232	4,66,430	11,737	1,14,918	178,019	5,81,348	4
16,965	2,23,616	165,443	7,48,423	9,814	1,21,632	175,327	8,70,103	5
47,843	3,27,274	314,137	9,34,846	13,796	1,09,898	327,933	10,44,744	6
3,374	41,930	57,294	1,85,441	2,212	12,967	59,490	1,98,408	7
23,421	3,55,499	158,976	5,83,979	16,318	1,31,465	175,204	6,70,444	8
8,174	53,549	110,617	3,08,019	7,502	47,168	118,119	3,53,137	9
32,276	2,09,542	325,139	9,17,518	10,706	87,065	335,905	10,04,583	10
3,534	33,890	11,165	49,837	10,378	67,108	21,543	1,10,945	11
51,701	3,98,354	61,974	1,89,002	8,353	55,269	70,327	2,44,271	12
5,529	19,766	10,235	40,111	2,950	31,485	13,215	74,596	13
1,517	7,544	12,551	47,235	1,097	5,074	13,648	52,359	14
18,899	1,67,372	47,036	1,88,802	4,546	29,712	51,582	2,18,514	15
9,742	91,451	195,946	7,75,100	2,382	23,595	198,928	7,98,695	16
...	...	7,109	22,833	...	...	7,109	22,833	16
991	4,808	7,660	27,220	1,313	3,721	9,053	30,941	17
1,231	20,668	11,420	39,072	1,466	12,091	12,895	53,163	17
488	2,256	239	837	128	459	417	1,323	18
4,030	28,925	18,133	64,353	1,367	7,010	19,500	71,373	19
281	1,208	2,630	8,540	223	870	2,818	9,419	20
1,317	6,971	2,096	6,409	170	597	2,263	7,006	21
3,788	23,808	67,809	2,37,651	2,269	10,655	70,078	2,38,306	21
554	3,528	145	445	32	192	177	637	25
391,230	37,61,070	2,028,376	63,46,981	133,073	10,96,353	2,161,449	79,03,334	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		Railway system.	XXXL					
Main head.	Sub- head.		TOBACCO.					
			(1) Unmanufactured.		(2) Manufactured.			
			Quantity.	Earnings.	(a) Cigars.		(b) Other sorts.	
Quantity.	Earnings.	Quantity.			Earnings.	Quantity.	Earnings.	
209	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	353,866	30,81,391	3,649	76,029	33,775	5,95,650
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	117	550	1	5	90	622
31	...	Bowringpet-Kolar ...	16	22	...	...	3	4
32	...	Bukhtarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	13	39	...	...	...	...
36	...	Cutch ...	5	15	7	22	...	...
37	...	Debri-Rohas Light ...	4	10	...	...	...	...
38	...	Dholpur-Bari ...	20	63	...	...	...	...
40	...	Godhra-Lunavada ...	4	18	...	...	...	...
41	...	Jessore—Jhenidah Light ...	7	17	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	32	52	...	...	5	22
43	...	Nadiad-Kapadvanj ...	25	77	...	...	...	1
1	(f)	Parlakimedi Light ...	37	37	1	2	...	...
24	(e)	Powayan Light ...	...	...	...	...	...	...
44	...	Shabdara (Delhi)-Saharanpur Light	558	2,140	2	11	1	4
45	...	Tarkessur-Magra Light ...	22	77	...	...	14	25
46	...	Tezporo—Balipara Light ...	5	23	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	96	1,818	437	9,471	52	1,034
48	...	Gwallior Light ...	...	...	...	...	...	...
49	...	Howrah-Aunta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	354,832	30,94,352	4,097	85,540	33,940	5,97,422

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

TOTAL.		XXXII.						NUMBER.
		Wood.						
TOTAL.		(1) Timber, unwrought.		(2) Manufactures.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
391,290	37,61,070	2,028,376	68,46,981	133,073	10,86,353	2,161,499	79,33,334	
...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	...	29
208	1,177	2,792	6,045	319	1,497	3,051	7,542	30
19	26	1	1	...	...	1	1	31
...	...	...	...	...	...	...	...	33
13	39	1,050	€90	7	21	1,057	857	35
12	37	864	919	20	27	881	946	36
4	10	54	71	...	...	54	71	37
20	68	€2	119	11	30	93	149	38
4	18	3	7	2	6	5	13	40
7	17	40	117	...	...	40	117	41
not furnished.	...	...	...	...	...	...	...	42
37	74	1,675	3,321	6	18	1,681	3,347	43
25	78	923	1,876	40	157	966	1,833	43
38	39	28	23	178	247	236	275	44
...	...	891	€25	...	...	891	€23	24
556	2,155	2,949	7,545	288	950	3,237	8,501	44
46	102	712	€29	35	77	747	€06	45
5	26	...	...	...	...	...	...	46
585	12,383	143	1,€23	379	6,071	522	7,639	47
...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
392,869	37,77,314	2,040,526	68,70,756	134,358	10,95,430	2,174,684	79,€6,276	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX ')).		Railway system.	XXXIII.					
Main head.	Sub- head.		(1) Raw.		Wool.			
			Quantity.	Earnings.	(a) Carpets and rugs.		(b) Piece-goods, European.	
317	318	319			320	321	322	323	324	325
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	81	1,312	...	...	...	...
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India	7,063	1,40,040	322	5,740	297	13,701
3	(a) to (d)	Eastern Bengal ...	1,235	22,234	...	...	...	...
4	...	East Indian ...	2,415	36,161	448	12,539	57	1,397
5	(a) to (h)	Great Indian Peninsula ...	1,032	15,052	120	3,979	459	10,225
6	(a) to (l)	Madras and Southern Mahratta	2,036	35,463	508	7,784	6	108
7	(a) & (b)	Nizam's Guaranteed State ...	313	6,224	139	1,561	10	116
8	(a) to (a)	North Western ...	33,623	7,89,295	253	7,374	544	19,380
9	(a) to (c)	Cudd and Rohilkhand ...	1,563	7,523	26	159	8	31
10	(a) to (k)	South Indian ...	268	2,701	170	2,883	...	11
3' 3 1/2" gauge.								
11	...	Assam-Bengal ...	2	29	3	32	...	...
12	...	Bengal and North-Western ...	256	3,616	81	581	34	432
13	...	Bengal Doars ...	...	...	...	...	...	...
14	...	Bhavnagar ...	403	2,895	...	...	...	1
2	(f) to (l)	Bombay, Baroda and Central India	11,987	1,93,361	413	5,340	83	1,094
15	...	Burma ...	14	277	156	3,590	3	45
16	...	Dibru Sadiya ...	...	...	...	...	...	...
17	...	Gondal-Porbandar ...	372	1,749	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley	13	122	31	541	...	4
18	...	Jamnagar ...	219	682	2	6	...	5
19	...	Jodhpur-Bikaner ...	5,824	55,969	9	126	6	85
20	...	Junagad ...	112	506	...	...	...	1
21	...	Morvi ...	450	2,727	...	...	...	...
24	(a) & (b)	Rohilkund and Kumaon ...	241	2,652	17	115	12	48
25	...	Udaipur Chitorgarh ...	101	761	...	1	...	2
Carried over			69,658	13,21,431	2,698	52,351	1,519	43,686

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

						XXXIV.		NUMBER.
tured.				TOTAL.		All other articles of merchandise.		
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.						Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	299	6,021	380	7,333	264,659	12,81,477	1
218	6,626	27	635	7,927	1,60,742	458,336	28,00,442	2
...	...	491	7,277	1,756	20,561	164,519	6,49,798	3
745	20,720	867	15,909	4,532	83,728	403,654	34,81,492	4
178	5,885	1,308	25,898	3,095	61,060	490,354	37,91,321	5
91	1,776	2,090	29,769	4,731	74,900	205,009	15,73,621	6
244	2,626	...	...	706	10,527	14,483	68,781	7
6,866	36,738	2,857	59,825	43,646	9,12,612	662,560	51,53,953	8
294	2,013	538	5,408	2,429	15,134	404,567	12,62,237	9
282	5,571	52	776	772	11,942	327,636	16,00,550	10
...	...	96	1,507	101	1,568	22,045	1,63,040	11
264	3,073	39	336	675	8,038	94,963	4,31,525	12
...	...	7	51	7	51	7,160	48,880	13
1	3	1	2	405	2,901	6,301	19,304	14
249	4,125	8	121	12,740	2,04,041	410,878	19,00,984	2
3	45	4	55	180	4,012	186,767	8,96,273	15
...	...	...	...	...	...	54,290	82,467	16
...	...	87	411	459	2,160	8,395	29,257	17
126	1,715	...	...	170	2,382	7,040	66,785	7
1	5	15	81	237	779	1,628	5,634	18
30	280	240	2,298	6,109	68,758	37,311	1,28,677	19
3	17	...	...	115	524	4,771	16,231	20
...	...	3	21	453	2,748	2,642	12,210	21
...	...	97	510	367	3,325	132,466	2,07,508	24
2	15	...	...	103	779	1,097	6,659	25
9,095	91,233	9,125	156,911	92,095	16,68,612	4,437,650	2,56,88,238	

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	XXXIII.					
Main head.	Sub- head.		(1) Raw.		(a) Carpets and rugs.		(b) Piece-goods, European.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	69,658	13,21,431	2,698	52,351	1,519	46,686
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
29	...	Baraset-Pasirhat Light ...	...	...	...	...	...	...
30	...	Barai Light ...	...	3	2	14	...	...
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...
35	...	Champaner-Shivrajpur Light ...	1	7	...	...	...	...
36	...	Cutch ...	209	132	...	...	...	...
37	...	Dehri-Rohas Light ...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	3	11	...	...	...	...
40	...	Godhra-Lunavada ...	...	...	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	...	...	...	...	...	...
43	...	Nadiad-Kapadvanj ...	29	155	1	2	...	...
1	(f)	Pariakimedi Light ...	...	...	...	1	...	...
24	(g)	Powayan Light ...	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light	6	28	...	...	...	...
45	...	Tarkessur-Magra Light ...	...	...	...	...	...	...
46	...	Tezapore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	2	57	5	145	3	98
48	...	Gwalior Light ...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
51	...	Jagadhari Light ...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...
		TOTAL ...	69,908	13,21,824	2,708	52,503	1,522	46,784

DIX 11—contd.

earnings therefrom during the financial year 1913-14.

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

						XXXIV.		NUMBER.
						All other articles of merchandise.		
tured.				TOTAL.				Main head,
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,095	91,283	9,125	1,56,911	92,095	16,68,612	4,437,650	2,56,88,288	
...	*23,000	*44,000	27
...	*21,000	*42,000	29
...	...	125	501	117	518	10,473	30,023	30
...	73	159	31
...	*28,000	*52,000	32
...	1	7	6,842	4,093	35
...	209	132	1,510	2,504	36
...	288	506	37
...	3	11	484	689	38
...	1,654	1,429	40
...	520	1,205	41
not furnished.	42
...	...	4	9	4	9	6,585	8,728	1
...	30	157	1,274	3,333	43
...	1	1,311	1,629	1
...	11,776	12,101	24
1	5	5	26	12	59	5,830	18,324	44
...	29,736	19,254	45
...	1,980	8,380	46
6	161	2	76	18	537	5,374	78,025	47
...	*79,000	*2,27,000	48
...	*48,000	*69,000	49
...	*12,000	*15,000	50
...	*9,000	*9,000	51
...	*35,000	*91,000	52
9,102	91,899	9,261	1,57,523	92,499	16,70,043	4,776,310	2,64,17,664	

* Represents total articles of merchandise and earnings therefrom.

Principal commodities carried by railways and the

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
			Tons.	Rs.	Tons. †	Rs.	Tons. †	Rs.
		5' 6" gauge.						
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	6,416,516	2,43,88,640	140	4,964	22,521	1,46,197
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India.	2,821,804	2,34,42,233	679	14,045	13,620	1,97,509
3	(a) to (d)	Eastern Bengal ...	4,469,798	1,82,23,667	687	7,944	22,617	1,78,313
4	...	East Indian ...	14,598,598	6,66,71,094	3,522	1,38,747	16,173	3,02,256
5	(a) to (k)	Great Indian Peninsula ...	6,366,643	5,97,54,996	1,871	71,397	15,976	1,60,674
6	(a) to (l)	Madras and Southern Mahratta	3,473,462	2,29,26,775	778	16,446	5,839	51,663
7	(a) & (b)	Nizam's Guaranteed State ...	1,001,957	48,08,358	255	3,094	56	937
8	(a) to (o)	North Western ...	6,544,072	5,85,90,192	6,898	1,36,558	17,703	2,07,329
9	(a) to (c)	Oudh and Rohilkhand ...	2,135,769	87,76,768	1,408	46,412	5,218	58,187
10	(a) to (k)	South Indian ...	2,682,259	1,24,73,165	277	3,330	4,703	34,209
		3' 3½" gauge.						
11	...	Assam-Bengal ...	681,874	31,00,454	27	383	2,246	19,822
12	...	Bengal and North-Western ...	1,985,046	†86,35,306	308	3,550	21,345	2,73,005
13	...	Bengal Doars ...	181,756	11,81,211	2	37	46	350
14	...	Bhavnagar ...	197,344	5,97,103	38	416	1,171	4,224
2	(f) to (l)	Bombay, Baroda and Central India.	2,736,364	1,65,33,875	929	20,914	15,340	1,51,790
15	...	Burma ...	2,387,708	1,24,13,692	987	37,099	7,282	2,02,700
16	...	Dibru-Sadiya ...	573,735	10,88,127	...	...	134	749
17	...	Gondal-Porbandar ...	245,076	5,33,116	42	414	6	1,540
7	(e) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	308,282	24,31,684	184	3,551	59	1,601
18	...	Jamnagar ...	40,908	82,952	38	456	79	145
19	...	Jodhpur-Bikaner ...	973,600	35,21,521	454	5,700	716	6,872
20	...	Jansgad ...	167,396	2,28,504	11	146	186	370
21	...	Morvi ...	81,218	2,26,103	403	435	69	1,515
24	(a) & (b)	Rohilkund and Kumaon ...	586,282	18,12,264	7	123	53	1,000
25	...	Udaipur-Chitorgarh ...	22,619	1,02,694	31	295	5	20
		Carried over ...	61,630,086	34,75,77,439	20,065	5,16,451	173,733	20,02,977

† Excluding Rs. 6,96,482 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.

DIX 11—concl'd.

earnings therefrom during the financial year 1913-14.

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

XXXV.						NUMBER.
ANIMALS.						
(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. †	Rs.	Tons. †	Rs.	Tons. †	Rs.	
3,917	57,345	12	379	26,590	2,08,885	1
20,039	4,44,518	...	...	34,338	6,56,072	2
770	9,240	6	839	24,080	1,96,336	3
9,413	2,74,248	30	697	29,138	7,15,948	4
5,137	1,07,607	7	59	22,991	3,39,737	5
10,249	1,19,773	5	837	16,371	-1,88,719	6
11	157	...	...	822	4,188	
770	16,723	10	29	25,381	8,60,634	8
880	13,050	...	...	7,506	1,17,649	9
17,378	1,25,520	100	700	22,953	1,63,759	10
...	
265	4,333	3	197	2,541	24,735	11
1,121	19,928	...	...	22,774	2,96,478	12
1	7	...	...	49	394	13
54	361	...	...	1,263	5,001	14
12,726	1,95,567	...	...	28,995	3,68,271	2
2,323	98,410	...	...	11,092	3,38,209	15
...	...	...	...	134	749	16
6	344	...	...	624	2,298	17
41	919	...	...	284	6,071	7
41	258	...	...	158	859	18
399	1,489	...	...	1,569	14,061	19
9	41	...	...	206	557	20
1	12	...	...	562	1,962	21
5	101	...	...	65	1,224	24
...	...	...	...	38	315	25
86,551	14,89,946	173	3,787	280,522	40,13,111	

† Live stock has been converted into tons at:—

A head of cattle, or a pony or horse ...

A sheep, goat, etc. ...

An elephant ...

... = 0.25 ton.

... = 0.025 ton.

... = 2.50 tons.

Principal commodities carried by railways and the

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

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub- head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
835	836	837	838	839	840	841	842	843
			Tons.	Rs.	Tons.*	Rs.	Tons.*	Rs.
		Brought forward ...	61,620,086	34,76,77,499	20,065	5,16,451	173,733	20,02,977
		2' 6" gauge.						
27	...	Arrah-Sasaram Light ...	26,000	44,000	...	...	...	...
29	...	Baraset-Basirhat Light ...	21,000	42,000	...	...	...	...
30	...	Barsi Light ...	250,958	6,31,387	9	188	1	16
31	...	Bow ring Kolar ...	837	986	...	...	...	...
32	...	Bukhtiar-pore-Bihar Light ...	28,000	52,000	...	...	...	...
35	...	Champaner-Shivrajpur Light-	58,483	52,570	...	...	...	...
36	...	Cutch ...	18,056	41,470	...	...	...	...
37	...	Dehri-Rohas Light ...	87,289	1,84,347	...	...	...	...
38	...	Dholpur-Bari ...	21,450	24,742	...	...	...	...
40	...	Godbra-Lunavada ...	2,154	2,672	...	...	...	...
41	...	Jeosore-Jhenidah Light ...	4,006	10,363	...	...	...	...
42	...	Madaya Light ...	...	...	...	...	...	Information
1	(d)	Mourbhanj ...	21,247	36,902	...	...	...	...
43	...	Nadiad-Kapadvanj ...	11,883	28,560	...	...	...	...
1	(f)	Parlakimedi Light ...	15,886	14,758	...	...	...	...
24	(o)	Powayan Light ...	24,860	27,143	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	91,013	2,35,492	...	...	...	...
45	...	Tarkasur-Magra Light ...	40,443	31,903	...	...	...	...
46	...	Tez-pore-Balipara Light ...	21,718	75,533	...	...	...	...
		2' 0" gauge.						
47	...	Darjeeling-Himalayan ...	46,596	6,42,672	...	...	269	1,612
48	...	Gwalior Light ...	79,000	2,27,000	...	...	...	...
49	...	Howrah-Amta Light ...	43,000	69,000	...	...	...	...
50	...	Howrah-Sheakhala Light ...	12,000	15,000	...	...	...	...
51	...	Jagadhri Light ...	9,000	9,000	...	...	...	...
52	...	Jorhat (Provincial) ...	35,000	91,000	...	...	...	...
		TOTAL ...	62,589,465	35,01,17,992	20,074	5,16,639	174,003	20,04,605

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ...

A sheep, goat, etc. ...

An elephant ...

... = 0.25 ton.

... = 0.025 ton.

... = 2.50 tons.

DIX 11—concl'd.

earnings therefrom during the financial year 1913-14.

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

XXXV.						NUMBER.
ANIMALS.						
(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons.*	Rs.	Tons.*	Rs.	Tons.*	Rs.	
86,551	14,89,946	173	3,737	280,522	40,18,111	
...	27
...	29
...	10	2	30
...	31
...	32
...	35
...	36
...	37
...	38
...	40
...	41
not furnished.	...	not furnished.	...	...	...	42
...	1
...	43
...	1
...	24
...	44
...	45
...	46
...	269	1,612	47
...	48
...	49
...	50
...	51
...	52
86,551	14,89,946	173	3,737	280,801	40,14,927	

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	1	2	3	4		
Main head.	Sub-head.	Railway system.	DESCRIPTION OF RAILWAY					
			Gauge of rail- way.	Mean mileage worked. Miles.	Number of sta- tions. No.	Total length of the under		
						(a) to and less. Miles.	(b) to to 100. Miles.	(c) to to 100. Miles.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	5' 6"	1,669'35	298	...	0'15	119'84
2	(a) to (e)	Bombay, Baroda and Central India	5' 6"	1,190'39	202	...	1'32	0'31
3	(a)	Eastern Bengal	5' 6"	507'04	145	...	...	...
4	(a) to (d)	East Indian	5' 6"	2,782'00	475	6'05	18'62	49'88
5	(a) to (f)	Great Indian Peninsula	5' 6"	3,022'09	467	19'31	2'82	72'30
6	(a) and (b)	Madras and Southern Mahratta	5' 6"	1,041'61	210	...	13'60	34'42
7	(a) and (b)	Nizam's Guaranteed State	5' 6"	354'70	48	...	...	79'19
8	(a) to (k)	North Western	5' 6"	4,853'89	796	82'62	93'23	152'22
9	(a) to (c)	Oudh and Rohilkhand	5' 6"	1,602'10	287	...	9'30	6'41
10	(a)	South Indian	5' 6"	577'84	85	...	2'26	15'00
3' 3½" GAUGE.								
11	(a) and (b)	Assam-Bengal	3' 3½"	808'35	160	10'11	35'67	28'45
12	(a) and (b)	Bengal and North-Western	3' 3½"	2,110'90	383	0'80	0'15	...
14	(a) and (b)	Bhavnagar	3' 3½"	217'63	34	...	0'29	1'45
2	(f) to (b)	Bombay, Baroda and Central India	3' 3½"	2,212'11	314	5'40	0'23	18'75
15	(a) to (c)	Burma	3' 3½"	1,549'10	305	68'04	34'68	50'47
3	(b) to (d)	Eastern Bengal	3' 3½"	1,150'73	209	0'34	0'52	4'43
17	(a) to (c)	Gondal-Porbandar	3' 3½"	211'16	37	1'69	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	3' 3½"	441'44	64	...	...	...
18	(a) to (e)	Jamnagar	3' 3½"	54'22	7	...	...	0'17
19	(a) to (e)	Jodhpur-Bikaner	3' 3½"	1,298'57	150	...	...	...
20	(c) to (l)	Junagad	3' 3½"	119'42	17	...	...	1'35
6	(c)	Madras and Southern Mahratta	3' 3½"	2,091'21	325	16'25	31'33	692'22
10	(c)	Nilgiri	3' 3½"	28'96	12	22'25	1'61	0'27
24	(a) and (b)	Rohilkund and Kumaon	3' 3½"	559'95	92	...	6'41	8'89
10	(f)	Shoranur-Cochin	3' 3½"	64'75	15	...	18'75	9'14
10	(b), (d), (e) and (g) to (i)	South Indian	3' 3½"	1,114'24	272	0'04	14'64	130'82
25	(a) to (g)	Udaipur-Chitorgarh	3' 3½"	68'72	11	...	...	1'10
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2' 6"	594'27	77	...	34'65	90'17
8	(l)	Kalka-Simla	2' 6"	59'82	21	6'00	2'38	9'94
8	(m) and (n)	Kohat-Thal and Nowahera-Durgai	2' 6"	102'00	18	0'06	...	27'57
10	(f)	Morappur-Dharmapuri	2' 6"	73'40	10	...	5'33	2'78
1	(g)	Furulia-Banohi	2' 6"	93'34	17	...	9'57	23'74
1	(h)	Raipur-Dhamtari	2' 6"	56'94	14	0'51	...	...
10	(k)	Tirapattur-Krishnagiri	2' 6"	25'38	5	...	8'21	...
8	(o)	Trans Indus (Kalabagh-Bannu)	2' 6"	70'64	13	0'36	0'08	16'64
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	2' 0"	25'25	4	...	...	0'68

DIX 12.

during each half of the financial year 1913-14.

prepare these statistics.]

5		6		7		8		9		10		NUM- BER.		
WORKED.		FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)								
noted gradients.		Steepest gradient worked.		Percentage of net earnings (in- cluding steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(d) $\frac{1}{100}$ to $\frac{1}{100}$	(e) $\frac{1}{100}$ to $\frac{1}{100}$	(a) Length.	(b) In- clina- tion.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
611.90 260.67 ...	149.77 96.43 7.69	0.15 ... 3.72	1/80 ... 1/800	2.86 3.50 2.49	3.26 4.42 2.87	2.36	3.26	1,68,198 2,01,249 2,93,638	1,71,180 2,01,367 3,06,455	375 565 729	424 656 879	179 307 418	193 300 496	1 2 3
221.55 809.62 184.98	176.66 297.52 113.28	0.15 5.99 0.80	1/50 1/37 1/60	4.65 2.52 2.67	4.59 3.36 3.07	... ... *2.55	... ... *2.65	2,43,785 1,98,377 1,68,317	2,48,611 2,04,820 1,69,408	721 520 416	753 646 427	280 324 237	309 377 219	4 5 6
110.99 143.63 19.15 86.75	18.22 115.46 22.56 39.19	2.52 5.60 2.25 1.42	1/100 1/25 1/75 1/62	†3.00 2.77 2.92 2.32	†3.52 2.10 2.86 2.03	†2.52	†2.99	1,44,408 1,67,624 1,26,260 1,49,247	1,49,043 1,69,931 1,28,876 1,53,303	355 394 291 327	414 369 292 350	182 206 135 192	209 226 146 236	7 8 9 10
101.50 8.99 64.07 864.43	34.54 7.59 18.26 228.88	10.11 0.30 0.96 ...	1/37 1/50 1/100 ...	0.58 3.88 3.05 3.63	1.02 3.93 3.60 4.92	... ... ... ...	... ... ... ...	1,72,525 53,946 55,133 79,903	1,72,804 84,550 51,292 80,242	150 184 136 256	185 199 184 293	111 73 70 141	116 68 62 136	11 12 13 14
156.88 48.09 75.14	142.80 43.85 96.07	9.81 0.82 1.69	1/25 1/180 1/18	2.62 2.75 3.56	3.23 3.72 4.00	... ... ...	... ... ...	1,21,891 1,04,313 43,745	1,23,205 1,05,846 46,010	273 239 122	338 296 133	144 131 59	180 147 59	15 3 17
250.00 9.54 241.51	15.31 6.88 116.70	26.47 0.19 1.17	1/183 1/100 1/130	2.21 3.43 5.22	4.66 3.18 4.87	2.23	4.73	75,311 46,175 26,562	76,141 40,180 26,728	162 104 116	226 102 101	102 47 60	98 49 49	7 18 19
31.30 336.16 0.18	15.20 117.53 ...	1.35 16.25 0.27	1/100 1/40 1/12	2.06 2.53 1.10	2.99 2.28 0.13	... *2.55 ...	... *2.65 ...	48,330 79,631 2,66,543	48,865 80,289 2,68,291	100 187 404	110 180 312	59 106 287	50 106 298	20 6 10
14.61 7.45 244.55 30.75	23.22 3.08 103.73 6.93	3.44 13.75 0.04 0.46	1/70 1/80 1/50 1/100	3.49 2.02 4.55 2.86	3.10 1.98 3.36 4.55	... ... ... ...	... ... ... ...	62,633 1,06,823 97,229 32,957	63,095 1,07,190 1,01,774 33,197	144 195 394 78	140 196 350 100	60 112 206 48	65 114 206 43	24 10 10 25
127.95 3.40 30.07	33.29 ... 22.77	0.08 1.33 3.68	1/73 1/33 1/100	0.94 1.58 0.63	0.78 0.68 0.36	0.94	0.78	59,341 3,32,556 68,668	50,598 3,32,498 68,367	74 470 74	76 384 78	52 270 57	58 297 68	1 8 8
3.38 13.24 17.83 4.15 12.80	... 3.94 2.55 0.21 6.12	4.53 9.57 0.51 7.18 0.36	1/67 1/80 1/50 1/67 1/50	0.16 2.17 3.19 0.67 0.35	-0.06 2.63 4.35 -1.17 0.47	... 2.17 3.19 ... ...	... 2.63 4.35	40,268 69,343 26,074 42,514 54,646	40,885 58,919 26,057 42,581 37,388	38 109 60 49 43	32 101 73 44 58	35 52 28 39 32	33 41 30 63 42	10 1 1 10 8
2.97	3.30	0.68	1/100	-0.29	0.77	...	...	10,899	10,970	21	19	22	16	19

* For both 5' 6" and 3' 3 1/4" gauges.

† For Nizam's Guaranteed State railway only.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Serial num- ber.	11	12	13	OUTLAY, EARNINGS AND EXPENSES					
Main head.	Sub-head.	Railway system.	Total earnings per train- mile.		Total working expenses per train-mile.		Net earnings per train- mile.				
			Rs.		Rs.		Rs.				
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	4.04	4.47	1.92	2.04	2.12	2.43			
2	(a) to (e)	Bombay, Baroda and Central India	5.66	6.05	2.97	2.76	3.69	3.29			
3	(a)	Eastern Bengal	4.30	4.88	2.47	2.75	1.83	2.13			
4	(a) to (d)	East Indian	4.40	4.41	1.70	1.81	2.69	2.60			
5	(a) to (f)	Great Indian Peninsula	3.80	4.61	2.37	2.69	1.43	1.92			
6	(a) and (b)	Madras and Southern Mahratta	4.82	4.89	2.74	2.51	2.08	2.38			
7	(a) and (b)	Nizam's Guaranteed State	4.27	4.83	2.19	2.44	2.08	2.39			
8	(a) to (h)	North Western	4.58	4.44	2.39	2.72	2.19	1.72			
9	(a) to (c)	Oudh and Rohilkhand	3.97	4.02	1.90	2.01	2.07	2.01			
10	(a)	South Indian	3.62	3.82	2.13	2.51	1.49	1.31			
3' 3 1/2" GAUGE.											
11		Assam-Bengal	3.35	3.78	2.48	2.37	0.87	1.41			
12	(a) and (b)	Bengal and North-Western	3.21	3.39	1.28	1.16	1.93	2.23			
14	(a) and (b)	Bhavnagar	3.32	3.16	1.71	1.46	1.61	1.70			
2	(f) to (i)	Bombay, Baroda and Central India	3.48	3.72	1.91	1.73	1.57	1.99			
15	(a) to (c)	Burma	3.86	4.39	2.04	2.33	1.82	2.06			
3	(b) to (d)	Eastern Bengal	2.88	3.48	1.58	1.93	1.30	1.95			
17	(a) to (c)	Gondal-Forbandar	3.34	3.28	1.63	1.45	1.71	1.83			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	2.55	3.25	1.61	1.41	0.94	1.84			
18		Jamnagar	3.83	3.70	1.72	1.79	2.11	1.91			
19	(a) to (e)	Jodhpur-Bikaner	2.96	3.18	1.53	1.53	1.43	1.65			
20		Junagad	3.82	3.94	2.27	1.78	1.55	2.16			
6	(c) to (l)	Madras and Southern Mahratta	3.08	2.86	1.75	1.69	1.33	1.17			
10	(c)	Nilgiri	5.65	4.82	4.02	4.60	1.63	0.23			
24	(a) and (b)	Rohilkund and Kumaon	3.60	3.39	1.51	1.58	2.08	1.81			
10	(f)	Shoranur-Cochin	2.85	2.79	1.63	1.61	1.22	1.18			
10	(b), (d), (e) and (g) to (i)	South Indian	3.55	3.19	1.86	1.88	1.69	1.31			
25		Udaipur-Chitorgarh	2.70	3.38	1.47	1.45	1.22	1.92			
3' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	2.54	2.51	1.79	1.92	0.75	0.59			
8	(l)	Kalka-Simla	4.64	3.97	2.66	3.08	1.98	0.89			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	1.58	1.69	1.22	1.49	0.36	0.20			
10	(f)	Morappur-Dharmapuri	1.35	1.29	1.24	1.33	0.11	-0.04			
1	(g)	Purulia-Ranchi	2.28	3.13	1.09	1.27	1.19	1.86			
1	(h)	Raipur-Dhamtari	2.68	3.52	1.24	1.42	1.44	2.10			
10	(k)	Tirapattur-Krishnagiri	1.69	1.52	1.30	2.20	0.39	-0.68			
8	(o)	Trans Indus (Kalabagh-Banna)	1.90	1.78	1.39	1.40	0.51	0.38			
2' 0" GAUGE.											
19	(f)	Pipar Road-Bhavi Light	1.45	1.35	1.54	1.12	-0.09	0.23			

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

14								15								16								17								18								19								20								Num- ber.	Main head.
(Exclusive of Steam-boat Service)—concl.																Division of expenditure between coaching and goods traffic.																																									
Cost per 1,000 gross ton-miles moved (freight and dead weight).				Percentage of total working expenses on total earnings.				Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores.				Inclusive of steam-boat service.				Total working expenses for both coaching and goods traffic excluding team-boat expenses, and after deducting telegraph and sundry receipts.				Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—				Rs.	Rs.																																
Rs.		Per cent.		Per cent.		Per cent.		Per cent.		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.	1st half.	2nd half.																																								
4.02	4.14	47.63	45.61	45.85	48.65	48.61	46.51	81.63	89.79	23.55	24.88	58.08	64.81	1																																											
6.32	5.61	52.45	45.69	51.25	44.60	52.45	45.69	90.56	88.38	36.34	34.03	51.23	54.83	2																																											
5.93	5.93	57.36	56.39	58.01	55.73	57.36	56.39	51.60	59.51	21.60	22.25	30.00	37.26	3																																											
2.97	3.19	38.78	41.06	37.02	39.62	38.89	41.18	1.89.87	2,12.03	49.25	57.27	1,40.12	1,54.78	4																																											
5.66	6.09	62.30	58.42	61.29	57.42	62.30	58.42	2,49.15	2,91.77	85.35	94.47	1,63.80	1,97.30	5																																											
6.33	5.55	56.89	51.29	55.87	50.02	56.89	51.29	61.65	56.37	25.35	23.36	36.30	33.01	6																																											
5.66	6.03	51.43	50.53	50.89	50.30	51.43	50.53	-15.29	17.72	4.13	4.63	11.16	18.04	7																																											
4.99	6.12	52.22	61.18	49.98	59.11	52.24	61.18	2,49.22	2,82.00	83.78	1,06.35	1,65.44	1,75.65	8																																											
4.84	4.69	47.93	49.93	46.82	48.33	47.93	49.92	52.23	56.30	25.97	27.74	26.26	28.56	9																																											
6.31	7.16	58.73	65.73	58.16	65.17	58.73	65.73	19.07	28.70	9.47	11.45	9.60	12.25	10																																											
9.23	8.27	74.09	62.65	73.34	62.02	74.09	62.65	21.24	21.94	8.26	8.49	12.98	18.45	11																																											
4.85	4.46	39.91	34.31	38.37	33.11	41.32	35.87	38.08	35.75	18.59	17.65	19.49	16.10	12																																											
9.28	8.04	51.59	46.17	51.32	46.04	51.59	46.17	3.49	3.34	1.92	1.78	1.57	1.56	13																																											
7.78	6.85	54.99	46.51	54.21	45.82	54.99	46.51	77.76	75.32	36.31	30.19	41.45	45.13	14																																											
7.52	8.29	52.91	53.12	52.16	52.22	58.56	53.61	56.10	70.52	22.07	24.39	34.03	48.13	15																																											
6.68	6.60	54.97	49.76	51.59	47.52	56.53	51.75	38.76	43.76	14.83	16.79	23.93	26.97	3																																											
9.37	8.13	48.84	44.15	48.69	43.73	48.84	44.15	3.12	3.02	1.75	1.63	1.37	1.39	17																																											
8.25	6.87	63.05	43.44	60.31	41.88	63.05	43.44	11.02	10.65	5.62	4.90	5.44	5.75	7																																											
10.41	11.29	45.02	48.25	44.99	48.23	45.02	48.25	63	67	41	46	32	31	18																																											
6.33	6.25	51.83	48.16	50.69	46.98	51.83	48.16	18.48	15.53	6.25	6.18	12.23	9.35	19																																											
11.95	8.94	59.30	45.24	58.93	45.02	59.30	45.24	1.64	1.36	83	69	81	67	20																																											
8.35	7.81	56.89	59.24	55.84	58.04	56.89	59.24	56.74	56.85	21.02	20.97	35.72	35.88	6																																											
48.91	56.65	71.21	93.37	70.11	95.26	71.21	93.37	2.15	2.22	1.32	1.39	88	83	10																																											
6.19	6.54	42.05	46.58	41.72	45.90	41.02	46.09	8.36	9.26	3.81	3.90	4.55	5.86	24																																											
9.46	9.03	57.13	57.87	56.93	57.70	57.16	58.13	1.87	1.89	91	94	98	95	10																																											
8.32	8.46	52.30	58.94	51.46	58.34	52.34	59.27	57.70	57.70	30.36	29.72	27.34	27.98	10																																											
9.07	8.07	54.63	43.15	54.54	43.13	54.63	43.15	74	74	57	55	17	19	25																																											
8.26	8.37	70.54	76.45	69.97	75.79	70.54	76.45	7.60	9.29	3.37	3.74	4.23	5.55	1																																											
31.40	33.87	57.36	77.47	57.27	77.34	57.36	77.47	4.15	4.55	1.98	1.83	2.17	2.72	8																																											
16.06	13.33	77.60	87.80	77.34	87.72	77.60	87.80	1.50	1.78	96	1.07	54	71	8																																											
12.30	12.06	91.94	113.08	91.92	103.08	91.94	103.08	54	62	35	42	19	20	10																																											
5.98	6.53	47.63	40.68	48.90	40.65	47.63	40.68	99	1.22	61	76	38	46	1																																											
10.79	11.20	48.26	40.46	45.47	40.03	46.26	40.46	41	44	12	14	29	30	1																																											
12.62	21.31	77.00	145.23	76.99	145.37	77.00	145.23	25	41	17	26	6	15	10																																											
11.87	11.25	73.27	78.52	73.11	78.00	72.97	81.51	43	96	26	53	17	43	8																																											
50.84	34.49	105.94	83.24	105.97	68.16	105.94	63.25	14	10	8	4	6	6	19																																											

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	21	22	23			
Main head.	Sub-head.	Railway system.	COACHING					
			GROSS RECEIPTS AND TRAIN-MILEAGE.					
			Receipts from coaching traffic (in thousands of rupees).		Coaching train- miles run (in thousands).		Average coach- ing receipts per train-mile.	
			Rs.		No.		Rs.	
				1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	59.04	66.13	1,936	1,951	3.05	3.39
2	(a) to (e)	Bombay, Baroda and Central India	61.76	63.99	1,795	1,938	3.44	3.30
3	(a)	Eastern Bengal	38.82	44.43	1,356	1,349	2.86	3.29
4	(a) to (d)	East Indian	1,62.71	1,66.76	4,784	5,154	3.40	3.24
5	(a) to (f)	Great Indian Peninsula	1,81.13	1,89.81	5,096	5,248	2.57	2.66
6	(a) and (b)	Madras and Southern Mahratta	48.12	48.42	1,321	1,351	3.64	3.53
7	(a) and (b)	Nizam's Guaranteed State	8.01	8.60	315	316	2.54	2.73
8	(a) to (k)	North Western	1,64.61	1,69.57	5,552	5,862	2.97	2.89
9	(a) to (c)	Oudh and Rohilkhand	61.91	59.65	1,841	1,839	3.31	3.16
10	(a)	South Indian	16.41	16.95	535	604	2.76	2.81
3' 3½" GAUGE.								
11	.....	Assam-Bengal	13.94	18.06	397	428	3.52	4.22
12	(a) and (b)	Bengal and North-Western	58.82	54.86	1,727	1,777	3.12	3.09
14	(a) and (b)	Bhavnagar	4.11	4.28	144	163	2.85	2.62
2	(f) to (l)	Bombay, Baroda and Central India	71.46	64.84	2,268	2,181	3.15	2.97
15	(a) to (c)	Burma	49.73	58.66	1,275	1,258	3.90	4.63
3	(b) to (d)	Eastern Bengal	34.50	40.86	1,346	1,375	2.59	2.97
17	(a) to (c)	Gondal-Porbandar	3.94	4.18	118	121	3.32	3.38
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	8.37	9.09	422	431	1.94	2.11
18	.....	Jamnagar	98	1.01	26	28	3.76	3.59
19	(n) to (e)	Jodhpur-Bikanor	13.40	14.89	496	504	3.10	2.95
20	.....	Junagad	1.77	1.80	38	40	4.71	4.47
6	(c) to (l)	Madras and Southern Mahratta	40.25	38.89	1,375	1,439	2.93	2.70
10	(e)	Nilgiri	1.65	1.12	33	31	5.08	3.62
24	(a) and (b)	Rohilkund and Kumaon	10.55	8.99	313	290	3.37	2.90
10	(f)	Shoranur-Cochin	1.85	1.86	67	67	2.78	2.76
10	(b), (d), (e) and (g) to (i)	South Indian	63.29	54.91	1,785	1,765	3.83	3.11
25	.....	Udaipur-Chitorgarh	94	1.08	39	38	2.40	2.60
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	5.33	5.60	211	226	2.52	2.48
8	(l)	Kalka-Simla	4.54	3.13	84	70	5.38	4.42
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	1.39	1.41	87	82	1.59	1.72
10	(j)	Norappur-Dharmapuri	44	44	26	70	1.69	1.47
1	(g)	Purulia-Banchi	1.24	1.80	57	63	2.18	2.85
1	(h)	Raipur-Dhamtari	48	59	13	13	3.55	4.42
10	(k)	Tirupattur-Krishnagiri	22	17	13	12	1.79	1.40
8	(o)	Trans Indus (Kalabagh-Banna).	43	83	18	36	2.38	2.27
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	10	9	8	5	1.25	1.75

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

TRAFFIC.														Number.
24	25		26		27		28		29		30			
UNITS AND UNIT-MILEAGE.														Main head.
Number of units carried one mile (in thousands).												Average sum received for carrying a unit one mile.		
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 class. Fics.		
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.	
1,498	3,579	4,850	6,571	12,203	16,064	374,434	405,068	392,965	431,302	3,096	3,571	17.24	12.90	
2,270	8,593	12,857	14,642	29,219	24,126	395,901	405,929	440,247	448,290	6,145	6,554	12.08	18.33	2
1,529	2,366	4,755	4,610	28,799	30,351	209,065	241,338	244,148	278,665	1,947	2,258	13.45	13.56	3
5,304	8,911	12,740	20,311	74,348	84,358	1,085,932	1,047,704	1,178,334	1,161,224	10,405	13,093	14.33	13.89	4
17,689	11,527	19,582	25,347	7,212	8,186	791,513	792,560	825,906	837,570	11,453	12,352	11.97	14.17	5
1,682	2,777	5,636	6,231	3,819	4,483	306,607	294,387	317,741	307,883	8,818	4,039	14.90	15.66	6
345	573	1,897	2,103	13,015	14,034	35,593	36,918	50,850	53,598	610	641	13.64	13.04	7
4,100	7,863	15,133	22,478	58,724	66,514	1,108,936	1,093,025	1,186,898	1,189,895	10,025	10,710	13.62	12.95	8
1,578	2,460	5,903	7,180	30,409	29,467	381,811	353,828	419,601	392,905	2,117	2,780	15.40	14.99	9
951	1,012	4,504	3,481	...	...	124,464	129,284	129,919	133,777	1,192	1,159	11.57	11.69	10
418	751	686	980	2,612	3,539	80,650	103,534	84,366	108,858	620	878	15.11	15.12	11
431	583	1,763	1,950	7,321	7,328	477,204	478,565	486,719	483,446	1,269	1,520	12.35	12.40	12
42	72	490	536	...	...	23,068	23,989	23,600	24,597	126	115	12.00	13.00	14
1,276	2,246	5,228	5,457	14,521	12,375	609,164	536,945	630,184	556,723	8,760	4,388	15.32	15.09	2
1,604	2,703	4,385	5,570	...	...	279,548	324,788	285,532	333,011	1,655	1,899	15.83	15.24	15
502	710	1,937	2,487	19,799	23,215	207,338	234,314	229,576	261,226	1,560	2,400	14.63	14.46	3
94	90	650	707	...	...	21,510	23,258	22,254	24,055	117	102	12.00	12.00	17
234	402	1,378	1,810	...	...	62,630	64,172	64,242	66,384	267	435	10.67	10.34	7
17	25	178	179	...	...	5,309	5,202	5,504	5,406	41	48	12.00	12.00	18
220	367	1,099	1,147	4,270	4,450	126,001	114,802	131,580	120,766	695	759	15.57	15.60	19
25	39	303	327	...	...	9,974	10,082	10,302	10,438	39	41	12.00	12.00	20
1,043	1,158	4,618	4,922	1,252	1,127	306,984	296,214	314,197	303,421	1,906	1,772	15.13	15.58	6
426	220	...	...	...	...	2,523	1,727	2,949	1,947	41	26	17.52	19.89	10
230	157	858	777	927	727	77,402	61,009	79,402	62,670	269	285	28.37	24.45	24
92	113	463	383	...	...	13,741	15,204	14,316	15,700	43	44	11.90	11.98	10
1,589	2,198	10,238	8,323	...	...	599,028	464,336	610,655	474,856	1,955	1,828	11.10	11.37	10
25	76	58	73	41	48	7,950	8,547	8,074	8,744	31	43	17.99	17.80	25
56	99	184	272	458	616	36,180	37,110	36,878	38,127	146	172	15.32	15.69	1
340	208	491	341	...	...	3,264	2,288	4,095	2,837	125	90	48.07	48.40	8
26	41	81	101	221	285	9,342	9,400	9,670	9,827	34	32	13.52	13.25	8
10	16	63	...	...	...	3,559	4,033	3,632	4,049	8	3	12.00	11.93	10
76	83	129	201	277	358	6,268	9,440	6,750	10,082	55	65	14.61	14.84	1
5	4	24	24	44	49	2,760	3,460	2,833	3,537	10	12	16.63	16.40	1
2	4	58	...	...	...	1,887	1,521	1,947	1,525	6	4	12.00	11.86	10
10	41	37	55	67	104	3,189	5,350	3,303	6,050	7	29	14.32	13.58	8
...	1	3	3	...	...	822	763	825	767	1	2	21.68	18.01	10

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Serial number	31	32	33			
			COACHING					
			UNITS AND UNIT-					
			Average sum received for carrying					
Main head.	Sub-head.	Railway system.	2nd class. Pies.		3rd or inter- mediate class. Pies.		4th or lowest class. Pies.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	6.55	6.57	3.24	3.25	2.44	2.44
2	(a) to (e)	Bombay, Baroda and Central India	5.60	5.52	2.79	2.79	2.09	2.08
3	(a)	Eastern Bengal	6.64	6.66	2.89	2.87	2.47	2.48
4	(a) to (d)	East Indian	6.63	6.07	3.19	3.11	2.21	2.23
5	(a) to (f)	Great Indian Peninsula	6.26	6.11	4.64	4.46	2.37	2.35
6	(a) and (b)	Madras and Southern Mahratta	7.06	7.13	3.88	3.84	2.30	2.30
7	(a) and (b)	Nizam's Guaranteed State	5.30	5.29	2.71	2.70	2.32	2.33
8	(a) to (k)	North Western	5.93	5.21	3.24	3.26	2.26	2.26
9	(a) to (c)	Oudh and Rohilkhand	6.58	6.35	3.04	3.04	2.44	2.44
10	(a)	South Indian	4.75	5.51	...	...	1.93	1.96
3' 3 3/4" GAUGE.								
11	(a) and (b)	Assam-Bengal	7.43	7.32	3.41	3.17	2.74	2.70
12	(a) and (b)	Bengal and North-Western	6.04	5.98	3.03	3.09	1.99	1.99
14	(a) and (b)	Bhavnagar	5.99	5.99	...	...	2.99	2.99
2	(f) to (l)	Bombay, Baroda and Central India	6.84	6.97	2.79	2.79	1.91	1.91
15	(a) to (c)	Burma	8.32	8.02	...	...	2.98	2.99
3	(b) to (d)	Eastern Bengal	6.85	7.07	2.85	2.83	2.51	2.52
17	(a) and (c)	Gondal-Porbandar	6.00	6.00	...	...	3.00	3.00
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	5.49	5.29	...	...	2.22	2.22
18	(a) to (e)	Jamnagar	6.00	6.00	...	...	3.00	3.00
19	(a) to (e)	Jodhpur-Bikaner	7.72	7.84	2.86	2.95	1.94	1.99
20	(c) to (l)	Junagad	6.00	6.00	...	...	3.00	3.00
6	(c)	Madras and Southern Mahratta	6.67	6.94	3.04	3.05	2.07	2.08
10	(c)	Nilgiri	...	...	...	...	4.94	5.38
24	(a) and (b)	Rohilkhand and Kumaon	10.42	10.60	4.57	4.38	2.17	2.15
10	(f)	Shoranur-Cochin	4.78	5.89	...	...	2.19	1.97
10	(b), (d), (e) and (g) to (i)	South Indian	4.98	5.67	...	...	1.95	1.96
25	.....	Udaipur-Chitorgarh	8.98	8.97	3.00	3.00	1.99	1.99
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	7.43	6.93	3.59	3.50	2.55	2.55
8	(l)	Kalka-Simla	22.87	22.67	...	...	10.50	10.50
8	(m) and (n)	Khat-Tal and Nowshera-Durgai	6.51	6.48	3.20	3.24	2.10	2.50
10	(j)	Morappur-Dharmapuri	2.71	...	...	...	2.14	2.00
1	(g)	Purnia-Ranchi	7.54	7.43	3.85	3.74	2.93	2.91
1	(h)	Raipur-Dhantari	7.88	7.93	4.45	4.44	3.00	3.00
10	(k)	Tirupattur-Krishnagiri	1.11	...	...	...	2.11	1.97
8	(o)	Trans Indus (Kalabagh Banna)	7.16	6.61	3.27	3.30	2.25	2.25
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	8.07	8.04	...	...	2.25	2.25

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

34		35		36		37		38		39		40		Num- BER.	
TRAFFIC—contd.															
MILWAUKEE—contd.															
* unit one mile—concl'd.				Average number of units in a train.											Main head.
Average for all classes.		Other coaching traffic per ton-mile.		1st class.		2nd class.		3rd or inter- mediate class.		4th or lowest class.		Total passen- ger 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.	1st half.	2nd half.
2.57	2.62	39.29	39.82	0.77	1.83	2.51	3.37	6.30	8.24	193.38	207.68	202.98	221.12	1	
2.29	2.32	28.84	28.82	1.26	1.85	7.16	7.56	16.28	12.45	220.53	209.44	245.23	231.30	2	
2.67	2.68	47.54	46.92	1.18	1.75	3.51	3.42	21.24	22.49	154.20	178.87	180.08	206.53	3	
2.37	2.43	31.54	31.61	11.1	1.73	2.66	3.94	15.54	16.37	226.99	203.30	246.30	225.34	4	
2.57	2.65	34.36	36.45	1.51	2.20	3.84	4.83	1.42	1.55	155.33	151.03	162.09	159.60	5	
2.47	2.54	36.34	36.55	1.27	2.06	4.27	4.61	2.89	3.33	233.02	217.87	240.45	227.86	6	
2.61	2.65	34.68	35.74	1.09	1.82	6.02	6.66	...	...	154.16	161.36	161.27	169.84	7
2.39	2.44	32.02	33.02	0.73	1.35	2.73	3.83	10.58	11.35	199.72	186.47	213.76	203.00	8	
2.59	2.63	40.72	40.82	0.86	1.31	3.15	3.77	16.52	15.00	207.43	187.33	227.96	208.01	9	
2.10	2.13	35.47	35.11	1.60	1.63	7.57	5.76	...	...	209.18	214.01	218.35	221.45	10
2.86	2.84	42.80	42.82	1.05	1.75	1.73	2.29	6.59	8.26	203.37	242.15	212.74	254.45	11	
2.03	2.03	36.12	39.57	0.25	0.33	1.02	1.10	4.24	4.12	276.30	269.31	281.81	274.86	12	
3.07	3.09	50.36	50.59	0.30	0.45	3.40	3.29	...	...	160.06	147.86	163.76	151.10	13
2.00	2.03	29.23	25.91	0.56	1.03	2.30	2.50	6.40	5.38	268.58	246.05	277.84	255.26	14	
3.14	3.18	35.81	35.85	1.26	2.13	3.44	4.89	...	...	219.32	256.17	224.02	262.69	15
2.61	2.62	40.83	41.37	0.37	0.52	1.44	1.81	14.71	16.38	154.03	170.74	170.55	189.95	16	
3.13	3.12	51.22	51.14	0.80	0.72	5.49	5.71	...	...	181.70	187.67	187.98	194.10	17
2.32	2.35	42.76	41.30	0.55	0.93	3.26	4.20	...	...	148.33	148.92	152.14	154.05	18
3.13	3.14	41.02	51.83	0.67	0.88	6.78	6.33	...	...	202.96	184.62	210.41	191.83	19
2.04	2.12	39.55	49.14	0.44	0.73	2.19	2.27	8.61	8.88	253.93	227.64	263.17	239.47	20	
3.11	3.12	51.42	51.29	0.66	0.71	8.06	8.11	...	...	264.98	250.03	273.70	258.35	21
2.19	2.20	44.89	44.65	0.78	0.81	3.51	3.42	0.91	0.73	223.26	205.91	228.44	210.92	22	
6.77	6.97	291.32	266.35	13.09	7.15	...	...	...	...	77.52	56.13	90.61	63.28	23
2.34	2.34	62.64	63.56	0.73	0.54	2.72	2.68	2.93	2.51	247.08	210.70	253.46	216.43	24	
2.84	2.14	49.43	49.82	1.39	1.66	7.25	5.69	...	...	206.28	225.88	214.92	232.73	25
2.02	2.07	38.24	39.62	0.78	1.25	5.74	4.71	...	...	335.68	263.04	342.20	269.00	26
2.10	2.19	34.08	34.02	0.64	1.97	1.49	1.90	1.04	1.25	208.66	222.29	206.83	227.41	27	
2.61	2.63	41.84	41.78	0.27	0.44	0.37	1.20	2.17	2.36	171.08	164.20	174.39	168.70	28	
15.10	14.74	202.39	200.66	4.03	2.95	5.82	4.84	...	...	38.71	32.46	48.56	40.25	29
2.58	2.61	49.26	48.37	0.30	0.50	0.93	1.22	2.53	3.46	106.95	114.29	110.71	119.47	30	
2.18	2.04	59.34	58.55	0.40	0.53	2.42	...	...	...	137.51	135.07	140.33	135.60	31
3.19	3.16	41.83	42.42	1.33	1.31	2.26	3.13	4.87	5.65	109.95	149.10	118.41	159.24	32	
3.09	3.07	43.47	43.47	0.35	0.33	1.78	1.79	3.29	3.69	265.32	258.34	210.74	264.15	33	
2.08	2.09	41.16	43.97	0.12	0.36	4.61	...	...	...	150.67	127.53	155.40	127.89	34
2.36	2.39	55.78	50.64	0.58	1.14	2.06	1.50	3.72	2.84	177.93	160.58	184.29	166.06	35	
2.27	2.29	27.47	28.63	0.03	0.12	0.36	0.60	...	...	102.74	148.04	103.12	143.76	36

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial number.	41	42	43			
Main head.	Sub-head.	Railway system.	COACHING					
			UNITS AND UNIT MILEAGE— concl'd.		VEHICLES AND VEHICLE			
			Average number of units in a train—concl'd.		Number of coaching vehicles			
			Other coaching traffic.		1st class.		2nd class.	
		Tons.		Vehicle miles.		Vehicle miles.		
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1'60	1'83	2,201	2,527	2,046	2,184
2	(a) to (e)	Bombay, Baroda and Central India	3'42	3'30	2,015	2,406	4,017	4,449
3	(a)	Eastern Bengal	1'44	1'67	1,515	1,339	1,400	1,156
4	(a) to (d)	East Indian	2'17	2'35	5,815	6,862	7,490	8,714
5	(a) to (f)	Great Indian Peninsula	2'25	2'45	8,637	9,618	7,135	7,852
6	(a) and (b)	Madras and Southern Mahratta	2'89	2'99	1,263	1,607	1,495	1,731
7	(a) and (b)	Nizam's Guaranteed State	1'93	2'03	362	306	481	496
8	(a) to (k)	North Western	1'81	1'83	8,657	8,513	7,631	7,283
9	(a) to (c)	Oudh and Rohilkhand	1'15	1'45	2,183	2,488	2,049	2,453
10	(a)	South India	2'00	1'92	487	471	718	645
3' 3 1/4" GAUGE.								
11		Assam-Bengal	1'56	2'05	715	818	708	809
12	(a) and (b)	Bengal and North-Western	0'73	0'86	3,195	3,099	2,906	2,597
14	(a) and (b)	Bhavnagar	0'88	0'71	198	212	235	257
2	(f) to (l)	Bombay, Baroda and Central India	1'67	1'99	2,533	2,849	2,599	2,760
15	(a) to (c)	Burma	1'30	1'50	1,710	1,813	1,826	1,956
3	(b) to (d)	Eastern Bengal	1'16	1'74	1,933	1,942	941	995
17	(a) to (c)	Gondal-Portbandar	0'99	0'82	171	187	230	261
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0'63	1'01	446	500	569	645
18		Jamnagar	1'57	1'69	83	34	45	46
19	(a) to (e)	Jodhpur-Bikaner	1'40	1'49	577	651	596	637
20		Junagad	1'03	1'02	56	73	63	98
6	(c) to (l)	Madras and Southern Mahratta	1'39	1'23	1,717	1,642	1,838	1,817
10	(c)	Nilgiri	1'25	0'86	56	37	...	...
24	(a) & (b)	Rohilkhand and Kumaon	0'86	0'81	413	398	395	364
10	(f)	Shoranur-Cochin	0'64	0'65	91	95	90	92
10	(b), (d), (e) and (g) to (i)	South Indian	1'10	1'04	1,890	2,025	2,119	2,033
25		Udaipur-Chitorgarh	0'78	1'10	31	50	33	36
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions	0'69	0'76	300	339	299	338
8	(l)	Kalka-Simla	1'48	1'27	159	137	142	125
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0'39	0'39	42	42	42	41
10	(g)	Morappur-Dharmapuri	0'32	0'10	36	43	17	...
1	(g)	Purulia-Banchi	0'37	1'03	97	104	111	108
1	(h)	Raipur-Dhamtan	0'72	0'87	13	13	13	13
10	(k)	Tirupattur-Krishnagiri	0'46	0'32	19	19	14	...
8	(o)	Trans-Indus (Kalabagh-Bannu)	0'39	0'79	17	33	18	33
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	0'17	0'29	5	4	4	2

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

44		45		46		47		48		49		50		NUM- BER.
TRAFFIC—contd.														
MILEAGE.														
hailed one mile (in thousands).										Average number of vehicles in a coaching train.				Main head.
3rd or inter- mediate class.		4th or lowest class.		Other vehicles.		Brake-vans.		Total.		1st class.		2nd class.		
Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		Vehicle miles.		No.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,409	3,224	17,902	16,784	2,251	2,330	2,245	2,153	29,054	29,232	1:14	1:30	1:06	1:12	1
...	...	16,938	16,894	2,058	2,880	3,479	3,325	29,107	30,454	1:12	1:24	2:24	2:29	2
2,940	2,645	9,291	10,748	2,063	2,172	1,311	1,268	18,526	19,328	1:12	0:59	1:03	0:36	3
10,455	10,453	40,665	42,211	8,667	10,588	5,585	5,883	78,627	84,651	1:22	1:32	1:57	1:69	4
679	765	38,664	37,695	5,899	6,761	6,784	6,961	67,738	69,652	1:69	1:33	1:40	1:50	5
555	485	11,015	11,137	2,119	2,168	1,880	1,922	18,327	19,050	0:56	1:19	1:13	1:28	6
...	...	2,035	2,080	284	278	637	631	3,819	3,876	1:21	1:25	1:52	1:57	7
8,163	8,526	47,136	48,861	5,865	5,554	12,341	12,817	89,693	91,554	1:56	1:45	1:36	1:24	8
3,601	2,829	18,405	16,409	2,288	2,950	2,607	2,404	26,193	29,493	1:19	1:31	1:11	1:30	9
...	...	4,333	4,707	562	648	931	838	7,031	7,304	0:52	0:78	1:21	1:07	10
589	687	5,606	6,387	611	827	402	465	8,631	9,943	1:30	1:31	1:78	1:39	11
3,194	3,202	34,851	35,485	420	595	4,807	4,799	49,173	49,627	1:35	1:39	1:68	1:46	12
...	...	1,562	1,620	61	58	350	393	2,407	2,549	1:38	1:30	1:33	1:57	14
...	...	32,866	31,149	2,457	2,608	5,947	5,963	46,402	45,329	1:12	1:31	1:15	1:26	2
...	...	20,867	20,687	1,879	1,925	1,817	1,787	28,099	28,128	1:34	1:43	1:48	1:54	15
2,069	2,303	13,123	13,291	3,313	3,025	1,374	1,267	22,753	22,822	1:44	1:41	0:70	0:72	3
...	...	1,440	1,513	71	79	314	344	2,226	2,364	1:44	1:51	1:34	2:11	17
...	...	3,491	3,621	179	243	652	666	5,357	5,675	1:06	1:16	1:39	1:50	7
...	...	288	293	14	13	74	75	454	461	1:29	1:21	1:71	1:61	18
576	616	6,766	6,645	532	561	552	531	9,559	9,641	1:16	1:29	1:18	1:27	19
...	...	557	630	18	19	124	139	838	959	1:48	1:33	2:20	2:43	20
151	150	16,907	18,226	1,926	2,108	2,104	2,199	24,643	26,142	1:25	1:14	1:34	1:26	6
...	...	98	106	54	49	...	...	208	192	1:73	1:21	...	...	10
266	239	4,241	4,310	220	195	818	689	6,353	6,085	1:32	1:34	1:26	1:25	24
...	...	593	667	35	48	131	135	940	1,037	1:37	1:40	1:36	1:37	10
...	...	26,053	24,761	3,034	3,027	577	541	33,788	32,437	1:06	1:15	1:19	1:19	10
27	27	431	483	8	14	93	68	623	678	0:78	1:30	0:85	0:95	25
267	264	3,790	3,716	354	407	223	217	5,233	5,281	1:42	1:50	1:42	1:50	1
...	...	271	214	41	49	81	70	694	625	1:39	1:34	1:38	1:77	8
50	50	694	641	83	73	86	52	997	899	0:48	0:51	0:48	0:50	8
...	...	337	472	47	56	16	20	453	591	1:41	1:44	0:64	...	10
117	117	694	860	149	143	42	37	1,210	1,369	1:69	1:65	1:95	1:70	1
...	...	175	194	9	11	16	13	226	244	0:59	1:00	0:59	1:00	1
...	...	151	160	25	25	9	8	218	212	1:53	1:55	1:11	...	10
8	23	231	545	4	10	17	40	295	684	0:57	0:51	1:01	0:51	8
...	...	68	42	...	...	...	...	77	48	0:57	0:53	0:54	0:33	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).			Serial num- ber.	51	52	53	COACHING					
			VEHICLES AND VEHICLE.									
			Average number of vehicles in a coaching									
Main head.	Sub-head.	Railway system.		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.												
1	(a)	Bengal-Nagpur		1.24	1.65	3.24	8.60	1.16	1.22			
2	(a) to (e)	Bombay, Baroda and Central India		2.17	1.96	9.43	8.72	1.48	1.49			
3	(a)	Eastern Bengal				6.85	7.97	1.52	1.61			
4	(a) to (d)	East Indian		2.19	2.03	8.49	8.19	1.81	2.06			
5	(a) to (f)	Great Indian Peninsula		0.18	0.14	7.59	7.18	1.16	1.29			
6	(e) and (b)	Madras and Southern Mahratta		0.42	0.36	8.34	8.24	1.60	1.61			
7	(a) and (b)	Nizam's Guaranteed State				6.48	6.59	0.90	0.87			
8	(a) to (k)	North Western		1.47	1.45	8.49	8.34	1.05	0.95			
9	(a) to (c)	Oudh and Rohilkhand		1.96	1.50	7.28	8.69	1.24	1.51			
10	(a)	South Indian				7.28	7.79	0.94	1.06			
3' 3 3/4" GAUGE.												
11	(a)	Assam-Bengal		1.49	1.61	14.14	14.81	1.54	1.98			
12	(a) and (b)	Bengal and North-Western		1.85	1.80	20.18	19.97	0.24	0.34			
14	(a) and (b)	Bhavnagar				10.84	10.01	0.42	0.35			
2	(f) to (i)	Bombay, Baroda and Central India				14.49	14.28	1.08	1.20			
15	(a) to (c)	Burma				16.97	16.28	1.47	1.53			
3	(b) to (d)	Eastern Bengal		1.53	1.69	9.75	9.67	2.46	2.20			
17	(a) to (c)	Gondal-Porbandar				13.17	12.21	0.60	0.63			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley				8.27	8.40	0.42	0.56			
18		Jamnagar				11.00	10.39	0.53	0.47			
19	(a) to (e)	Jodhpur-Bikaner		1.16	1.22	13.64	13.18	1.07	1.11			
20		Junagad				14.80	15.61	0.47	0.47			
6	(c) to (i)	Madras and Southern Mahratta		0.11	0.10	12.29	12.67	1.40	1.47			
10	(c)	Nilgiri				3.01	3.43	1.67	1.60			
24	(a) and (b)	Rohilkund and Kumaon		0.85	0.83	13.54	14.54	0.70	0.67			
10	(f)	Shoranur-Cochin				8.89	9.89	0.52	0.72			
10	(b), (d), (e) and (g) to (i)	South Indian				14.60	14.03	1.74	1.71			
25		Udaipur-Chitorgarh		0.68	0.69	11.05	12.56	0.21	0.36			
2' 6" GAUGE.												
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur- Chhindwara Extensions.		1.28	1.17	17.92	16.44	1.67	1.80			
8	(l)	Kalka-Simla				3.21	3.47	0.49	0.69			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai		0.57	0.61	7.94	7.79	0.95	0.89			
10	(f)	Morappur-Dharmapuri				13.04	15.80	1.80	1.89			
1	(g)	Parulia-Ranohi		2.06	1.84	13.18	13.58	2.61	2.27			
1	(h)	Raipur-Dhamtari				13.01	14.49	0.68	0.81			
10	(k)	Tirupattur-Krishnagiri				12.07	13.43	2.02	2.12			
8	(o)	Trans-Indus (Kalabagh-Bannu)		0.44	0.64	12.89	14.95	0.22	0.28			
2' 0" GAUGE.												
19	(f)	Pipar Road-Bhavi Light				8.55	7.88					

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

54		55		56		57		58		59		60		NUM- BER.
TRAFFIC—contd.														
MILEAGE—contd.														
train—contd.				Average earnings per coaching vehicle per mile.										Main head.
Brake-vans.		Total.		1st class.		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		
No.		No.		Pies.		Pies.		Pies.		Pies.		Pies.		
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.	
1:16	1:10	15:00	14:99	11:73	18:12	15:53	19:79	16:43	16:21	51:09	59:04	54:05	58:23	1
1:94	1:97	16:21	15:71	14:61	19:90	17:94	19:16	...	...	53:55	53:93	66:68	65:57	2
0:97	0:94	13:66	14:33	13:57	23:97	22:55	25:55	28:27	32:95	55:68	55:58	44:86	48:63	3
1:16	1:14	16:44	16:43	13:07	18:20	11:62	14:14	22:71	25:08	58:90	54:78	37:86	36:10	4
1:32	1:38	18:29	13:27	10:66	16:98	17:17	19:73	49:23	47:45	48:53	49:38	66:83	69:29	5
1:42	1:42	13:87	14:10	19:33	27:08	26:62	25:66	28:67	35:57	64:05	60:78	65:47	68:11	6
2:02	2:00	12:11	12:28	12:31	18:90	20:93	23:46	...	...	57:94	59:46	74:39	83:93	7
2:22	2:19	16:15	15:62	6:43	12:00	11:91	18:06	23:34	25:43	58:11	50:48	54:72	63:65	8
1:42	1:27	14:20	15:58	11:13	14:94	18:63	18:16	25:63	31:64	69:39	52:56	37:69	39:12	9
1:56	1:39	11:81	12:09	22:60	25:14	29:78	29:72	...	...	55:49	53:30	75:26	63:32	10
1:01	1:09	21:76	23:24	8:32	13:87	7:20	9:37	15:27	16:30	39:33	41:10	43:40	45:47	11
2:37	2:37	23:47	27:93	1:66	2:40	3:66	4:49	6:95	7:08	27:24	26:82	109:13	101:12	12
2:47	2:43	16:69	15:66	2:65	4:09	12:50	12:51	...	...	44:23	44:11	104:23	101:14	14
2:62	2:78	20:46	20:78	7:72	11:90	13:74	13:77	...	...	36:70	34:05	44:98	43:10	2
1:43	1:41	22:05	22:19	14:34	22:73	19:98	22:34	...	...	39:35	47:11	31:55	35:19	15
1:02	0:32	16:90	16:60	3:30	5:29	14:10	17:66	27:29	28:54	39:74	44:52	19:23	32:32	3
2:65	2:77	18:80	19:23	6:62	5:75	16:94	18:23	...	...	44:82	46:11	34:22	66:47	17
1:55	1:55	12:69	13:17	5:59	8:30	12:35	14:34	...	...	39:38	39:37	63:73	75:07	7
2:32	2:37	17:35	16:35	6:23	8:75	23:79	23:62	...	...	55:34	53:30	121:60	185:21	13
1:11	1:05	19:32	19:12	5:94	8:79	14:33	14:11	21:16	21:35	36:10	34:31	51:70	53:62	19
3:31	3:46	22:26	23:79	5:37	4:71	22:03	20:01	...	...	53:67	47:99	112:59	111:15	20
1:53	1:53	17:92	18:17	9:20	10:99	17:48	18:31	32:69	29:66	37:55	33:52	44:24	37:52	6
...	0:01	6:41	6:25	133:42	117:72	...	...	...	...	137:16	87:33	217:13	158:55	10
2:61	2:38	20:28	21:01	15:74	9:38	22:54	22:65	15:76	13:31	39:13	31:15	76:62	75:32	24
1:37	2:00	14:11	15:38	12:05	14:18	25:51	24:45	...	...	50:71	44:99	60:37	45:11	10
0:32	0:31	18:91	18:38	8:15	12:34	24:06	22:25	...	...	44:90	36:77	24:16	23:92	10
2:39	1:76	15:96	17:62	14:67	27:10	15:62	18:02	4:60	5:37	36:79	35:32	128:25	103:71	25
1:06	0:36	24:75	23:37	2:38	4:60	4:57	5:59	6:17	8:56	24:34	25:47	17:23	17:64	1
0:36	1:00	8:23	8:37	102:71	73:59	79:08	62:04	...	...	126:63	98:33	624:00	370:67	3
0:99	0:64	11:41	10:24	8:36	12:33	12:65	15:33	14:17	18:47	33:66	36:37	20:07	20:37	3
0:62	0:68	17:51	19:31	3:43	4:39	10:19	...	...	...	22:58	17:07	10:43	3:03	10
0:74	0:33	21:23	21:62	11:53	11:31	8:74	13:35	9:11	11:47	26:48	32:30	15:55	19:23	1
1:15	0:36	16:32	18:26	5:34	5:32	14:23	14:22	...	...	43:47	54:63	46:16	46:69	1
0:66	0:67	17:39	17:77	0:36	2:75	4:61	...	...	...	26:28	18:69	9:41	6:63	10
0:36	1:10	16:49	18:79	3:33	17:04	14:62	10:34	27:71	14:59	31:05	24:17	98:22	140:64	3
...	...	9:66	19:04	0:38	2:55	5:31	14:67	...	...	27:05	40:33	...	...	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	61	62	63	COACHING		
Main head.	Sub-head.	Railway system.	VEHICLES AND VEHICLE					
			Carrying capacity hauled one mile					
			1st class.		2nd class.		3rd or intermediate class.	
			Seats.		Seats.		Seats.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	81,038	85,772	42,663	458,828	89,037	116,851
2	(a) to (e)	Bombay, Baroda and Central India	46,387	54,524	128,539	142,357	...	...
3	(a)	Eastern Bengal	34,366	30,875	34,614	29,689	138,894	124,071
4	(a) to (d)	East Indian	91,560	106,827	144,958	167,702	436,230	429,742
5	(a) to (f)	Great Indian Peninsula	124,542	140,827	227,765	248,594	22,980	26,148
6	(a) and (b)	Madras and Southern Mahratta	13,556	15,049	23,262	27,725	17,189	14,605
7	(a) and (b)	Nizam's Guaranteed State	5,036	5,195	11,581	11,898	...	...
8	(a) to (k)	North Western	168,089	152,234	149,658	1,43,818	845,310	367,155
9	(a) to (c)	Oudh and Rohilkhand.	51,203	63,374	52,541	64,414	104,595	85,377
10	(a)	South Indian	5,027	5,687	13,109	11,321	...	...
3' 3 3/4" GAUGE.								
11	.....	Assam-Bengal	8,806	9,518	8,205	9,432	12,947	15,119
12	(a) and (b)	Bengal and North-Western	28,361	29,849	35,755	35,812	66,790	66,561
14	(a) and (b)	Bhavnagar	1,005	1,093	1,932	2,180	...	...
2	(f) to (i)	Bombay, Baroda and Central India	26,846	30,137	31,168	33,124	...	...
15	(a) to (c)	Burma	15,997	16,920	30,771	33,072	...	...
3	(b) to (d)	Eastern Bengal	22,423	22,641	11,427	12,095	42,676	50,697
17	(a) to (c)	Gondal-Porbandar	1,111	1,238	2,232	2,577	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	5,164	5,615	11,653	12,392	...	...
18	.....	Jaunnagar	227	230	302	307	...	...
19	(a) to (e)	Jodhpur-Bikaner	8,137	9,001	8,536	9,192	14,756	15,721
20	.....	Junagad	285	588	636	1,108	...	...
6	(c) to (i)	Madras and Southern Mahratta	14,667	13,348	21,608	21,293	4,804	4,777
10	(c)	Nilgiri	1,014	606	...	...	...	...
24	(a) and (b)	Rohilkund and Kumaon	2,180	2,226	2,764	2,674	2,280	2,395
10	(f)	Shoranur-Cochin	733	754	798	822	...	...
10	(b), (d), (e) and (g) to (i)	South Indian	14,684	15,798	24,075	23,419	...	...
25	.....	Udaipur-Chitorgarh	354	491	401	438	719	723
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	2,696	3,042	2,695	3,041	4,335	4,296
8	(i)	Kalka-Simla	1,549	1,328	1,432	1,256	...	...
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	591	553	588	554	1,199	1,198
10	(j)	Morappur-Dharmaspuri	291	344	200	...	...	...
1	(g)	Purnia Banohi	870	928	1,150	1,111	2,523	2,508
1	(k)	Raipur-Dhantari	159	161	159	161	...	...
10	(k)	Tirupattur-Krishnagiri	153	148	167	...	...	...
8	(o)	Trans-Indus (Kalabagh-Bannu)	242	452	253	452	110	328
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	55	53	56	23	...	...

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

64		65		66		67		68		69		70		NUM- BER.
TRAFFIC—contd.														
MILEAGE—concl'd.														
(excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—										Main head.
4th or lowest class.		Other vehicles.		1st class		2nd class.		3rd or intermediate class.		4th or lowest class.		Other vehicles.		
Seats.		Tons.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
914,949	860,587	10,846	11,709	4.82	10.00	11.87	14.34	13.71	18.75	40.92	47.07	28.55	30.50	1
929,048	919,851	14,620	15,555	4.89	6.59	10.00	10.28	...	...	46.06	46.75	42.03	42.14	2
517,591	616,261	21,742	24,845	4.45	7.66	13.74	15.53	20.74	24.46	40.39	39.16	8.95	9.07	3
2,213,085	2,292,580	67,707	81,778	5.79	8.84	8.79	12.11	17.05	19.63	49.07	45.70	15.37	14.79	4
1,911,221	1,860,486	29,944	33,393	6.08	8.21	8.60	10.20	31.45	31.12	41.41	43.60	38.25	38.49	5
570,399	586,528	12,682	18,023	12.41	18.45	24.23	22.47	22.22	30.73	53.71	50.19	30.10	31.02	6
114,883	120,169	4,207	3,768	6.85	11.03	16.41	17.68	...	...	43.81	42.78	14.48	17.01	7
2,631,988	2,742,059	43,745	38,297	2.63	5.18	10.11	15.63	17.01	18.12	42.13	39.86	22.92	27.97	8
596,783	717,107	35,494	43,818	3.08	3.98	11.04	11.07	29.07	34.51	63.98	49.34	5.96	6.23	9
230,054	245,640	2,538	2,946	18.91	17.79	34.86	30.75	...	...	54.10	52.03	48.05	39.33	10
188,801	220,535	2,330	2,808	5.03	7.89	8.36	10.39	20.17	23.37	42.72	46.97	26.61	31.26	11
986,707	1,011,687	1,125	2,407	1.52	1.95	4.93	5.45	10.96	11.01	48.30	47.31	112.79	69.15	12
39,835	41,159	134	139	4.23	6.62	25.38	25.18	...	...	57.01	58.28	94.43	82.97	14
1,127,543	1,073,195	11,615	12,462	4.75	7.45	16.75	16.48	...	...	55.31	51.16	32.55	34.81	2
660,901	651,969	8,497	8,602	10.03	15.10	14.25	16.84	...	...	42.30	49.81	19.48	22.68	15
413,171	438,670	22,484	20,369	3.24	3.14	16.95	20.56	46.40	45.79	50.18	53.58	6.94	11.78	3
39,039	40,189	261	296	8.49	7.24	29.11	27.44	...	...	55.10	57.67	44.95	34.48	17
143,340	141,464	725	1,287	4.52	7.15	11.82	14.61	...	...	43.68	45.36	36.81	33.72	7
7,982	7,939	35	33	7.70	10.78	58.77	58.15	...	...	66.51	65.32	118.56	142.34	18
242,935	236,116	7,687	7,680	2.71	4.07	12.76	12.47	28.94	28.31	51.87	48.62	9.04	9.79	19
16,822	16,759	76	81	9.43	4.90	47.73	29.53	...	...	59.29	53.75	51.16	50.63	20
552,034	600,399	7,962	8,759	7.10	8.68	22.30	23.12	26.07	23.60	55.61	49.34	23.94	20.23	6
2,435	2,472	208	189	42.04	27.31	...	...	...	...	101.51	69.89	19.51	14.00	10
129,267	129,634	364	342	10.52	7.04	30.87	29.06	40.23	30.36	59.87	74.06	74.09	68.75	24
19,666	23,461	87	117	12.61	14.38	60.52	46.63	...	...	69.87	67.69	49.08	37.32	10
844,745	802,508	8,778	7,608	9.46	13.92	42.53	35.54	...	...	70.91	57.86	22.27	24.03	10
12,684	14,217	92	56	7.04	15.47	14.49	16.74	5.68	6.63	62.78	60.12	94.07	76.20	25
92,441	90,497	667	762	2.09	3.26	6.83	8.95	10.57	15.05	39.14	41.01	21.84	22.59	1
6,112	5,530	178	215	21.93	15.72	34.29	27.17	...	...	53.41	41.38	70.25	41.80	8
13,470	16,745	632	147	4.43	7.38	13.83	18.22	18.43	23.77	50.58	58.14	5.35	21.53	8
5,242	7,165	279	339	3.58	4.60	31.31	...	...	...	67.69	56.28	2.93	0.86	10
15,259	19,058	308	285	8.74	8.96	11.21	16.08	11.00	14.27	41.08	49.55	17.92	22.86	1
5,725	6,362	10	12	2.93	2.70	15.05	14.95	...	...	48.97	55.16	95.57	96.67	1
2,490	2,579	152	152	1.00	2.90	34.63	...	...	...	75.81	58.98	8.81	2.51	10
5,868	12,541	92	114	4.28	9.16	14.59	12.08	60.46	31.61	59.41	46.65	7.49	25.25	8
753	465	...	...	0.34	1.18	5.07	14.04	...	...	109.09	164.24	...	...	19

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix I).			Serial num- ber.	71	72				
Main head.	Sub-head.	Railway system.		COACHING					
				WEIGHT OF TRAIN					
				Gross ton-mileage of (in					
				Freight.		Dead-weight.			
Ton-miles.		Ton-miles.		1st half.	2nd half.	1st half.	2nd half.		
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	26,882	29,724	559,494	572,910			
2	(a) to (e)	Bombay, Baroda and Central India	82,908	88,888	542,402	572,981			
3	(a)	Eastern Bengal	16,752	19,160	347,218	355,664			
4	(a) to (d)	East Indian	81,572	82,583	1,574,474	1,714,362			
5	(a) to (f)	Great Indian Peninsula	61,712	64,074	1,446,350	1,487,206			
6	(a) and (b)	Madras and Southern Mahratta	28,062	22,748	377,225	397,766			
7	(a) and (b)	Nizam's Guaranteed State	3,712	3,922	71,665	73,767			
8	(a) to (k)	North Western	81,706	82,868	1,596,960	1,654,111			
9	(a) to (c)	Ondh and Rohilkhand	27,672	26,547	509,268	565,036			
10	(a)	South Indian	9,905	10,124	140,278	149,784			
3' 3½" GAUGE.									
11		Assam-Bengal	5,712	7,459	83,846	95,131			
12	(a) and (b)	Bengal and North-Western	80,524	80,869	352,989	365,229			
14	(a) and (b)	Bhavnagar	1,554	1,605	19,175	20,494			
2	(f) to (l)	Bombay, Baroda and Central India	41,747	37,941	426,154	420,315			
15	(a) to (c)	Burma	16,939	22,100	274,367	272,680			
3	(b) to (d)	Eastern Bengal	15,394	18,151	206,534	236,099			
17	(a) to (c)	Gondal-Porbandar	1,469	1,568	17,146	18,461			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	4,158	4,470	63,968	66,906			
18		Jamnagar	376	377	3,566	3,653			
19	(a) to (c)	Jodhpur-Bikaner	8,620	8,038	90,029	90,719			
20	(c) to (l)	Junagad	664	675	6,276	7,006			
6	(c) to (l)	Madras and Southern Mahratta	20,890	20,122	280,883	248,480			
10	(c)	Nilgiri	235	152	2,460	2,299			
24	(a) and (b)	Rohilkund and Kumaon	5,060	4,017	56,471	55,655			
19	(f)	Shoranpur-Cochin	915	998	8,664	9,471			
10	(b), (d), (e) and (g) to (i)	South Indian	38,855	30,578	325,935	320,847			
25		Udaipur-Chitorgarh	517	571	5,571	5,928			
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	2,364	2,469	38,394	39,371			
8	(l)	Kalka-Simla	394	275	5,896	5,122			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	617	625	5,359	5,185			
10	(j)	Morappur-Dharmapuri	228	246	2,616	3,209			
1	(g)	Purulia Ranohi	466	677	9,785	10,992			
1	(h)	Raipur-Dhamtari	180	225	996	987			
10	(k)	Tirupattur-Krishnagiri	124	95	1,169	1,148			
8	(e)	Trans-Indus (Kalabagh-Bannu)	206	395	1,954	4,334			
2' 0" GAUGE.									
19	(f)	Pipar Road-Bhavi Light	51	48	113	76			

DIX 12—continued.

during each half of the financial year 1913-14.

these statistics.]

73		74		75		76		77		78		79		NUM- BER.	
TRAFFIC—contd.															
AND TON-MILEAGE.								COST OF WORKING AND PROFITS—							Mai load.
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coach- ing unit one mile.			
Total.		Freight.		Dead-weight.		Total.		Rs.		Pics.		Per passenger unit.			
Ton-miles.		Tons.		Tons.		Tons.						Pics.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
588,328	602,634	13-36	15-24	288-95	293-71	302-81	308-95	1-22	1-28	16-87	17-71	1-05	1-01	1	
575,310	608,869	18-33	17-48	302-13	295-64	320-46	313-12	2-02	1-76	27-23	24-53	1-45	1-33	2	
368,865	374,824	12-36	14-20	256-10	263-60	268-46	277-80	1-59	1-65	24-09	23-65	1-45	1-32	3	
1,056,046	1,798,895	17-05	16-01	329-11	332-66	346-16	348-67	1-03	1-11	12-94	13-86	0-70	0-82	4	
1,504,062	1,551,280	12-11	12-21	283-63	283-39	295-94	295-60	1-67	1-60	20-86	23-93	1-31	1-06	5	
400,287	420,514	17-45	16-53	285-47	294-38	302-92	311-21	1-92	1-73	29-60	26-18	1-33	1-27	6	
75,367	77,689	11-77	12-43	227-25	233-75	239-08	246-18	1-31	1-48	24-91	27-72	1-43	1-55	7	
1,678,666	1,736,979	14-71	14-14	237-62	232-19	302-33	296-33	1-51	1-81	20-80	25-93	1-27	1-62	8	
536,940	581,583	15-03	14-05	276-68	299-15	291-71	313-20	1-41	1-47	21-20	10-70	1-10	1-24	9	
150,183	158,888	16-65	16-76	235-76	247-91	252-41	264-67	1-59	1-90	29-62	34-01	1-29	1-49	10	
89,558	102,590	14-40	17-43	211-43	222-37	225-83	239-80	2-08	1-98	19-28	17-19	1-73	1-38	11	
382,923	396,118	17-67	17-38	204-04	205-52	221-71	222-90	1-08	0-99	8-01	7-55	0-72	0-68	12	
20,729	22,099	10-78	9-86	133-05	125-90	143-83	135-76	1-33	1-09	18-01	15-82	1-48	1-34	14	
487,901	458,256	18-40	17-40	187-89	192-71	206-29	210-11	1-60	1-38	17-23	14-72	1-03	0-96	2	
293,306	294,780	14-86	17-43	215-26	215-11	230-12	232-54	1-73	1-92	16-12	17-78	1-38	1-31	15	
221,928	254,250	11-43	13-20	153-44	171-68	164-87	184-88	1-10	1-22	13-32	14-95	1-04	1-05	3	
18,615	20,024	12-41	12-62	144-84	148-96	157-25	161-58	1-47	1-31	17-52	15-31	1-44	1-25	17	
68,126	71,376	9-85	10-37	151-49	155-26	161-84	165-63	1-33	1-14	22-94	18-80	1-61	1-34	7	
3,943	4,030	14-36	13-37	136-33	129-68	150-69	143-03	1-57	1-61	20-72	22-67	1-36	1-53	18	
98,649	98,732	17-37	15-93	181-43	179-89	198-80	195-82	1-26	1-22	18-27	13-01	0-86	0-92	19	
6,940	7,681	17-64	16-74	166-72	173-73	184-36	190-47	2-20	1-70	22-32	16-07	1-51	1-23	20	
251,773	268,602	15-19	13-99	167-92	173-72	183-11	186-71	1-53	1-46	17-91	16-82	1-17	1-21	6	
2,695	2,451	7-21	4-94	75-58	74-71	82-79	79-65	4-05	4-51	121-28	138-84	6-49	10-34	10	
61,531	59,672	16-15	13-87	180-26	192-20	196-41	206-07	1-21	1-35	13-21	13-89	0-88	1-14	24	
9,579	10,469	18-74	14-79	180-07	140-39	148-81	155-18	1-36	1-40	21-51	20-11	1-16	1-09	10	
364,739	351,420	21-77	17-32	182-65	181-76	204-42	199-08	1-70	1-68	17-58	17-89	0-87	1-09	10	
6,088	6,499	13-24	14-86	142-71	154-16	155-95	169-02	1-45	1-42	20-59	17-29	1-32	1-17	25	
40,758	41,740	11-18	10-93	181-55	173-76	192-73	184-69	1-59	1-66	12-90	14-19	1-63	1-74	1	
6,230	5,397	4-67	3-90	69-92	72-66	74-59	76-56	2-34	2-59	61-83	63-29	8-32	10-93	8	
5,976	5,810	7-06	7-60	61-35	63-04	65-41	70-64	1-10	1-30	20-23	24-20	1-77	1-97	8	
2,844	3,455	8-80	8-26	101-10	107-47	109-90	115-73	1-35	1-40	15-37	14-01	1-67	1-80	19	
10,201	11,669	8-17	10-70	170-76	173-61	178-93	184-31	1-07	1-20	10-04	10-99	1-52	1-30	1	
1,116	1,212	13-42	16-76	69-66	73-71	83-08	90-47	0-90	1-01	10-99	11-25	0-78	0-70	1	
1,313	1,243	9-88	8-01	94-90	96-24	104-78	104-25	1-32	2-23	15-18	24-93	1-45	2-94	10	
2,160	4,729	11-51	10-83	109-01	118-98	120-62	129-81	1-43	1-46	17-69	15-85	1-47	1-66	8	
164	124	6-37	8-93	14-10	14-35	20-47	23-28	1-04	0-80	20-69	17-06	1-89	1-04	19	

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	60	81	82			
Main head.	Sub-head.	Railway system.	COACHING					
			Cost of					
			Average cost of hauling a coach- ing unit one mile.		Average profit on working a coaching train one mile.		Average profit	
			Other traffic per ton.		Rs.		1st class.	
			Pies.		Rs.		Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	12'91	12'18	1'83	2'11	-5'14	0'41
2	(a) to (e)	Bombay, Baroda and Central India	9'75	8'68	1'42	1'54	-12'62	-4'63
3	(a)	Eastern Bengal	31'23	26'77	1'27	1'64	-10'52	0'32
4	(a) to (d)	East Indian	10'56	11'90	2'37	2'13	0'13	4'24
5	(a) to (f)	Great Indian Peninsula	12'38	13'23	0'90	0'86	-16'20	-11'95
6	(a) and (b)	Madras and Southern Mahratta	16'47	14'29	1'72	1'85	-9'77	0'88
7	(a) and (b)	Nizam's Guaranteed State	10'52	10'99	1'23	1'25	-12'60	-8'82
8	(a) to (k)	North Western	9'87	10'79	1'46	1'08	-14'35	-13'93
9	(a) to (c)	Oudh and Rohilkhand	17'86	15'96	1'90	1'69	-10'07	-4'76
10	(a)	South Indian	12'06	17'62	1'17	0'91	-7'22	-8'67
3' 3 1/2" GAUGE.								
11		Assam-Bengal	20'52	14'08	1'44	2'24	-10'46	-3'32
12	(a) and (b)	Bengal and North-Western	8'55	3'50	2'04	2'10	-6'35	-5'15
14	(a) and (b)	Rhavnagar	14'95	9'97	1'52	1'53	-15'33	-11'73
2	(f) to (i)	Bombay, Baroda and Central India	12'17	9'89	1'55	1'59	-9'51	-2'82
15	(a) to (c)	Burma	17'36	17'09	2'17	2'71	-1'23	4'95
3	(b) to (d)	Eastern Bengal	29'71	19'60	1'46	1'75	-9'52	-9'66
17	(a) to (c)	Gondal-Portbandar	12'92	12'39	1'85	2'07	-10'90	-9'56
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	17'22	11'46	0'65	0'97	-17'35	-10'50
18		Jamnagar	10'01	9'63	2'19	1'97	-14'49	-13'92
19	(a) to (e)	Jodhpur-Bikaner	10'24	9'92	1'84	1'73	-7'33	-4'22
20		Junagad	10'54	7'90	2'51	2'77	-16'95	-11'36
6	(c) to (i)	Madras and Southern Mahratta	19'04	20'55	1'40	1'24	-8'71	-5'83
10	(c)	Nilgiri	151'70	246'83	1'03	-0'89	12'14	-21'12
24	(a) and (b)	Rohilkund and Kumaon	13'22	13'94	2'16	1'55	2'53	-4'01
10	(f)	Shorannur-Cochin	19'08	23'73	1'42	1'36	-9'46	-5'93
10	(b), (d), (e) and (g) to (i)	South Indian	28'69	28'86	2'13	1'43	-9'43	-5'55
25		Udaipur-Chitorgarh	7'45	7'21	0'95	1'38	-5'92	9'81
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Obhindwara Extensions.	30'53	32'53	0'93	0'82	-9'92	-9'59
8	(i)	Kalka-Simla	30'86	44'90	3'04	1'83	40'83	10'30
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	40'08	35'92	0'49	0'42	-11'87	-11'37
10	(j)	Morappur-Dharmapuri	31'78	251'36	0'34	0'07	-11'94	-9'62
1	(g)	Purnia-Banchi	26'25	23'42	1'11	1'65	1'49	0'82
1	(h)	Raipur-Dhamtari	11'77	11'61	2'05	3'41	-5'15	-5'93
10	(k)	Tirupattur-Krishnagiri	62'13	153'13	0'47	-0'22	-14'22	-22'18
8	(o)	Trans Indus (Kalabagh-Bannu)	12'03	7'08	0'95	0'81	-9'11	1'19
2' 0" GAUGE.								
19	f)	Pipar Road-Bhavi Light	31'00	17'23	0'21	0'95	-19'81	-14'51

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

TRAFFIC—concl'd.												GOODS TRAFFIC.		NUM- BER.		
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).		Main head.
2nd class.		3rd or inter- mediate class.		4th or lowest class.		Other vehicles.		Per passenger unit.		Other traffic per ton.		Rs.				
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	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.			
-1'34	2'08	-0'44	-1'50	34'22	41'33	37'18	40'52	1'52	1'61	26'38	26'64	1,16,86	1,34,05	1		
-9'29	-6'37	...	...	26'32	29'40	39'45	41'04	0'84	0'99	19'09	19'94	1,18,27	1,35,36	2
-1'54	2'90	4'18	9'80	31'59	31'93	20'77	25'03	1'23	1'36	16'31	20'15	53,74	63,53	3		
-1'32	0'18	9'77	11'12	45'96	40'77	24'92	22'14	1'07	1'61	20'98	19'71	3,43,40	3,65,08	4		
-9'69	-9'20	22'37	18'52	21'67	20'45	39'97	40'36	0'76	0'69	21'98	23'17	2,71,69	3,63,33	5		
-2'98	-0'52	-2'93	9'39	34'45	34'60	35'87	41'93	1'14	1'27	19'87	22'26	61,98	64,33			
-3'98	-5'26	...	...	33'03	31'74	49'48	56'21	1'18	1'10	24'10	24'75	23,13	27,15	7
-8'89	-9'87	2'54	-0'50	32'81	24'55	33'92	37'75	1'12	0'82	22'15	23'23	3,20,58	2,82,45	8		
-2'57	-1'54	4'48	11'94	46'19	32'86	16'48	19'42	1'49	1'39	23'86	24'86	46,07	53,28	9		
-0'04	-4'29	...	...	25'67	19'89	45'44	29'31	0'81	0'64	23'41	17'49	18,33	21,01	10
-12'08	-8'32	-4'01	-0'39	20'10	26'91	24'12	28'28	1'13	1'46	22'28	27'84	15,54	18,93	11		
-4'35	-8'08	-1'06	-0'47	19'23	19'27	101'12	98'57	1'31	1'35	32'57	36'07	44,77	50,73	12		
-5'51	-8'31	...	...	26'22	28'29	86'27	85'82	1'59	1'75	35'41	40'62	2,95	3,27	14
-3'49	-0'95	...	...	19'47	19'33	27'75	29'38	0'97	1'07	17'06	16'02	71,29	1,00,49	2
3'86	5'06	...	...	23'83	29'33	15'43	17'41	1'76	1'87	16'45	16'76	58,01	75,82	15
0'78	2'71	18'97	13'59	26'42	29'57	5'91	17'87	1'57	1'57	11'12	21'57	36,55	47,74	3		
-0'58	0'92	...	...	27'80	30'80	66'70	51'16	1'69	1'97	33'30	33'75	2,53	2,92	17
-10'09	-8'36	...	...	16'94	20'57	40'79	56'27	0'71	1'01	25'54	30'44	9,56	16,23	7
3'07	0'95	...	...	34'62	30'63	100'88	162'54	1'77	1'61	31'01	42'00	46	40	18
1'06	1'10	7'89	8'34	22'83	21'30	88'43	40'61	1'18	1'20	29'31	30'23	20,83	17,41	19		
-0'28	3'94	...	...	31'35	31'92	90'27	95'08	1'60	1'89	40'88	49'39	1,06	1,33	20
-0'43	1'99	14'78	12'84	19'64	16'70	26'33	20'70	1'02	0'99	25'65	24'10	59,92	57,48	6		
...	...	...	...	5'88	-51'52	95'85	19'71	0'28	-3'37	139'62	49'52	1,86	1,21	10
9'83	8'76	2'55	-0'58	25'92	17'26	63'61	61'43	1'46	1'20	49'42	48'62	8,59	10,72	24		
4'03	4'34	...	...	29'20	24'88	39'46	25'00	1'18	1'05	30'85	26'09	1,42	1,43	10
6'48	4'36	...	...	27'32	18'88	6'58	6'03	1'15	0'98	11'55	10'76	43,86	48,89	10
-4'97	0'78	-15'99	-11'92	16'20	18'03	107'66	86'42	0'78	1'02	26'68	26'81	41	65	25		
-8'33	-8'60	-6'73	-5'63	11'44	11'28	4'33	3'45	0'98	0'89	11'31	9'20	5,42	6,57	1		
17'25	-1'25	...	...	64'80	35'04	562'17	307'88	6'78	3'79	171'48	155'96	2,75	2,76	8
-7'58	-8'32	-6'06	-5'73	13'43	12'47	-0'16	-3'33	0'61	0'64	9'28	12'45	55	62	8		
-5'18	...	...	...	7'21	3'06	-4'94	-10'08	0'51	0'24	-22'44	-192'81	15	17	10
-5'30	2'86	0'93	0'48	16'44	21'31	5'51	8'29	1'67	1'86	15'68	19'00	74	1,15	1		
3'24	2'97	...	...	37'48	43'38	35'17	35'44	2'31	2'37	31'70	31'86	40	49	1
-10'57	...	...	...	11'10	-6'24	-5'77	-18'30	0'63	-0'94	-20'97	-112'16	10	12	10
-3'07	-4'91	10'02	-1'26	13'36	8'32	60'53	124'79	0'89	0'73	48'75	48'56	16	40	8		
-15'33	-2'39	...	...	6'36	23'77	...	...	0'38	1'25	-3'53	9'40	4	2	19

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	90	91	92			
Main head.	Sub-head.	Railway system.	GOODS					
			GROSS RECEIPTS AND TRAIN-MILE- AGE—concl'd.				UNITS AND	
			Goods train-miles run (in thousands).		Average goods re- ceipts per train-mile.		Tons of goods carried one mile (in thousands).	
			No.		Rs.		Ton-miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	2,566	2,682	4'55	5'00	612,752	690,767
2	(a) to (e)	Bombay, Baroda and Central India	1,346	1,453	8'42	9'32	357,796	420,541
3	(a)	Eastern Bengal	860	929	6'11	6'84	164,050	191,434
4	(a) to (d)	East Indian	6,979	7,147	4'92	5'11	2,143,994	2,135,427
5	(a) to (f)	Great Indian Peninsula	5,631	5,778	4'83	6'29	1,150,240	1,409,421
6	(a) and (b)	Madras and Southern Mahratta	1,017	1,015	6'10	6'34	216,621	237,043
7	(a) and (b)	Nizam's Guaranteed State	451	475	5'13	5'71	79,875	85,237
8	(a) to (b)	North Western	5,241	4,775	6'12	5'92	1,420,215	1,239,944
9	(a) to (c)	Ondh and Rohilkhand	1,197	1,286	3'85	4'31	185,853	211,703
10	(a)	South Indian	455	486	4'03	4'33	52,842	61,842
3' 3½" GAUGE.								
11		Assam-Bengal	540	603	2'88	3'04	57,343	66,995
12	(a) and (b)	Bengal and North-Western	1,416	1,442	3'16	3'52	166,023	169,755
14	(a) and (b)	Bhavnagar	78	87	3'80	3'76	6,681	8,123
2	(f) to (i)	Bombay, Baroda and Central India	1,966	2,345	3'63	4'29	221,263	296,344
15	(a) to (c)	Burma	1,568	1,838	3'70	4'13	166,377	217,348
3	(b) to (d)	Eastern Bengal	1,141	1,137	3'20	4'02	106,159	158,105
17	(a) to (c)	Gondal-Porbandar	81	99	3'12	2'93	5,635	6,148
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	305	366	3'13	4'43	24,216	34,953
18		Jamnagar	12	11	3'74	3'69	761	636
19	(a) to (e)	Jodhpur-Bikaner	750	581	2'78	3'28	66,780	61,596
20		Junagad	30	42	2'70	3'16	2,612	2,848
6	(c) to (l)	Madras and Southern Mahratta	1,923	1,970	3'12	2'92	164,134	179,871
10	(c)	Nilgiri	21	18	6'41	6'76	444	403
24	(a) and (b)	Rohilkund and Kumaon	268	314	3'21	3'41	28,957	30,059
10	(f)	Shoranur-Cochin	49	51	2'92	2'79	4,010	4,282
10	(b), (d), (e) and (g) to (i)	South Indian	1,418	1,403	3'06	3'11	115,435	120,517
25		Udaipur-Chitorgarh	13	15	3'23	4'44	475	615
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	217	264	2'49	2'49	18,204	22,573
8	(l)	Kalka-Simla	75	60	3'69	3'47	1,661	1,990
3	(m) and (n)	Kohat-Thal and Nowshera-Durgai	37	39	1'47	1'58	1,143	1,252
10	(f)	Morappur-Dharmapuri	16	17	0'84	0'96	289	342
1	(g)	Purulia-Banchi	33	33	2'24	3'52	2,332	2,526
1	(h)	Raipur-Dhamtari	19	17	2'08	2'81	1,229	1,293
10	(k)	Tirupattur-Krishnagiri	6	7	1'50	1'70	168	196
8	(o)	Trans Indus (Kalsabagh-Bannu)	13	33	1'23	1'22	417	1,106
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	1	4	2'74	0'82	41	46

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

93		94		95		96		97		98		99		NUM- BER.	
TRAFFIC—contd.															
UNIT MILEAGE.				VEHICLES AND VEHICLE MILEAGE.											Main head.
Average sum received for carrying a ton one mile.		Average number of tons in a train.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.			
Fics.		Tons.		Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
3-66	3-73	238-83	257-58	51,530	55,795	26,025	25,307	3,346	3,396	80,901	84,498	30-23	30-24	1	
6-08	6-18	265-88	269-44	34,787	39,754	12,584	12,811	1,588	1,692	48,899	54,257	35-16	36-18	2	
6-29	6-37	186-46	206-07	24,462	31,955	7,509	10,126	882	928	32,858	43,009	36-34	45-30	3	
3-08	3-28	307-22	288-80	164,526	165,744	87,659	94,899	7,553	7,686	259,732	268,119	36-14	36-44	4	
4-54	4-95	204-28	243-83	101,977	125,192	40,557	25,475	9,589	9,242	152,133	159,909	25-31	28-08	5	
5-49	5-21	213-02	233-60	22,487	22,901	8,365	8,619	2,111	2,186	32,963	33,658	30-34	31-06	6	
5-56	6-12	177-24	179-42	6,599	7,092	3,998	3,725	863	809	11,460	11,626	23-51	22-77	7	
4-83	4-37	270-98	259-67	124,741	111,424	51,695	30,490	5,106	4,708	181,542	146,617	33-67	29-73	8	
4-76	4-83	155-23	171-35	21,632	24,862	8,247	9,419	1,105	1,126	30,984	35,407	24-96	27-75	9	
6-66	6-52	116-24	127-36	6,626	6,681	2,028	2,059	665	689	8,719	9,429	17-72	18-00	10	
5-20	5-25	106-13	111-03	9,022	10,147	2,220	2,831	535	590	11,777	13,568	20-81	21-51	11	
5-18	5-74	117-23	117-73	29,875	30,584	10,645	10,666	2,555	2,389	43,075	43,680	28-61	28-01	12	
8-48	7-72	86-05	93-43	1,391	1,602	593	619	43	59	2,027	2,280	25-55	25-55	14	
6-19	6-51	112-52	126-37	40,860	51,586	14,346	17,230	1,751	2,168	56,477	70,954	27-83	29-33	2	
6-67	6-70	106-43	118-27	30,003	36,856	11,014	13,689	2,498	2,717	43,510	53,262	26-16	27-50	15	
6-61	6-64	93-05	116-37	27,805	30,151	6,495	7,337	1,160	1,042	35,460	38,590	30-06	31-58	3	
8-63	9-12	69-51	61-80	1,217	1,416	541	615	28	19	1,781	2,050	31-68	20-41	17	
7-58	8-91	79-83	95-37	4,351	5,608	1,517	1,539	573	700	6,441	7,847	19-22	19-30	7	
11-60	12-06	61-90	58-72	159	144	85	55	...	...	244	199	19-63	18-36	18
5-99	5-17	89-03	121-58	13,808	9,210	8,449	4,529	1,240	1,259	23,497	14,998	29-67	25-86	19	
7-82	8-97	66-27	67-70	458	588	239	241	22	12	719	641	17-67	19-69	20	
7-01	8-14	85-36	91-28	32,090	33,727	9,267	10,401	2,919	3,011	41,276	47,139	21-50	22-39	6	
58-92	57-49	20-29	22-58	95	83	30	18	...	...	125	101	5-87	5-63	10
5-70	6-71	108-24	97-57	4,541	5,909	2,180	2,835	358	472	7,079	9,216	25-12	27-83	24	
6-81	6-48	82-26	83-25	751	757	185	204	65	64	1,001	1,025	19-19	18-76	10	
7-21	6-96	81-43	85-88	22,457	22,138	8,911	8,345	1,956	1,919	33,324	32,403	22-13	21-72	10	
16-63	20-21	37-32	42-23	136	181	72	84	...	...	208	265	16-34	18-22	25
5-72	5-59	83-72	85-49	3,531	4,148	1,855	2,212	204	230	5,590	6,590	24-77	24-09	1	
31-82	26-80	22-27	24-86	368	449	170	133	68	74	606	656	7-21	7-28	8	
9-19	9-55	30-78	31-79	427	484	116	117	58	64	599	665	14-56	15-27	8	
9-93	9-30	16-17	19-78	158	196	21	25	7	8	186	229	10-05	12-78	10	
6-10	8-75	70-67	77-32	439	618	210	167	13	12	662	797	9-67	24-02	1	
6-23	7-27	63-41	74-25	225	252	83	96	26	19	344	367	16-41	20-03	1	
11-12	11-68	25-89	28-00	66	68	10	14	4	5	80	87	11-68	11-76	10	
7-58	6-97	31-18	33-73	110	296	21	58	10	17	141	371	9-79	10-90	8	
16-42	18-83	32-08	11-32	10	20	4	8	8	9	22	37	11-45	6-03	19	

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial number.	100	101	102			
Main head.	Sub-head.	Railway system.	GOODS					
			Average number of vehicles in a goods train—concl'd.				Average earn- ings per goods vehicle per mile (excluding brakes).	
			Brake-vans.		Total		Pies.	
			No.		No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.30	1.27	31.53	31.51	28.93	31.74
2	(a) to (e)	Bombay, Baroda and Central India	1.18	1.16	36.94	37.34	45.97	49.44
8	(a)	Eastern Bengal	1.00	1.00	37.34	46.80	32.28	28.99
4	(a) to (d)	East Indian	1.08	1.08	37.23	37.52	26.15	26.92
5	(a) to (f)	Great Indian Peninsula	1.71	1.60	27.02	27.68	36.60	46.90
6	(a) and (b)	Madras and Southern Mahratta	2.08	2.11	32.42	33.17	36.57	39.19
7	(a) and (b)	Nizam's Guaranteed State	1.92	1.70	25.48	24.47	41.91	48.18
8	(a) to (k)	North Western	0.97	0.99	34.64	30.71	34.89	38.21
9	(a) to (c)	Oudh and Rohilkhand	0.92	0.91	25.88	28.66	29.61	29.84
10	(a)	South Indian	1.46	1.42	19.18	19.42	49.69	46.15
3' 3 1/2" GAUGE.								
11		Assam-Bengal	0.99	0.93	21.80	22.49	26.54	27.10
12	(a) and (b)	Bengal and North-Western	1.80	1.65	30.41	30.26	21.22	23.61
14	(x) and (b)	Bhavnagar	0.56	0.67	26.11	26.22	26.54	28.23
2	(f) to (i)	Bombay, Baroda and Central India	0.89	0.93	23.72	30.26	25.01	23.06
15	(a) to (c)	Burma	1.59	1.48	27.75	29.98	27.15	23.80
8	(b) to (d)	Eastern Bengal	1.02	0.88	31.08	32.46	20.46	24.45
17	(a) to (c)	Gondal-Porbandar	0.28	0.19	21.96	20.60	27.66	27.60
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.88	1.91	21.10	21.41	31.27	43.59
18		Jamnagar	...	...	19.83	18.36	36.21	36.59
19	(a) to (e)	Jodhpur-Bikaner	1.65	2.37	31.32	28.23	17.97	24.33
20		Junagad	0.57	0.30	18.24	19.99	29.32	30.86
6	(c) to (b)	Madras and Southern Mahratta	1.52	1.53	23.02	23.92	27.82	25.01
10	(c)	Nilgiri	0.01	0.02	5.88	5.65	209.53	130.53
24	(a) and (b)	Rohilkund and Kumaon	1.34	1.50	26.46	29.33	24.55	23.54
10	(f)	Sheranur-Cochin	1.33	1.26	20.52	20.02	29.17	23.54
10	(b), (d), (e) and (g) to (i)	South Indian	1.38	1.37	23.51	23.09	26.54	27.52
25	.....	Udaipur-Chitorgarh	...	...	16.34	18.22	37.99	46.84
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.94	0.87	25.71	24.96	19.83	19.83
8	(b)	Kalka-Simla	0.92	0.92	8.13	8.20	98.99	91.56
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	1.50	1.61	16.06	16.88	19.43	19.87
10	(c)	Morappur-Dharmapuri	0.40	0.47	10.45	13.25	15.98	14.89
1	(g)	Purulia-Ranchi	0.89	0.89	20.66	24.41	21.90	23.16
1	(h)	Raipur-Dhamteri	1.32	1.11	17.73	21.14	24.28	23.96
10	(i)	Tirupattur-Krishnagiri	0.66	0.67	12.34	12.43	24.65	27.80
8	(o)	Trans-Indus (Kalabagh-Bannu).	0.71	0.52	10.50	11.32	24.13	21.77
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	6.05	2.21	17.50	9.14	45.99	22.59

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

103		104		105		106		107		108		109		NUM- BER.	
TRAFFIC—continued.															
VEHICLE MILEAGE—concluded.								WEIGHT OF TRAIN AND TON-MILEAGE.							Main head.
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehi- cle (includ- ing 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.	1st half.	2nd half.
1,302,180	1,362,409	47'06	50'70	7'90	8'52	11'89	12'38	612,752	690,767	833,241	872,925	1,445,998	1,563,692	1	
811,245	904,746	44'10	46'48	7'56	8'00	10'29	10'58	357,796	420,541	500,452	548,888	858,248	989,409	2	
519,146	691,943	31'60	27'66	5'13	4'55	6'71	5'99	164,050	191,494	341,463	436,480	505,519	627,914	3	
4,209,013	4,478,493	50'94	47'74	8'50	8'20	13'03	12'88	2,143,994	2,135,427	2,567,597	2,719,884	4,711,591	4,855,811	4	
2,326,854	2,498,657	49'43	56'68	8'07	9'35	11'28	11'26	1,150,240	1,409,420	1,743,816	1,880,600	2,894,056	3,240,020	5	
504,109	509,947	42'97	46'48	7'02	7'52	9'63	10'35	216,621	237,048	356,447	357,277	573,068	594,32	6	
183,857	187,410	43'44	45'48	7'54	7'88	12'10	12'02	79,875	85,237	123,841	131,125	203,716	216,362	7	
3,286,138	2,892,705	43'22	42'86	8'05	8'74	11'39	11'13	1,420,215	1,239,943	1,894,440	1,628,943	3,314,655	2,888,686	8	
486,604	584,279	38'19	36'23	6'22	6'18	8'59	8'52	185,853	211,703	357,047	397,588	543,900	609,291	9	
181,957	149,040	40'05	41'49	6'56	7'08	8'77	9'26	52,842	61,842	99,361	109,160	152,203	171,002	10	
110,402	128,323	51'94	52'21	5'11	5'16	6'36	6'60	57,343	66,995	83,333	95,625	140,676	162,620	11	
412,939	420,660	40'26	40'35	4'10	4'12	5'58	5'55	166,028	169,755	235,430	236,324	401,458	406,079	12	
15,771	17,892	42'36	46'87	3'37	3'66	4'80	5'07	6,681	8,123	10,217	11,322	16,898	19,445	14	
507,703	641,137	43'58	46'22	4'04	4'31	5'48	5'75	221,263	296,344	312,654	388,620	534,117	684,961	2	
873,487	461,855	44'70	47'11	4'07	4'30	5'56	5'90	166,877	217,348	285,389	340,081	452,266	557,429	15	
395,972	413,444	26'09	33'40	3'10	3'68	3'82	4'58	106,159	138,104	251,850	270,339	358,009	408,441	3	
13,187	15,124	42'89	40'65	3'21	3'03	4'63	4'34	5,635	6,148	8,998	11,007	14,628	17,155	17	
64,447	79,673	37'57	43'87	4'13	4'39	5'57	6'23	24,216	34,953	41,711	48,666	65,927	83,619	7	
1,745	1,445	43'60	44'03	3'12	3'20	4'30	4'43	761	636	1,386	1,223	2,147	1,839	18	
193,582	125,647	34'50	51'33	3'00	4'70	4'84	7'01	66,780	64,596	126,472	84,982	193,252	149,578	19	
5,640	6,926	46'31	41'12	3'75	3'44	5'71	4'85	2,612	2,848	4,150	4,672	6,762	7,520	20	
322,379	344,270	50'91	52'25	3'97	4'08	5'11	5'33	164,134	179,871	263,586	273,661	427,720	459,532	6	
1,263	1,023	35'18	39'66	3'56	4'01	4'69	4'91	444	406	1,243	1,064	1,087	1,470	10	
77,153	90,135	37'53	34'01	4'31	3'51	6'38	5'19	28,956	30,659	44,537	51,180	73,498	81,848	24	
8,837	9,013	45'38	47'29	4'29	4'44	5'34	5'63	4,010	4,262	6,121	6,395	10,181	10,567	10	
258,512	255,499	44'65	47'17	3'68	3'95	5'14	5'44	115,435	120,517	213,056	210,302	323,491	330,819	10	
1,907	2,353	26'26	26'14	2'28	2'31	3'48	3'39	475	615	1,311	1,631	1,786	2,246	25	
43,839	51,629	41'52	43'55	3'78	3'55	5'16	5'44	18,204	22,573	32,969	39,302	51,173	61,675	1	
5,808	6,986	29'62	28'49	3'09	3'42	4'52	4'43	661	1,990	5,261	6,044	6,922	8,034	3	
2,488	3,520	47'09	35'57	2'11	2'08	2'69	2'59	1,148	1,252	2,168	2,648	3,386	3,900	3	
882	1,087	32'74	31'48	1'31	1'55	1'82	1'75	289	343	1,252	1,365	1,541	1,708	10	
5,604	6,776	41'61	37'23	3'59	3'22	5'31	4'09	2,332	2,526	4,018	4,489	6,350	7,015	1	
2,010	2,073	61'17	62'31	3'66	3'71	5'45	5'12	1,229	1,292	1,416	1,333	2,645	2,675	1	
370	402	45'48	49'33	2'22	2'39	2'57	2'68	168	194	477	515	645	711	10	
1,154	3,154	36'16	35'09	3'18	3'13	3'79	3'73	417	1,106	1,065	2,732	1,482	3,838	3	
73	112	56'24	40'38	2'30	1'63	4'01	2'29	41	46	76	135	117	181	19	

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	110	111	112			
Main head.	Sub-head.	Railway system.	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.								
1	(a)	Bengal-Nagpur	238.83	257.58	324.76	325.51	563.59	583.09
2	(a) to (e)	Bombay, Baroda and Central India	285.88	289.44	371.88	377.76	637.76	667.20
3	(a)	Eastern Bengal	186.46	206.07	388.12	469.86	574.58	675.92
4	(a) to (d)	East Indian	307.22	298.80	367.92	380.57	678.14	679.37
5	(a) to (f)	Great Indian Peninsula	204.28	243.92	309.69	316.82	518.97	560.73
6	(a) and (b)	Madras and Southern Mahratta	213.02	233.60	350.53	352.08	563.55	585.68
7	(a) and (b)	Nizam's Guaranteed State	177.24	179.42	274.80	276.01	452.04	455.43
8	(a) to (k)	North Western	270.98	259.67	361.47	341.09	632.45	600.76
9	(a) to (c)	Ondh and Bohilkhand	155.24	171.84	298.22	321.80	458.46	498.14
10	(a)	South Indian	118.24	127.86	218.57	224.82	334.81	352.18
3' 3½" GAUGE.								
11		Assam-Bengal	106.13	111.03	154.28	158.47	260.36	269.50
12	(a) and (b)	Bengal and North-Western	117.23	117.74	166.23	163.90	283.46	281.64
14	(a) and (b)	Bhavnagar	80.65	93.43	131.60	130.22	217.65	223.65
2	(f) to (i)	Bombay, Baroda and Central India	112.52	126.37	159.10	165.73	271.62	292.10
15	(a) to (c)	Burma	106.43	118.27	182.02	185.05	288.45	303.32
3	(b) to (d)	Eastern Bengal	93.05	118.37	220.74	227.79	313.79	344.16
17	(a) to (c)	Gondal-Forbandar	69.51	61.80	110.98	110.63	180.44	172.43
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	79.38	95.37	136.65	132.78	215.98	228.15
18		Jamnagar	61.90	58.72	112.69	112.85	174.59	171.57
19	(a) to (e)	Jodhpur-Bikaner	89.02	121.58	168.60	159.96	257.62	281.54
20		Junagad	66.27	67.70	105.32	111.05	171.59	178.75
6	(c) to (l)	Madras and Southern Mahratta	85.36	91.23	137.07	141.93	222.43	233.21
10	(c)	Nilgiri	20.89	22.53	58.45	59.26	79.34	81.24
24	(a) and (b)	Bohilkhand and Kumaon	108.24	97.57	166.49	162.91	274.73	260.48
10	(f)	Shoranur-Cochin	82.26	83.25	125.55	123.14	207.81	206.39
10	(b), (d), (e) and (g) to (i)	South Indian	81.43	85.88	150.30	149.37	231.73	235.75
25	.....	Udaipur-Chitorgarh	37.38	42.23	103.07	111.97	140.45	154.20
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions	83.72	85.49	151.62	148.85	235.34	234.34
8	(l)	Kalka-Simla	22.27	24.86	70.51	75.51	92.78	100.37
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	30.78	31.79	58.66	67.22	89.44	99.01
10	(f)	Morappur-Dharmapuri	16.17	19.78	70.12	78.91	86.29	98.69
1	(g)	Purnia-Banchi	70.87	77.32	121.77	137.42	192.44	214.74
1	(h)	Raipur-Dhamtari	63.41	74.25	73.01	79.55	136.42	153.80
10	(k)	Tirapattur-Krishnagiri	25.89	28.00	73.29	73.58	99.18	101.58
8	(o)	Trans-Indus (Kalabagh-Bannu)	31.18	33.73	79.59	83.27	110.77	117.00
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	32.08	11.32	59.50	83.26	91.58	44.58

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

113		114		115		115 A		116		117		118		NUM- BER.
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.		Main head.
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.	
2'25	2'42	14'38	15'34	1'82	1'80	3'57	3'41	2'29	2'58	14'55	16'40	1'84	1'93	1
4'03	3'74	22'00	19'85	2'91	2'48	4'85	4'25	4'39	5'58	23'97	29'59	3'17	3'70	2
3'41	4'01	18'01	17'00	3'51	3'74	6'26	6'35	2'70	2'83	14'27	11'39	2'78	2'63	3
2'00	3'16	10'67	11'41	1'25	1'39	2'38	2'53	3'92	2'95	15'48	15'51	1'83	1'39	4
2'91	3'41	22'06	25'14	2'73	2'69	4'41	4'14	1'92	2'88	14'54	21'16	1'81	2'26	5
3'57	3'25	22'59	20'11	3'22	2'67	5'59	4'85	3'53	3'09	15'98	19'08	2'27	2'54	6
2'48	2'75	20'22	23'15	2'69	2'94	4'95	5'10	2'65	2'96	21'69	25'03	2'88	3'18	7
3'16	3'68	18'00	23'76	2'24	2'72	4'14	4'32	2'96	2'24	16'89	14'45	2'09	1'65	8
2'19	2'31	16'88	16'00	2'71	2'69	5'50	5'12	1'66	2'00	12'73	13'34	2'05	2'24	9
2'11	2'52	22'39	26'91	3'49	3'80	6'58	6'62	1'92	1'81	20'80	19'24	3'17	2'72	10
2'40	2'23	22'17	19'90	4'35	3'86	8'84	7'61	0'43	0'81	4'37	7'20	0'85	1'39	11
1'38	1'26	9'28	8'42	2'25	2'05	4'81	4'54	1'78	2'26	11'99	15'19	2'93	3'69	12
2'02	1'80	15'18	13'51	4'51	3'69	8'26	6'95	1'78	1'96	13'36	14'72	3'97	4'03	14
2'11	1'92	14'54	12'60	3'60	2'92	5'71	4'70	1'52	2'37	10'47	15'46	2'59	3'59	2
2'17	2'51	15'93	17'52	3'32	4'08	7'28	6'89	1'53	1'62	11'22	11'28	2'75	2'62	15
2'10	2'27	13'39	13'81	4'33	3'75	7'69	6'38	1'10	1'75	7'07	10'64	2'28	2'69	3
1'69	1'40	14'38	13'18	4'67	4'35	8'15	7'88	1'43	1'53	12'68	14'42	3'96	4'77	17
1'78	1'57	17'80	15'44	4'31	3'16	7'55	5'65	1'35	2'88	13'47	28'15	3'27	5'75	7
1'82	1'94	17'60	20'26	5'64	6'34	10'89	11'94	1'93	1'75	18'61	18'33	5'96	5'73	13
1'63	1'76	10'55	13'07	3'52	2'78	5'14	4'35	1'15	1'52	7'42	11'26	2'47	2'39	19
2'05	1'60	22'28	15'57	3'94	4'53	11'12	9'43	0'65	1'56	7'04	15'29	1'88	4'44	20
1'86	1'82	16'58	15'61	4'18	3'83	7'23	6'66	1'26	1'10	11'24	9'40	2'83	2'31	6
3'88	4'64	126'84	158'05	35'66	39'42	68'91	75'43	2'53	2'12	82'69	-27'62	23'36	18'07	10
1'70	1'70	12'99	11'76	3'02	3'35	6'20	6'58	1'51	1'71	11'56	11'78	2'63	3'36	24
1'97	1'86	19'07	19'07	4'59	4'30	8'87	8'25	0'95	0'93	9'50	9'47	2'22	2'13	10
1'93	1'99	16'78	17'62	4'55	4'46	6'90	6'78	1'13	1'12	9'31	9'90	2'66	2'50	10
1'31	1'30	15'41	13'73	6'74	5'92	29'18	23'35	1'92	3'14	22'58	33'11	9'39	14'29	25
1'94	2'10	15'07	16'75	4'46	4'72	9'44	9'45	0'55	0'99	4'24	3'08	1'26	0'87	1
2'91	3'40	77'60	80'70	25'12	26'25	55'23	55'00	0'78	0'07	20'69	1'86	6'70	0'35	3
1'44	1'62	13'94	22'89	3'96	10'99	19'43	21'73	0'03	-0'24	0'49	-3'02	0'23	-1'44	3
1'06	1'19	20'28	17'88	12'60	11'58	30'24	25'62	-0'22	-0'23	-4'30	-3'49	-2'67	-2'26	10
1'15	1'40	11'24	11'21	3'13	3'48	7'03	8'33	1'09	2'12	10'66	16'35	2'97	5'27	1
1'47	1'72	17'28	16'52	4'46	4'46	8'53	8'25	0'61	1'09	7'05	10'44	1'82	2'81	1
1'25	2'16	20'59	35'32	9'28	14'84	19'65	24'76	0'25	-0'46	4'08	-7'52	1'84	-3'16	10
1'31	1'32	25'77	23'41	3'09	7'49	31'75	17'62	-0'03	-0'10	-1'64	-1'64	-0'51	-0'52	3
4'66	1'54	78'03	42'59	27'87	26'08	41'19	43'20	-1'93	-0'72	-32'04	-20'00	-11'45	-12'25	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Serial num- ber.	119	120	121	DETAILED PERCENTAGES			
Main head.	Sub-head.	Railway system.	Percentage to total						
			Conching traffic.		Goods traffic.		Sundries in- cluding tele- graph.		
			Per cent.		Per cent.		Per cent.		
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	32.32	31.84	63.98	64.54	3.26	3.21	
2	(a) to (e)	Bombay, Baroda and Central India	34.75	31.20	63.74	66.00	1.51	2.80	
3	(a)	Eastern Bengal	40.40	39.93	55.94	57.17	3.66	2.85	
4	(a) to (d)	East Indian	31.38	30.67	66.24	67.14	2.18	1.98	
5	(a) to (f)	Great Indian Peninsula	32.17	27.50	66.65	71.48	1.18	1.02	
6	(a) and (b)	Madras and Southern Mahratta	42.70	41.24	53.00	55.59	2.30	2.58	
7	(a) and (b)	Nizam's Guaranteed State	24.48	22.34	70.69	71.13	4.83	6.33	
8	(a) to (b)	North Western	33.33	35.92	64.91	59.82	1.76	4.26	
9	(a) to (c)	Ondh and Bohilkhand	50.58	47.54	38.20	42.46	11.22	10.00	
10	(a)	South Indian	43.24	40.74	48.30	50.50	8.46	8.76	
3' 3 1/2" GAUGE.									
11	(a) and (b)	Assam-Bengal	44.41	46.27	49.51	46.94	6.08	0.79	
12	(a) and (b)	Bengal and North-Western	51.02	48.07	40.99	43.20	2.21	3.24	
14	(a) and (b)	Bhavnagar	55.77	53.97	40.08	41.40	4.20	4.63	
2	(f) to (i)	Bombay, Baroda and Central India	48.55	38.52	48.44	59.69	8.01	1.79	
15	(a) to (c)	Burma	45.19	42.85	52.70	55.39	1.75	1.41	
3	(b) to (d)	Eastern Bengal	43.91	41.77	46.56	48.80	0.85	0.66	
17	(a) to (c)	Gondal-Porbandar	59.08	57.15	38.00	39.69	2.92	2.96	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	45.04	35.06	51.44	62.59	8.52	2.35	
18	(a) to (e)	Jamnagar	66.79	70.11	31.21	27.68	2.00	2.21	
19	(a) to (e)	Jodhpur-Bikaner	41.79	45.18	58.51	52.81	1.70	2.01	
20	(c) to (i)	Junagad	60.21	55.57	36.14	41.03	3.65	3.40	
6	(c)	Madras and Southern Mahratta	39.67	29.83	59.04	58.88	1.29	1.29	
10	(c)	Nilgiri	54.45	47.46	44.84	51.70	0.71	0.84	
24	(a) and (b)	Bohilkhand and Kumaon	50.49	41.02	41.12	52.42	8.39	6.56	
10	(f)	Shoranur-Cochin	56.34	56.37	43.23	43.17	0.43	0.46	
10	(b), (d), (e) and (g) to (i)	South Indian	60.08	54.25	38.11	43.16	1.86	2.53	
25	(f)	Udaipur-Chitorgarh	67.08	60.10	29.38	36.14	3.54	3.76	
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Ohhindwara Extensions.	48.93	45.43	49.82	53.28	1.25	1.29	
8	(l)	Kalka-Simla	61.53	52.17	37.37	46.47	1.05	1.36	
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	70.52	68.63	27.97	30.24	1.51	1.08	
10	(j)	Morappur-Dharmapuri	74.16	72.17	25.82	27.80	0.52	0.53	
1	(g)	Purulia-Banchi	60.40	59.95	38.00	38.29	3.60	1.76	
1	(h)	Raipur-Dhamtari	54.15	54.59	45.68	45.11	0.19	0.30	
10	(f)	Tirupattur-Krishnagiri	69.46	58.27	30.30	41.54	0.24	0.19	
8	(o)	Trans-Indus (Kalabagh-Banna)	59.01	56.77	22.77	27.55	0.52	0.41	
2' 0" GAUGE.									
19	(f)	Piper Road-Bhavi Light	73.95	73.76	26.05	26.20	...	0.04	

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

122		...		123		124		125		126		127		Num- BER.	
OF EARNINGS AND EXPENDITURE.															
Earnings.				Percentage of working expenses on total earnings.											Main head.
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.		
0.44	0.41	100.00	100.00	8.84	11.48	15.92	14.45	6.01	4.61	8.29	7.70	4.75	4.40	1	
...	...	100.00	100.00	12.57	10.10	20.94	18.43	4.52	3.65	7.96	6.41	3.84	3.40	2	
...	...	100.00	100.00	11.52	13.29	18.04	11.60	4.67	4.89	14.03	13.73	4.62	4.34	3	
0.20	0.21	100.00	100.00	8.00	8.00	11.82	11.93	2.93	4.52	8.40	8.69	3.30	3.29	4	
...	...	100.00	100.00	13.10	15.33	26.02	22.27	4.72	4.60	9.46	7.92	3.98	3.24	5	
...	...	100.00	100.00	12.05	11.06	23.43	21.55	6.48	4.58	7.31	6.30	4.53	4.55	6	
...	...	100.00	100.00	21.06	21.11	14.10	12.65	3.62	4.58	0.36	5.45	4.98	4.31	7	
...	...	100.00	100.00	9.28	15.05	21.23	22.79	4.85	5.72	10.06	10.47	3.60	4.90	8	
...	...	100.00	100.00	10.63	13.67	14.66	15.86	7.05	3.78	9.29	10.36	4.04	4.25	9	
...	...	100.00	100.00	9.04	10.25	27.14	23.38	6.54	13.73	7.15	6.39	4.59	4.39	10	
...	...	100.00	100.00	21.90	17.88	18.87	16.26	5.78	3.83	*15.85	*14.48	9.42	7.68	11	
5.78	4.89	100.00	100.00	11.47	8.17	11.55	11.05	3.28	3.03	6.58	6.10	4.20	3.99	12	
...	...	100.00	100.00	10.13	7.25	16.72	17.59	2.66	3.00	9.20	9.63	6.98	6.83	14	
...	...	100.00	100.00	10.29	8.18	22.48	18.21	5.61	5.29	9.08	8.36	4.80	4.51	2	
0.36	0.35	100.00	100.00	12.46	16.81	17.65	16.91	5.96	5.82	8.70	7.14	6.11	4.94	15	
8.65	8.77	100.00	100.00	10.90	13.39	15.68	12.01	4.71	3.39	10.94	10.66	4.44	4.08	8	
...	...	100.00	100.00	8.44	6.61	22.77	15.98	2.59	3.28	7.71	8.57	5.89	7.46	17	
...	...	100.00	100.00	19.12	11.25	17.53	13.04	3.92	2.30	10.60	7.82	10.60	7.61	7	
...	...	100.00	100.00	7.65	11.85	17.19	14.68	2.34	2.87	7.60	8.20	7.72	8.33	16	
...	...	100.00	100.00	14.52	12.19	17.31	17.83	2.38	2.33	6.81	7.47	3.62	4.06	19	
...	...	100.00	100.00	16.10	8.56	20.68	14.57	5.60	1.54	8.34	8.51	7.76	6.80	20	
...	...	100.00	100.00	12.53	13.72	22.70	24.20	6.13	5.34	8.31	7.93	5.75	5.89	6	
...	...	100.00	100.00	2.98	15.99	49.41	57.81	3.56	3.94	8.29	9.66	4.89	5.02	19	
...	...	100.00	100.00	11.97	11.76	11.10	14.34	3.78	3.86	7.52	8.49	5.67	6.42	24	
...	...	100.00	100.00	17.88	11.85	20.33	25.07	3.87	4.28	6.82	8.14	4.98	5.48	10	
...	...	100.00	100.00	16.09	11.01	16.74	21.75	5.01	8.45	6.48	8.58	4.97	5.78	10	
...	0.06	100.00	100.00	15.70	12.15	18.09	13.95	4.15	2.94	8.79	7.80	5.78	4.70	25	
...	...	100.00	100.00	17.43	28.65	24.86	21.92	6.96	6.03	10.57	9.73	9.30	8.62	1	
...	...	100.00	100.00	7.31	17.83	19.57	28.68	15.95	17.28	9.84	13.33	3.20	4.82	8	
...	...	100.00	100.00	21.19	25.64	29.43	35.28	5.80	6.12	12.44	13.05	8.05	6.70	8	
...	...	100.00	100.00	32.25	43.54	40.91	39.24	4.22	2.77	7.66	8.00	5.14	5.40	10	
...	...	100.00	100.00	12.28	11.87	17.21	14.03	5.15	4.08	6.03	4.56	6.74	5.87	1	
...	...	100.00	100.00	8.45	14.02	17.77	9.73	3.52	2.91	7.48	6.25	8.25	6.87	1	
...	...	100.00	100.00	16.57	25.05	44.01	100.95	2.85	3.54	7.03	7.16	4.70	4.92	10	
17.70	15.27	100.00	100.00	...	...	36.82	42.02	6.68	5.61	9.79	11.37	6.82	6.64	8
...	...	100.00	100.00	18.90	21.99	62.86	28.00	11.74	23.95	9.68	7.49	2.55	1.53	19	

* Includes 4.26 per cent in the 1st half and 4.61 per cent in the 2nd half on account of Jetty expenses.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	128	129	130	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE—concl'd.		
Main head.	Sub-head.	Railway system.	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.								
1	(a)	Bengal-Nagpur	3'61	2'93	1'19	1'09	49'61	46'51
2	(a) to (e)	Bombay, Baroda and Central India	2'62	3'70	...	...	52'45	45'69
3	(a)	Eastern Bengal	3'88	3'54	...	...	57'36	56'39
4	(a) to (d)	East Indian	4'36	4'54	0'19	0'21	38'89	41'18
5	(a) to (f)	Great Indian Peninsula	5'07	4'06	...	...	62'30	58'42
6	(a) and (b)	Madras and Southern Mahratta	3'09	3'25	...	...	56'89	51'29
8	(a) and (b)	Nizam's Guaranteed State	1'34	2'43	...	...	51'43	50'58
9	(a) to (k)	North Western	3'10	2'25	0'02	...	52'24	61'18
9	(a) to (c)	Oudh and Rohilkhand	2'26	2'50	...	...	47'93	49'32
10	(a)	South Indian	2'27	1'59	...	...	58'73	65'73
3' 3½" GAUGE.								
11	(a) and (b)	Assam-Bengal	2'27	2'12	...	...	74'09	62'65
12	(a) and (b)	Bengal and North-Western	1'61	1'10	2'63	2'43	41'32	35'87
14	(a) and (b)	Bhavnagar	1'30	1'81	...	...	51'59	46'17
2	(f) to (l)	Bombay, Baroda and Central India	2'43	1'36	...	...	54'99	46'51
15	(a) to (c)	Burma	1'84	1'81	0'84	0'68	53'56	53'61
3	(b) to (d)	Eastern Bengal	3'55	1'86	6'81	6'36	58'53	51'75
17	(a) to (e)	Gondal-Perbandar	1'44	2'22	...	...	48'84	44'15
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1'28	1'42	...	...	63'05	48'44
18	(a) to (e)	Jamnagar	2'52	2'52	...	...	45'02	48'25
19	(a) to (e)	Jodhpur-Bikaner	7'19	3'73	...	...	51'88	48'16
20	(c) to (l)	Junagad	0'82	2'36	...	...	59'30	45'24
6	(c)	Madras and Southern Mahratta	1'47	2'11	...	...	58'89	59'24
10	(c)	Nilgiri	2'08	2'05	...	...	71'21	95'87
24	(a) and (b)	Rohilkund and Kumaon	0'98	1'22	...	...	41'02	46'09
20	(f)	Shorannur-Cochin	3'25	3'25	0'03	0'26	57'16	58'13
10	(b), (d), (e) and (g) to (i)	South Indian	3'61	3'33	0'04	0'37	52'34	59'27
25	(a)	Udaipur-Chitorgarh	2'12	1'63	...	...	54'63	43'16
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur- Chhindwara Extensions.	1'42	1'45	...	...	70'54	76'45
9	(l)	Kalka-Simla	1'49	1'08	...	...	57'38	77'47
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	1'19	1'01	...	...	77'60	87'50
10	(j)	Morappur-Dharmapuri	1'76	4'13	...	...	91'94	108'08
1	(g)	Purulia-Ranehi	0'22	0'46	...	...	47'63	40'68
1	(h)	Raipur-Dhantari	0'79	0'68	...	...	46'26	40'46
10	(k)	Tirupattur-Krishnagiri	1'84	3'61	...	...	77'00	145'23
8	(o)	Trans-Indus (Kalabagh-Bannu).	0'19	0'89	12'67	14'98	72'97	81'51
2' 0" GAUGE.								
15	(f)	Pipar Road-Bhavi Light	0'21	0'28	...	...	105'94	83'24

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

131a		132a		133a		134a		135a		135Aa		136a		137a		NUM- BER.
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 (net).		Total Maintenance, etc.		Main head.
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.	
208.49	199.47	346.93	512.43	124.27	304.38	...	...	145.48	259.23	...	...	46.83	98.95	807.05	1,268.86	1
210.18	207.72	1,070.35	873.66	449.05	397.95	...	...	134.99	122.18	0.45	0.28	46.07	119.77	911.09	1,721.56	2
378.74	375.22	825.15	1,433.98	253.29	274.29	0.06	0.03	618.44	559.03	...	...	106.03	208.90	2,133.71	1,910.49	3
245.70	253.88	745.88	822.80	106.38	102.54	...	...	263.46	281.27	...	...	169.91	141.94	1,531.44	1,622.43	4
232.50	238.69	824.69	1,589.97	265.54	562.55	...	...	330.78	276.56	...	...	153.04	151.41	1,806.79	2,799.18	5
217.33	204.55	663.55	693.65	247.78	158.02	...	...	133.99	186.56	...	...	41.81	86.50	1,305.93	1,329.28	6
234.89	186.79	1,388.40	1,832.09	82.89	67.57	...	...	60.62	88.12	...	...	197.98	123.38	1,064.78	2,296.95	7
177.56	192.93	364.80	780.75	125.80	131.96	0.76	15.89	135.79	194.87	...	...	178.44	195.82	983.15	1,511.77	8
164.85	162.04	382.95	608.90	56.55	72.34	15.76	2.22	70.57	92.79	...	...	36.96	98.61	777.44	1,036.90	9
110.64	153.07	670.35	521.19	30.42	79.85	...	...	67.79	143.43	...	...	24.61	58.89	903.81	956.34	10
155.26	155.47	423.42	444.54	117.62	95.48	...	...	87.57	121.51	...	...	70.36	42.50	854.23	859.50	11
101.09	99.60	263.26	230.88	41.34	40.86	3.45	2.02	48.03	47.79	...	...	133.79	34.28	594.96	450.74	12
44.83	45.88	286.27	180.09	10.95	14.27	...	...	17.71	41.30	...	...	25.90	13.68	385.66	295.82	13
106.29	102.96	417.56	341.79	31.73	47.70	...	...	90.75	89.74	...	...	38.37	41.13	685.40	623.32	14
182.10	175.34	467.52	714.42	72.92	136.09	...	2.22	99.67	298.55	...	...	64.47	114.56	886.63	1,439.18	15
112.63	149.75	240.09	426.87	158.63	202.43	1.89	2.11	158.03	218.84	...	...	70.62	129.99	741.38	1,180.02	16
51.02	50.59	198.04	167.00	7.55	9.62	...	...	11.59	17.49	...	...	20.48	5.53	289.28	250.23	17
162.78	178.26	465.70	319.04	20.43	54.51	...	...	57.91	39.79	...	...	97.93	69.14	604.73	660.74	18
29.38	36.21	159.41	241.88	0.81	2.11	...	...	8.36	28.83	...	...	2.14	4.81	207.70	315.86	19
25.74	26.69	352.67	2.09.26	2.60	8.64	...	...	17.13	33.42	...	...	40.16	41.69	438.30	319.90	20
46.85	44.56	292.23	148.75	9.92	12.14	...	...	33.91	9.71	...	...	34.62	29.84	417.53	245.00	21
82.89	84.86	370.93	417.95	102.82	60.64	...	...	49.68	59.08	...	...	1.39	17.42	607.73	639.95	22
68.13	199.72	168.20	660.53	18.61	275.69	...	...	47.69	98.83	...	...	10.63	63.40	313.26	1,298.17	23
98.43	102.85	228.69	228.96	48.44	31.38	0.07	0.04	43.55	87.65	...	...	37.55	32.62	456.93	439.50	24
...	Included with the South Indian Railway, 3' 3 1/2" gauge.	1,103.36	362.95	45.74	212.30	...	...	144.49	132.09	...	...	60.79	87.89	1,555.59	977.58	25
201.21	182.65	221.03	226.40	15.63	2.49	...	...	36.83	39.24	...	...	13.59	13.65	326.37	323.70	26
39.30	41.92	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
105.24	106.41	158.71	259.65	22.78	112.65	...	...	26.57	50.71	...	...	20.89	35.33	334.19	570.75	1
270.47	279.15	243.17	842.74	72.39	160.25	...	...	159.62	260.29	...	...	151.22	235.36	698.87	1,778.09	2
148.27	153.61	188.15	297.89	6.70	9.10	...	...	18.27	31.83	...	...	46.83	23.03	408.22	517.57	3
54.78	70.71	181.87	256.81	2.54	5.79	...	...	11.70	12.18	...	...	8.33	14.78	259.22	360.27	10
69.16	119.27	175.29	165.25	12.37	4.49	...	...	14.08	10.93	...	...	76.21	7.58	347.51	307.42	1
19.04	20.62	66.93	152.28	15.40	31.35	...	...	2.49	48.09	...	...	26.87	14.61	120.73	266.95	1
61.74	79.59	107.60	135.19	2.92	10.60	...	...	29.12	81.99	...	...	8.86	26.08	210.24	283.45	10
...
8.80	4.60	72.08	63.37	1.14	1.55	...	...	1.74	11.16	...	...	17.19	29.70	100.95	110.38	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Serial num- ber.	1816	1926	1936				
		TABLE A.—							
		PER MILE							
Main head.	Sub-head.	Railway system.	General Superin- tendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		
			Rs.		Rs.		Rs.		
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	159.64	155.69	271.54	390.98	97.25	159.53	
2	(a) to (e)	Bombay, Baroda and Central India	146.89	145.43	749.02	611.67	313.82	278.61	
3	(a)	Eastern Bengal	201.23	197.32	438.42	753.56	135.64	144.24	
4	(a) to (d)	East Indian	152.08	156.70	461.75	507.85	65.85	63.29	
5	(a) to (f)	Great Indian Peninsula	158.40	162.41	562.03	1,068.21	180.92	382.76	
6	(a) and (b)	Madras and Southern Mahratta	174.05	163.77	580.98	555.40	198.43	116.52	
7	(a) and (b)	Nizam's Guaranteed State	208.01	165.38	1,229.45	1,622.02	73.41	59.82	
8	(a) to (k)	North Western	124.60	134.80	255.93	545.85	88.27	92.18	
9	(a) to (c)	Oudh and Rohilkhand	135.85	133.61	315.98	502.08	46.66	59.65	
10	(a)	South Indian	95.45	132.06	578.31	449.66	26.25	68.89	
3' 3½" GAUGE.									
11	...	Assam-Bengal	131.84	132.72	359.55	379.47	99.87	81.51	
12	(a) and (b)	Bengal and North-Western	85.17	83.89	221.83	194.45	34.83	34.42	
14	(a) and (b)	Bhavnagar	39.03	39.94	249.21	157.30	9.53	12.42	
2	(f) to (i)	Bombay, Baroda and Central India	89.93	86.37	350.96	236.72	26.67	40.02	
15	(a) to (c)	Burma	140.25	135.13	360.08	550.58	58.16	104.83	
3	(b) to (d)	Eastern Bengal	92.40	121.77	196.97	347.09	130.13	164.64	
17	(a) to (c)	Gondal-Forbandar	45.80	45.41	178.34	149.89	6.78	8.63	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	144.79	157.74	414.27	233.30	18.18	48.24	
18	...	Jamnagar	27.48	35.74	149.10	226.24	0.76	1.97	
19	(a) to (e)	Jodhpur-Bikaner	21.22	25.04	331.84	196.32	2.45	8.11	
20	(c) to (i)	Junagad	42.67	40.58	266.11	135.46	9.04	11.05	
6	...	Madras and Southern Mahratta	74.49	76.15	332.95	375.06	93.29	54.42	
10	(c)	Nilgiri	59.63	174.79	147.20	578.09	16.29	211.28	
24	(a) and (b)	Rohilkhand and Kumaon	86.50	89.92	201.13	200.23	42.56	27.44	
10	(f)	Shoranur-Cochin	...	...	...	...	Included with the	...	
10	(b), (d), (e) and (g) to (i)	South Indian	173.00	157.00	943.69	311.99	39.33	182.48	
25	...	Udaipur-Chitorgarh	36.66	39.10	206.17	211.18	14.58	2.33	
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions.	95.32	98.53	143.75	235.56	20.63	102.20	
8	(l)	Kalka-Simla	235.69	243.39	218.64	733.99	63.08	139.57	
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	135.88	140.85	172.44	272.69	6.15	8.33	
19	(j)	Morappur-Dharmapuri	51.84	66.96	173.11	243.30	2.40	5.48	
1	(g)	Purulia-Banchi	62.74	109.50	158.10	151.70	11.16	4.13	
1	(h)	Raipur-Dhamtari	17.94	19.42	63.05	143.47	14.51	29.53	
10	(k)	Tirupattur-Krishnagiri	56.16	72.40	97.89	122.98	2.65	9.64	
8	(o)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...
2' 0" GAUGE.									
9	(f)	Pipar Road-Bhavi Light	8.58	4.48	70.32	61.83	1.12	1.50	

DIX 12—continued.
 during each half of the financial year 1913-14.
 prepare these statistics.]

1914		1915		1915A		1916		1917		1918		1919		NUM- BER.
MAINTENANCE OF WAY, WORKS AND STATIONS—contd.														
OF TRACK, INCLUDING SIDINGS.										PER TOTAL TRAIN-MILE.				Main head.
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.	Rs.	Rs.	Rs.	Rs.	Rs.	As.	As.	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.	
...	...	113 85	202 34	...	...	86 85	72 87	678 53	990 41	1 35	1 29	2 29	3 31	1
0 03	0 02	94 88	85 54	0 81	0 20	32 20	88 86	1,335 57	1,205 31	1 23	1 15	6 27	4 82	2
...	...	328 59	293 98	...	...	56 33	141 43	1,160 24	1,530 55	1 37	1 34	2 99	5 10	3
...	...	163 08	178 60	...	...	105 17	87 61	947 93	989 05	0 90	0 90	2 75	2 91	4
...	...	225 87	188 17	...	...	104 27	103 02	1,230 99	1,904 57	1 03	1 03	3 64	6 76	5
...	...	107 31	109 34	...	...	38 49	20 23	1,044 26	984 26	1 55	1 44	4 72	4 89	6
...	...	53 68	78 02	...	...	175 31	108 86	1,739 87	2,033 60	1 72	1 33	10 17	13 00	7
0 53	11 10	45 28	186 12	...	...	125 23	136 42	689 89	1,055 97	1 23	1 37	2 52	5 52	8
13 01	1 83	58 23	76 51	...	...	71 75	81 81	641 48	854 09	1 43	1 37	3 33	5 16	9
...	...	38 48	123 75	...	...	21 23	50 78	779 72	825 09	0 75	1 00	4 56	3 41	10
...	...	74 89	103 72	...	...	59 72	86 27	725 37	733 09	2 13	1 95	5 82	5 81	11
2 91	2 21	40 47	40 25	...	...	112 73	28 82	497 94	379 62	1 06	1 02	2 76	2 36	12
...	...	15 42	35 96	...	...	22 55	11 91	335 73	257 53	0 63	0 57	4 00	2 23	14
...	...	76 27	75 28	...	...	32 24	84 50	576 07	512 89	0 90	0 81	3 48	3 67	2
...	1 72	76 77	228 56	...	...	49 64	88 29	682 90	1,109 16	1 59	1 40	4 06	5 71	15
1 14	1 71	129 65	177 94	...	...	57 94	105 69	608 23	918 84	0 88	1 08	1 78	3 03	3
...	...	10 41	15 70	...	...	18 39	4 97	259 72	224 60	0 80	0 71	3 09	2 32	17
...	...	51 51	35 21	...	...	87 11	61 17	715 86	584 66	1 58	1 58	4 52	2 83	7
...	...	8 88	26 98	...	...	8 55	4 50	194 27	295 43	0 66	0 85	3 60	5 38	18
...	...	16 11	31 35	...	...	37 78	39 80	412 40	300 12	0 40	0 51	5 53	4 06	19
...	...	50 88	8 84	...	...	81 52	27 18	380 22	223 11	1 10	0 98	6 88	3 28	20
...	...	44 57	53 02	...	...	1 25	15 04	545 55	574 29	0 84	0 83	3 76	4 10	6
...	...	41 73	86 49	...	...	9 31	55 49	274 16	1,136 14	0 59	1 30	1 45	6 28	10
0 06	0 03	38 27	92 91	...	...	32 99	33 77	401 51	384 30	1 49	1 50	3 45	3 30	24
South	Indian	124 23	8 38	...	...	...	...	...	...	...	...	...	...	10
...	...	34 36	119 54	...	...	52 27	75 55	1,337 52	840 55	1 14	1 05	6 28	2 08	10
...	...	...	16 60	...	...	12 68	12 71	304 43	301 92	0 85	0 85	4 49	4 60	25
...	...	24 06	11 44	...	...	18 93	32 06	302 69	517 79	2 23	2 15	3 36	5 25	1
...	...	139 09	2 6 71	...	...	181 77	204 99	783 26	1,548 65	1 63	1 78	1 48	5 37	8
...	...	16 75	19 14	...	...	42 01	22 92	374 13	473 93	1 94	2 06	2 46	4 00	8
...	...	11 08	11 53	...	...	7 89	14 00	245 32	341 17	1 47	1 76	4 88	6 40	10
...	...	12 70	9 94	...	...	68 74	6 95	318 44	287 22	0 90	2 27	2 27	3 14	1
...	...	2 35	45 30	...	...	25 31	13 77	123 16	251 49	0 53	0 61	1 36	4 51	1
...	...	26 49	29 10	...	...	8 06	28 73	191 25	257 85	1 32	1 71	2 30	2 90	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	1 70	10 90	...	...	16 77	28 98	98 49	107 69	0 39	0 19	3 14	2 72	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	133c	134c	135c				
Main head.	Sub-head.	Railway system.	TABLE A.—MAINTENANCE OF						
			PER TOTAL						
			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of sta- tions and buildings.		
As.		As.		As.					
		1st half.		2nd half.		1st half.		2nd half.	
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	0.82	1.32	...	...	0.96	1.68	
2	(a) to (e)	Bombay, Baroda and Central India	2.63	2.20	...	...	6.79	6.67	
3	(a)	Eastern Bengal	0.93	0.98	...	...	2.24	1.99	
4	(a) to (d)	East Indian	0.39	0.36	...	...	0.97	0.99	
5	(a) to (f)	Great Indian Peninsula	1.17	2.42	...	...	1.46	1.19	
6	(a) and (b)	Madras and Southern Mahratta	1.77	1.11	...	...	0.95	0.96	
7	(a) and (b)	Nizam's Guaranteed State	0.61	0.48	...	...	0.44	0.62	
8	(a) to (k)	North Western	0.87	0.93	0.01	0.11	0.94	1.38	
9	(a) to (c)	Oudh and Rohilkhand	0.49	0.61	0.14	0.02	0.61	0.79	
10	(a)	South Indian	0.20	0.52	...	...	0.46	0.94	
3' 3 1/2" GAUGE.									
11	...	Assam-Bengal	1.62	1.20	...	...	1.20	1.53	
12	(a) and (b)	Bengal and North-Western	0.43	0.42	0.04	0.03	0.50	0.49	
14	(a) and (b)	Bhavnagar	0.15	0.18	...	...	0.24	0.51	
2	(f) to (l)	Bombay, Baroda and Central India	0.27	0.38	...	...	0.76	0.70	
15	(a) to (c)	Burma	0.63	1.09	...	0.02	0.87	2.37	
3	(b) to (d)	Eastern Bengal	1.19	1.47	0.01	0.02	1.17	1.58	
17	(a) to (c)	Gondal-Porbandar	0.12	0.13	...	...	0.18	0.24	
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.20	0.48	...	...	0.56	0.35	
19	...	Jamnagar	0.02	0.05	...	...	0.20	0.64	
19	(a) to (e)	Jodhpur-Bikaner	0.04	0.17	...	...	0.27	0.65	
20	...	Junagad	0.23	0.26	...	...	0.80	0.22	
6	(c) to (l)	Madras and Southern Mahratta	1.04	0.60	...	...	0.51	2.58	
10	(c)	Nilgiri	0.16	2.62	...	...	0.41	0.94	
24	(a) and (b)	Rohilkhand and Kumaon	0.74	0.46	...	...	0.65	0.55	
10	(f)	Shoranur-Cochin	...	...	Included	with the	South	0.76	
10	(b), (d), (e) and (g) to (i)	South Indian	0.26	1.22	...	...	0.82	0.76	
25	...	Udaipur-Chitorgarh	0.32	0.05	...	...	0.75	0.80	
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.48	2.28	...	...	0.56	1.14	
8	(l)	Kalka-Simla	0.43	1.02	...	...	0.96	1.66	
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0.09	0.12	...	...	0.24	0.43	
10	(j)	Morappur-Dharmapuri	0.07	0.14	...	...	0.32	0.30	
1	(g)	Purnia-Ranchi	0.16	0.09	...	...	0.18	0.21	
1	(h)	Raipur-Dhamtari	0.43	0.93	...	...	0.07	1.42	
10	(k)	Tirupattur-Krishnagiri	0.06	0.23	...	...	0.62	0.68	
8	(o)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...
2' 0" GAUGE.									
19	(f)	Pipar Road-Bhavi Light	0.65	0.07	...	...	0.07	0.48	

DIX 12—continued.
during each half of the financial year 1913-14.
prepare these statistics.]

185 A c.		186 c.		187 c.		181 d.		182 d.		183 d.		184 d.		NUM- BER.
WAY, WORKS AND STATIONS—contd.														
TRAIN-MILE.—concl'd.														Main head.
PER 1,000 GROSS TON-MILES.														
Electricity and repairs and renewals of elec- tric plant.		Other charges (net).		Total Mainte- nance, etc.		General superin- tendence (includ- ing office ex- penses).		Maintenance and renewal of permanent- way.		Repairs of bridges, etc.		Conservancy of rivers.		
As.		As.		As.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0.31	0.60	5.78	8.20	0.19	0.17	0.32	0.44	0.11	0.18	...	...	1
...	...	0.27	0.68	11.19	9.50	0.17	0.16	0.87	0.67	0.37	0.30	...	...	2
...	...	0.39	0.96	7.82	10.37	0.22	0.19	0.48	0.73	0.15	0.14	...	...	3
...	...	0.63	0.50	5.64	5.66	0.10	0.10	0.32	0.33	0.05	0.04	...	...	4
...	...	0.67	0.65	7.87	12.05	0.16	0.15	0.55	0.97	0.18	0.35	...	...	5
...	...	0.30	0.26	9.29	8.06	0.24	0.21	0.71	0.71	0.27	0.16	...	...	6
...	...	1.45	0.87	14.39	16.30	0.30	0.28	1.74	2.19	0.10	0.08	...	...	7
...	...	1.23	1.38	6.30	10.69	0.16	0.20	0.34	0.80	0.12	0.13	...	...	8
...	...	0.75	0.83	6.75	8.78	0.25	0.22	0.58	0.84	0.09	0.10	...	0.02	9
...	...	0.17	0.39	6.14	6.26	0.16	0.21	0.90	0.70	0.04	0.11	...	...	10
...	...	0.97	0.54	11.74	10.83	0.54	0.43	1.48	1.36	0.41	0.30	...	...	11
...	...	1.40	0.35	6.19	4.61	0.26	0.25	0.68	0.18	0.10	0.11	...	...	12
...	...	0.36	0.17	5.38	3.67	0.23	0.21	1.47	0.84	0.06	0.07	...	0.01	13
...	...	0.31	0.31	5.72	4.87	0.24	0.20	0.92	0.66	0.06	0.09	...	...	14
...	...	0.57	0.92	7.72	11.51	0.38	0.32	0.97	1.30	0.15	0.25	...	...	15
...	...	0.52	0.94	5.50	8.18	0.22	0.26	0.43	0.75	0.32	0.35	...	...	3
...	...	0.32	0.08	4.51	3.48	0.30	0.26	1.16	0.87	0.04	0.05	...	...	17
...	...	0.95	0.61	7.81	5.85	0.54	0.51	1.53	0.91	0.07	0.15	...	...	7
...	...	0.20	0.11	4.68	7.08	0.26	0.35	1.42	2.23	0.01	0.02	...	...	18
...	...	0.63	0.82	6.87	6.21	0.10	0.13	1.47	1.06	0.02	0.05	...	...	19
...	...	0.62	0.66	9.83	5.40	0.39	0.33	2.42	1.11	0.08	0.08	...	...	20
...	...	0.02	0.17	6.17	6.28	0.25	0.24	1.14	1.20	0.32	0.18	...	...	6
...	...	0.09	0.60	2.70	12.34	0.45	1.47	1.11	4.88	0.12	2.04	...	...	10
...	...	0.56	0.55	6.89	6.39	0.40	0.40	0.93	0.89	0.20	0.12	...	...	24
Indian	Railway	3' 3 3/4'	gauge	...	...	...	...	...	...	...	...	...	...	10
...	...	0.34	0.59	8.82	5.01	0.33	0.31	1.82	0.61	0.08	0.35	...	...	10
...	...	0.28	0.27	6.79	6.57	0.33	0.32	1.89	1.74	0.14	0.02	...	...	25
...	...	0.44	0.71	7.07	11.53	0.65	0.64	0.98	1.55	0.14	0.07	...	...	1
...	...	0.22	1.50	5.42	11.33	1.23	1.25	1.11	3.78	0.33	0.71	...	...	3
...	...	0.61	0.33	5.34	6.24	1.63	1.62	2.06	3.13	0.07	0.10	...	...	8
...	...	0.22	0.37	6.96	8.97	0.92	1.01	3.04	3.65	0.04	0.08	...	...	10
...	...	0.28	0.14	4.49	5.85	0.31	0.73	0.77	1.01	0.05	0.08	...	...	1
...	...	0.74	0.43	3.63	7.90	0.29	0.30	1.01	2.23	0.23	0.46	...	...	1
...	...	0.19	0.56	4.49	6.08	0.80	1.03	1.40	1.76	0.04	0.14	...	...	10
...	8
...	...	0.74	1.23	4.39	4.74	0.80	0.36	6.47	5.24	0.10	0.13	...	...	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	185 d.	185A d.	186 d.			
Main head.	Sub-head.	Railway system.	TABLE A.— MAINTENANCE OF WAY, WORKS					
			PER 1,000 GROSS TON.					
			Repairs of sta- tions and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).	
		Rs.		Rs.		Rs.		
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.18	0.23	...	...	0.04	0.08
2	(a) to (e)	Bombay, Baroda and Central India	0.11	0.09	...	...	0.03	0.09
3	(a)	Eastern Bengal	0.36	0.28	...	...	0.06	0.13
4	(a) to (d)	East Indian	0.11	0.12	...	...	0.07	0.06
5	(a) to (f)	Great Indian Peninsula	0.22	0.17	...	...	0.10	0.09
6	(a) and (b)	Madras and Southern Mahratta	0.14	0.14	...	...	0.04	0.04
7	(a) and (b)	Nizam's Guaranteed State	0.08	0.10	...	...	0.25	0.15
8	(a) to (k)	North Western	0.13	0.20	...	...	0.17	0.19
9	(a) to (c)	Oudh and Rohilkhand	0.11	0.13	...	...	0.14	0.14
10	(a)	South Indian	0.10	0.19	...	...	0.04	0.08
3' 3½" GAUGE.								
11	(a) and (b)	Assam-Bengal	0.31	0.37	...	...	0.25	0.12
12	(a) and (b)	Bengal and North-Western	0.13	0.12	...	...	0.35	0.09
14	(a) and (b)	Bhavnagar	0.09	0.19	...	...	0.13	0.07
2	(f) to (i)	Bombay, Baroda and Central India	0.20	0.17	...	...	0.05	0.08
15	(a) to (c)	Burma	0.20	0.54	...	...	0.14	0.21
3	(b) to (d)	Eastern Bengal	0.31	0.39	...	...	0.14	0.23
17	(a) to (c)	Gondal-Forbandar	0.07	0.09	...	...	0.12	0.03
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.19	0.11	...	...	0.32	0.20
18	(a) to (e)	Jamnagar	0.08	0.26	...	...	0.08	0.05
19	(a) to (e)	Jodhpur-Bikaner	0.07	0.17	...	...	0.17	0.21
20	(c) to (b)	Junagad	0.28	0.07	...	...	0.29	0.23
6	(c)	Madras and Southern Mahratta	0.15	0.17	...	...	0.01	0.05
10	(c)	Nilgiri	0.32	0.75	...	...	0.07	0.47
24	(a) and (b)	Rohilkhand and Kumaon	0.17	0.14	...	...	0.15	0.15
30	(f)	Shoranur-Cochin	...	...	...	Included with the South	0.10	0.15
30	(b), (d), (e) and (g) to (i)	South Indian	0.24	0.22	...	...	0.10	0.15
25	(b), (d), (e) and (g) to (i)	Udaipur-Chitorgarh	0.32	0.30	...	...	0.10	0.10
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.16	0.34	...	...	0.13	0.21
8	(b)	Kalke-Simla	0.72	1.16	...	...	0.69	1.05
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0.20	0.33	...	...	0.51	0.26
10	(f)	Morappur-Dharmapuri	0.20	0.17	...	...	0.14	0.21
1	(g)	Purnia-Ranchi	0.06	0.06	...	...	0.34	0.04
1	(h)	Raipur-Dhantari	0.04	0.71	...	...	0.41	0.21
10	(k)	Tirupattur-Krishnagiri	0.38	0.42	...	...	0.11	0.33
8	(o)	Trans-Indus (Kalabagh-Banna)	...	...	...	...	...	...
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	0.16	0.33	...	...	1.54	2.44

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics]

137 d.		138 a.		139 a.		139 A a.		140 a.		141 a.		142 a.		NUM- BER.
TABLE B.—LOCOMOTIVE EXPENSES.														
PER TOTAL TRAIN-MILE.														
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.		Main head.
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.	
0.79	1.10	0.81	0.73	2.62	2.64	...	...	2.08	2.14	0.20	0.21	0.29	0.30	1
1.55	1.31	0.67	0.64	3.15	2.98	...	...	8.73	8.32	0.56	0.44	0.65	0.65	2
1.27	1.47	0.53	0.53	2.16	2.23	...	...	3.96	3.98	0.30	0.28	0.33	0.36	3
0.65	0.65	0.75	0.75	2.09	2.11	2.22	2.83	1.21	1.27	0.15	0.16	0.51	0.47	4
1.21	1.73	0.72	0.74	2.98	2.93	4.61	4.75	7.40	7.43	0.29	0.28	0.33	0.35	5
1.40	1.26	0.89	0.90	2.45	2.47	7.68	8.03	7.28	7.30	0.30	0.27	0.15	0.30	6
2.47	2.74	0.73	0.66	1.90	1.88	...	...	2.91	2.84	0.26	0.25	0.25	0.26	7
0.92	1.54	0.68	0.72	2.09	2.10	...	...	7.50	7.94	0.34	0.29	0.31	0.30	8
1.19	1.43	0.66	0.68	1.52	1.55	...	...	3.12	3.44	0.17	0.18	0.26	0.29	9
1.33	1.29	0.68	0.65	2.36	2.22	5.44	6.12	7.99	7.49	0.23	0.17	0.34	0.28	10
2.99	2.63	1.08	1.02	1.59	1.54	...	...	3.94	4.24	0.23	0.22	0.33	0.32	11
1.53	1.14	0.42	0.41	0.76	0.76	...	...	2.41	2.53	0.18	0.19	0.17	0.16	12
1.98	1.38	0.27	0.78	1.08	1.00	...	...	5.80	5.31	0.21	0.19	0.24	0.23	14
1.51	1.20	0.30	0.77	2.12	2.04	...	...	4.65	4.35	0.32	0.29	0.34	0.30	2
1.84	2.62	1.04	0.97	2.62	2.53	6.78	6.69	4.32	5.00	0.35	0.31	0.23	0.23	15
1.47	1.98	0.50	0.50	1.40	1.54	...	...	2.53	2.94	0.16	0.19	0.20	0.24	3
1.69	1.30	0.46	0.38	1.26	1.25	...	...	7.17	4.20	0.18	0.21	0.37	0.30	17
2.65	1.88	0.95	0.87	1.55	1.52	...	...	1.98	1.98	0.24	0.22	0.19	0.19	7
1.85	2.91	0.71	0.81	0.74	0.70	...	...	6.67	5.15	0.28	0.18	0.28	0.26	18
1.83	1.62	0.31	0.40	0.71	0.77	...	...	4.19	4.40	0.50	0.62	0.33	0.39	19
3.46	1.83	0.56	0.33	1.37	1.28	...	...	6.92	5.15	0.32	0.26	0.29	0.28	20
1.87	1.84	0.65	0.62	2.30	2.16	...	...	4.77	4.81	0.31	0.30	0.19	0.18	6
2.07	9.59	1.44	1.36	6.13	7.94	...	...	26.29	23.73	0.33	0.26	0.39	0.36	10
1.85	1.70	0.62	0.65	0.76	0.79	...	...	2.27	3.51	0.22	0.27	0.21	0.21	24
Indian Railway, 3'3" gauge.														10
2.57	1.64	0.55	0.59	1.88	2.06	...	...	4.27	4.78	0.20	0.22	0.24	0.24	10
2.78	2.48	0.37	0.92	0.56	0.55	...	...	3.40	3.67	0.27	0.26	0.33	0.36	25
2.06	3.41	0.77	0.93	1.19	1.08	...	...	2.55	2.76	0.30	0.32	0.16	0.18	1
4.08	7.93	0.91	0.83	3.42	3.49	...	...	5.02	5.49	0.32	0.42	0.26	0.33	8
4.47	5.41	0.44	0.45	1.34	1.56	...	...	2.14	2.95	0.57	0.73	0.13	0.29	8
4.34	5.12	0.14	0.13	1.18	1.60	...	...	3.98	3.47	0.57	0.63	0.32	0.33	10
1.53	1.87	1.02	1.29	1.35	1.50	...	...	1.78	1.95	0.30	0.45	0.26	0.20	1
1.98	3.91	0.77	0.77	1.19	1.24	...	...	1.28	1.41	0.44	0.51	0.34	0.43	1
2.78	3.68	0.15	0.13	0.82	0.91	...	...	4.57	4.25	1.14	1.06	0.19	0.22	10
...	...	0.70	0.60	2.77	2.30	...	...	4.90	4.94	0.70	0.43	0.30	0.23	8
9.07	9.12	0.01	...	0.45	0.50	...	...	4.82	2.95	0.41	0.42	0.31	0.25	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial number.	143 a.	143Aa.	143Ba.	TABLE B.—		
Main head.	Sub-head.	Railway system.	PER TOTAL					
			Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.	
			Annas.		Annas.		Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	2.39	2.18	...	...	0.24	0.21
2	(a) to (e)	Bombay, Baroda and Central India	2.63	2.63	...	...	0.26	0.26
3	(a)	Eastern Bengal	4.62	0.93	...	...	0.16	0.27
4	(a) to (d)	East Indian	2.06	2.30	3.64	1.50	0.25	0.27
5	(a) to (f)	Great Indian Peninsula	2.71	3.29	1.12	1.75	0.21	0.24
6	(a) and (b)	Madras and Southern Mahratta	4.85	3.30	9.20	0.86	0.55	0.51
7	(a) and (b)	Nizam's Guaranteed State	2.96	3.27	...	...	0.24	0.10
8	(a) to (k)	North Western	2.28	2.36	...	...	0.35	0.32
9	(a) to (c)	Oudh and Rohilkhand	1.95	1.98	...	...	0.23	0.25
10	(a)	South Indian	3.15	6.28	2.26	1.05	0.22	0.22
3' 9 3/4" GAUGE.								
11		Assam-Bengal	1.98	1.81	...	...	0.03	0.08
12	(a) and (b)	Bengal and North-Western	1.18	1.15	...	...	0.03	0.11
14	(a) and (b)	Bhavnagar	0.49	1.23	...	...	0.13	0.09
2	(f) to (l)	Bombay, Baroda and Central India	3.16	2.20	...	...	0.39	0.35
15	(a) to (c)	Burma	1.70	2.04	0.49	0.54	0.06	0.23
3	(b) to (d)	Eastern Bengal	1.23	0.84	...	...	0.17	0.16
17	(a) to (c)	Gondal-Porbandar	2.44	1.63	...	...	0.04	0.07
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.04	0.99	...	...	0.03	0.11
18		Jamnagar	1.75	1.45	...	...	0.01	0.12
19	(a) to (e)	Jodhpur-Bikaner	1.25	1.39	...	...	0.11	0.14
20		Junagad	2.45	2.10	...	...	0.60	0.42
6	(c) to (i)	Madras and Southern Mahratta	2.06	1.84	...	...	0.19	0.19
10	(c)	Nilgiri	7.26	10.21	...	...	0.22	0.24
24	(a) and (b)	Rohilkund and Kumaon	1.85	1.66	...	...	0.19	0.37
10	(f)	Shoranur-Cochin	...	Included	...	with	the	South
10	(b), (d), (e) and (g) to (i)	South Indian	1.98	2.43	...	...	0.19	0.37
25		Udaipur-Chitorgah	1.97	1.10	...	...	0.30	0.69
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore Gondia and Nagpur- Chhindwara Extensions.	2.54	2.06	...	...	0.03	0.04
8	(f)	Kalka-Simla	3.34	3.04	...	...	0.28	0.27
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	2.11	1.95	...	...	0.10	0.34
10	(j)	Morappur-Dharmapuri	2.50	1.85	...	...	0.14	0.03
1	(g)	Purnia-Ranchi	1.01	0.95	...	...	...	0.04
1	(h)	Raipur-Dhamtari	1.10	1.79	...	...	0.01	0.02
10	(k)	Tirupattur-Krishnagiri	4.90	17.89	...	...	0.04	0.04
8	(e)	Trans-Indus (Kalabagh-Bannu)	1.46	1.61	...	...	0.07	0.02
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	3.54	1.91	...	...	0.03	...

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

143 Ca.		144 a.		145 a.		138 b.		139 b.		139A b.		140 b.		Num- BER.
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 Ball Motors.		Fuel (average cost).		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	1.70	1.95	10.83	10.86	0.65	0.59	2.10	2.13	...	...	1.67	1.73	1
...	...	1.93	1.31	18.58	17.28	0.56	0.53	2.60	2.47	...	...	7.22	6.90	2
...	...	0.30	0.42	12.36	9.00	0.35	0.35	1.45	1.46	...	...	2.66	2.60	3
...	...	1.32	1.11	*8.34	*8.44	0.56	0.56	1.55	1.57	2.19	2.74	0.90	0.95	4
...	...	1.26	1.31	*15.90	*16.57	0.61	0.62	2.53	2.47	4.61	4.75	6.28	6.27	5
...	...	1.59	1.63	*18.06	*16.87	0.73	0.74	2.01	2.04	7.68	8.01	5.98	6.18	6
...	...	0.60	0.51	9.64	9.77	0.62	0.56	1.63	1.59	...	...	2.48	2.41	7
...	...	2.03	2.14	15.53	16.17	0.55	0.59	1.69	1.78	21.67	16.49	6.04	6.54	8
...	...	1.39	1.48	9.30	9.35	0.57	0.58	1.30	1.32	...	...	2.68	2.92	9
...	...	0.78	0.78	*15.75	*18.04	0.61	0.58	2.10	1.99	5.44	6.12	7.11	6.68	10
...	...	0.94	0.67	10.12	9.85	0.95	0.78	1.26	1.18	...	...	3.10	3.25	11
...	...	1.09	0.90	6.26	6.26	0.35	0.34	0.63	0.63	...	...	2.00	2.12	12
...	...	0.08	0.08	8.89	8.89	0.77	0.69	0.95	0.88	...	...	5.11	4.69	14
...	...	0.72	0.54	12.50	10.84	0.70	0.67	1.84	1.76	...	...	4.04	3.77	2
...	...	0.64	0.66	*10.96	*11.97	0.84	0.77	2.12	2.03	6.78	6.79	3.50	4.01	15
...	...	1.70	0.92	7.92	7.33	0.39	0.39	1.11	1.20	...	...	1.99	2.30	3
...	...	0.23	0.30	12.50	8.84	0.42	0.34	1.15	1.14	...	...	6.55	3.62	17
...	...	1.19	0.90	7.17	6.78	0.38	0.77	1.37	1.34	...	...	1.74	1.75	7
...	...	0.04	...	10.51	8.67	0.61	0.70	0.64	0.60	...	...	5.76	4.43	13
...	...	0.79	0.97	8.19	9.08	0.28	0.36	0.64	0.69	...	...	3.78	3.93	19
...	...	0.12	...	12.63	9.18	0.50	0.47	1.21	1.12	...	...	6.10	4.51	20
...	...	0.77	0.99	11.18	11.09	0.57	0.54	2.00	1.89	...	...	4.10	4.20	6
...	44.66	44.60	1.28	1.16	6.97	6.78	...	...	22.56	20.26	10
...	...	0.27	0.31	6.39	7.77	0.49	0.49	0.59	0.60	...	...	1.74	2.66	24
...	Indian	0.22	0.33	9.48	11.12	0.49	0.52	1.67	1.82	...	...	3.78	4.22	10
...	Railway	...	...	7.80	7.55	0.91	0.84	0.53	0.52	...	...	3.22	3.44	25
...	3' 3 1/2" gauge.	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	2.56	1.45	10.10	8.32	0.60	0.75	0.93	0.87	...	...	2.01	2.22	1
...	...	0.80	0.36	14.35	14.83	0.73	0.75	2.77	2.32	1.76	14.00	4.06	4.44	3
...	...	0.58	1.23	7.42	9.55	0.37	0.37	1.16	1.30	...	...	1.84	2.44	3
...	8.83	8.09	0.14	0.12	1.18	1.60	...	...	3.97	3.46	10
...	...	0.57	0.65	6.29	7.68	0.32	0.01	1.09	1.17	...	...	1.44	1.53	1
...	...	2.50	0.71	7.63	5.51	0.65	0.61	1.01	0.93	...	...	1.09	1.11	1
...	11.91	24.50	0.15	0.13	0.92	0.90	...	...	4.57	4.21	10
...	...	2.70	4.02	13.60	14.15	0.56	0.50	2.21	1.90	...	...	3.91	4.09	3
...	...	0.04	0.01	14.61	6.04	0.01	...	0.45	0.50	...	...	4.82	2.95	19

* Excludes expenditure attributable to Motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Serial num- ber.	141 b.		142 b.		143 b.	
Main head.	Sub-head.	Railway system.	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.			
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.16	0.17	0.24	0.24	1.92	1.76
2	(a) to (e)	Bombay, Baroda and Central India	0.46	0.37	0.54	0.53	2.17	2.22
3	(a)	Eastern Bengal	0.20	0.18	0.23	0.24	3.10	0.61
4	(a) to (d)	East Indian	0.11	0.12	0.38	0.35	1.53	1.71
5	(a) to (f)	Great Indian Peninsula	0.24	0.24	0.29	0.29	2.30	2.75
6	(a) and (b)	Madras and Southern Mahratta	0.24	0.22	0.18	0.25	3.99	2.72
7	(a) and (b)	Nizam's Guaranteed State	0.22	0.22	0.22	0.22	2.52	2.78
8	(a) to (k)	North-Western	0.28	0.21	0.24	0.25	1.80	1.94
9	(a) to (c)	Oudh and Rohilkhand	0.15	0.15	0.22	0.24	1.67	1.69
10	(a)	South Indian	0.20	0.15	0.31	0.25	2.80	5.59
3' 3 3/4" GAUGE.								
11		Assam-Bengal	0.18	0.17	0.26	0.24	1.56	1.38
12	(a) and (b)	Bengal and North-Western	0.15	0.15	0.14	0.14	0.97	0.94
14	(a) and (b)	Bhavnagar	0.18	0.17	0.21	0.20	0.43	1.08
2	(f) to (i)	Bombay, Baroda and Central India	0.28	0.25	0.30	0.26	2.74	1.90
15	(a) to (c)	Burma	0.28	0.25	0.19	0.19	1.38	1.63
3	(b) to (d)	Eastern Bengal	0.13	0.15	0.15	0.19	0.99	0.66
17	(a) to (c)	Gondal-Porbandar	0.17	0.19	0.34	0.27	2.23	1.48
17	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.21	0.19	0.17	0.16	0.91	0.88
18		Jamnagar	0.24	0.15	0.24	0.23	1.51	1.25
19	(a) to (e)	Jodhpur-Bikaner	0.45	0.55	0.80	0.35	1.13	1.25
20		Junagad	0.28	0.23	0.25	0.24	2.16	1.85
6	(e) to (h)	Madras and Southern Mahratta	0.26	0.26	0.17	0.16	1.80	1.60
10	(c)	Nilgiri	0.29	0.23	0.35	0.73	6.23	6.72
24	(a) and (b)	Rohilkund and Kumaon	0.17	0.21	0.16	0.16	1.43	1.25
10	(f)	Shoranur-Cochin	0.18	0.20	0.21	0.21	1.71	2.19
10	(b), (d), (e) and (g) to (i)	South Indian	0.18	0.20	0.21	0.21	1.71	2.19
25		Udaipur-Chitorgarh	0.26	0.24	0.31	0.34	1.86	1.80
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	0.23	0.26	0.13	0.14	2.00	1.66
8	(b)	Kalka-Simla	0.26	0.34	0.21	0.26	2.71	2.45
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0.49	0.61	0.12	0.24	1.83	1.61
10	(f)	Morappur-Dharmapuri	0.57	0.63	0.22	0.33	2.49	1.84
1	(g)	Purulia-Ranchi	0.24	0.35	0.21	0.18	0.81	0.75
1	(h)	Raipur-Dhamtari	0.37	0.40	0.29	0.38	0.93	1.42
10	(k)	Tirupattur-Krishnagiri	1.14	1.05	0.19	0.22	4.90	17.75
8	(o)	Trans-Indus (Kalabagh-Bannu)	0.56	0.26	0.24	0.19	1.16	1.33
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	0.41	0.42	0.31	0.25	8.54	1.91

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

143-A b.		143-B b.		143-C b.		144 b.		145 b.		188 c.		189 c.		NUM- BER.
LOCOMOTIVE EXPENSES—contd.														
MILES—concl'd.														Main head.
PER 1,000 GROSS TON-MILES.														
Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		General Superintendence (including office expenses).		Running expenses.		
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0.20	0.17	...	...	1.36	1.58	8.80	8.97	0.11	0.10	0.36	0.35	1
...	...	0.23	0.21	...	...	1.59	1.09	15.86	14.83	0.09	0.09	0.44	0.41	2
...	...	0.11	0.18	...	...	0.21	0.27	8.80	5.89	0.08	0.08	0.35	0.32	3
3.59	1.50	0.19	0.20	...	...	0.98	0.84	*6.20	*5.80	0.09	0.09	0.24	0.24	4
2.12	1.75	0.16	0.20	...	...	1.06	1.10	*13.49	*13.97	0.11	0.11	0.46	0.42	5
9.20	0.86	0.45	0.43	...	...	1.31	1.33	*14.84	*13.91	0.14	0.13	0.37	0.36	6
...	...	0.03	0.09	...	...	0.51	0.43	8.22	8.80	0.12	0.11	0.33	0.32	7
1.08	0.15	0.28	0.26	...	...	1.63	1.76	*12.51	*13.31	0.09	0.10	0.28	0.30	8
...	...	0.20	0.22	...	...	1.20	1.26	7.99	8.88	0.12	0.11	0.27	0.25	9
2.26	1.05	0.19	0.20	...	...	0.69	0.64	*14.01	*16.08	0.15	0.13	0.51	0.46	10
...	...	0.03	0.03	...	...	0.74	0.52	7.98	7.55	0.27	0.24	0.40	0.37	11
...	...	0.02	0.09	...	...	0.91	0.74	5.17	5.14	0.10	0.10	0.19	0.19	12
...	...	0.11	0.03	...	...	0.07	0.05	7.83	7.84	0.32	0.29	0.40	0.38	14
...	...	0.34	0.30	...	...	0.61	0.47	10.85	9.88	0.21	0.19	0.57	0.50	2
0.49	0.54	0.05	0.19	...	...	0.51	0.53	*9.87	*9.60	0.25	0.22	0.62	0.57	15
...	...	0.14	0.12	...	...	1.34	0.72	6.24	5.73	0.18	0.12	0.38	0.37	3
...	...	0.04	0.07	...	...	0.21	0.27	11.11	7.53	0.17	0.14	0.47	0.47	17
...	...	0.03	0.10	...	...	1.05	0.80	6.31	5.99	0.32	0.28	0.53	0.49	7
...	...	0.04	0.10	...	...	0.04	...	9.03	7.46	0.23	0.34	0.30	0.29	18
...	...	0.10	0.12	...	...	0.71	0.87	7.39	8.12	0.08	0.11	0.19	0.20	19
...	...	0.53	0.37	...	...	0.11	...	11.14	8.05	0.20	0.19	0.49	0.43	20
...	...	0.16	0.16	...	...	0.67	0.86	9.73	9.67	0.20	0.18	0.70	0.63	16
...	...	0.19	0.21	...	...	...	...	33.32	33.09	1.10	1.05	6.24	6.17	10
...	...	0.14	0.27	...	...	0.20	0.24	4.92	5.88	0.16	0.17	0.21	0.21	24
...	...	0.16	0.33	...	...	0.20	0.33	8.40	9.83	0.16	0.17	0.55	0.60	10
...	...	0.29	0.65	...	...	...	...	7.36	7.06	0.39	0.34	0.23	0.21	25
...	...	0.02	0.03	...	...	2.02	1.17	7.94	7.10	0.22	0.27	0.34	0.32	1
3.33	9.73	0.22	0.22	...	...	0.65	0.70	*11.51	*11.98	0.69	0.65	2.57	2.45	8
...	...	0.09	0.28	...	...	0.51	1.06	6.40	7.91	0.36	0.35	1.12	1.23	8
...	...	0.14	0.03	...	...	...	...	8.31	8.06	0.09	0.07	0.73	0.91	10
...	...	0.01	0.02	...	...	0.46	0.51	5.07	5.51	0.35	0.41	0.46	0.48	1
...	...	0.04	0.04	...	...	2.11	0.56	6.46	4.36	0.42	0.38	0.65	0.61	1
...	...	0.05	0.02	...	...	2.15	3.33	10.3	24.30	0.09	0.08	0.56	0.55	1
...	11.72	11.72	0.33	0.30	1.49	1.16	8
...	...	0.03	...	...	...	0.04	0.01	14.61	6.04	0.02	...	0.93	0.96	19

* Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Serial num- ber.	189-Ac.	140c.	141c.	TABLE B—		
Main head.	Sub-head.	Railway system.	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.								
1	(a)	Bengal-Nagpur	...	...	0'29	0'28	0'08	0'08
2	(a) to (e)	Bombay, Baroda and Central India	...	...	1'22	1'15	0'08	0'06
3	(a)	Eastern Bengal	...	...	0'64	0'57	0'05	0'04
4	(a) to (d)	East Indian	3'09	3'06	0'14	0'15	0'02	0'02
5	(a) to (f)	Great Indian Peninsula	3'84	4'20	1'13	1'07	0'04	0'04
6	(a) and (b)	Madras and Southern Mahratta	5'08	5'76	1'09	1'09	0'04	0'04
7	(a) and (b)	Nizam's Guaranteed State	...	...	0'50	0'48	0'04	0'04
8	(a) to (k)	North Western	...	...	1'02	1'15	0'05	0'04
9	(a) to (c)	Oudh and Rohilkhand	...	...	0'55	0'56	0'03	0'03
10	(a)	South Indian	4'99	5'54	1'72	1'53	0'05	0'08
3' 3½" GAUGE.								
11		Assam-Bengal	...	...	1'01	1'03	0'06	0'05
12	(a) and (b)	Bengal and North-Western	...	...	0'60	0'65	0'04	0'05
14	(a) and (b)	Bhavnagar	...	...	2'13	2'00	0'08	0'07
2	(f) to (l)	Bombay, Baroda and Central India	...	...	1'23	1'08	0'08	0'07
15	(a) to (c)	Burma	10'41	10'10	1'02	1'13	0'08	0'07
3	(b) to (d)	Eastern Bengal	...	...	0'68	0'71	0'04	0'05
17	(a) to (c)	Gondal-Porbandar	...	...	2'69	1'58	0'07	0'08
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	...	...	0'67	0'64	0'08	0'07
18		Jamnagar	...	...	2'64	1'3	0'11	0'07
19	(a) to (e)	Jodhpur-Bikaner	...	...	1'12	1'15	0'13	0'16
20		Junagad	...	...	2'43	1'74	0'11	0'09
6	(c) to (l)	Madras and Southern Mahratta	...	...	1'43	1'41	0'09	0'09
10	(c)	Nilgiri	...	...	20'18	18'43	0'26	0'21
24	(a) and (b)	Rohilkund and Kumaon	...	...	0'61	0'94	0'06	0'07
10	(f)	Shoranur-Cochin	Included with Gauge.	...	1'24	1'40	0'06	0'07
10	(b), (d), (e) and (g) to (j)	South Indian	...	...	1'40	1'39	0'11	0'09
25		Udaipur-Chitorgarh	...	...	1'40	1'39	0'11	0'09
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur- Chhindwara Extensions.	...	...	0'74	0'82	0'09	0'10
8	(l)	Kalka-Simla	...	...	3'77	3'35	0'24	0'29
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	...	...	1'79	2'31	0'48	0'57
10	(j)	Morappur-Dharmapuri	...	...	2'48	1'98	0'35	0'22
1	(g)	Purulia-Ranchi	...	...	0'61	0'63	0'10	0'14
1	(h)	Raipur-Dhamtari	...	...	0'70	0'70	0'24	0'25
10	(k)	Tirupattur-Krishnagiri	...	...	2'78	2'57	0'69	0'64
8	(o)	Trans-Indus (Kalabagh-Banna)	...	...	2'63	2'50	0'38	0'22
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	...	...	9'95	5'67	0'84	0'80

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

142 c.		143 c.		143 A c.		143 B c.		143 C c.		144 c.		145 c.		Num- BER.
LOCOMOTIVE EXPENSES—concl'd.														
TON-MILES—concl'd.														
Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0'04	0'04	0'38	0'29	...	...	0'08	0'08	...	...	0'24	0'26	1'43	1'88	1
0'09	0'09	0'87	0'37	...	...	0'08	0'04	...	...	0'27	0'18	2'59	2'89	2
0'05	0'05	0'74	0'13	...	...	0'08	0'04	...	...	0'05	0'06	1'99	1'29	3
0'06	0'05	0'28	0'26	5'07	2'16	0'02	0'08	...	...	0'16	0'18	*0'96	*0'97	4
0'05	0'05	0'41	0'47	0'93	1'54	0'03	0'03	...	...	0'19	0'19	*2'42	*2'38	5
0'02	0'04	0'73	0'48	6'09	0'62	0'08	0'08	...	...	0'24	0'23	*2'71	*2'45	6
0'04	0'04	0'51	0'55	...	...	0'01	0'02	...	...	0'10	0'08	1'65	1'64	7
0'04	0'04	0'30	0'34	...	...	0'05	0'05	...	...	0'27	0'31	2'10	2'33	8
0'04	0'05	0'34	0'32	...	...	0'04	0'04	...	...	0'24	0'24	1'63	1'60	9
0'07	0'06	0'68	1'29	2'08	0'95	0'05	0'04	...	...	0'17	0'15	*3'40	*3'69	10
0'08	0'08	0'50	0'44	...	...	0'01	0'02	...	...	0'24	0'16	2'57	2'39	11
0'04	0'04	0'30	0'29	...	...	0'01	0'08	...	...	0'28	0'22	1'56	1'57	12
0'09	0'09	0'13	0'46	...	...	0'05	0'08	...	...	0'08	0'02	3'28	3'34	14
0'09	0'07	0'83	0'54	...	...	0'10	0'09	...	...	0'19	0'14	3'90	2'68	2
0'05	0'05	0'40	0'46	0'75	0'83	0'02	0'05	...	...	0'15	0'15	*2'59	*2'70	15
0'05	0'06	0'34	0'20	...	...	0'05	0'04	...	...	0'45	0'22	3'12	1'77	3
0'14	0'11	0'92	0'61	...	...	0'01	0'03	...	...	0'09	0'11	4'56	3'13	17
0'07	0'06	0'35	0'32	...	...	0'01	0'03	...	...	0'40	0'29	2'43	2'18	7
0'11	0'11	0'69	0'60	...	...	0'01	0'05	...	...	0'01	...	4'15	3'59	18
0'09	0'10	0'34	0'36	...	...	0'03	0'04	...	...	0'21	0'25	2'19	2'37	19
0'10	0'09	0'86	0'71	...	...	0'21	0'14	...	...	0'04	...	4'44	3'11	20
0'06	0'05	0'62	0'54	...	...	0'06	0'06	...	...	0'23	0'29	3'39	3'25	6
0'76	0'67	5'57	7'93	...	...	0'17	0'19	...	...	...	...	34'28	34'65	10
0'06	0'06	0'50	0'44	...	...	0'05	0'09	...	...	0'07	0'09	1'72	2'07	24
In	0'07	with the	South	Indian	Railway	3' 3 3/4"	gauge	...	...	...	...	...	...	10
cluded	0'07	0'56	0'72	...	...	0'05	0'11	...	...	0'07	0'11	2'76	3'25	10
0'14	0'14	0'81	0'42	...	...	0'12	0'26	...	...	...	...	3'20	2'85	25
0'05	0'05	0'74	0'61	...	...	0'01	0'01	...	...	0'75	0'43	2'94	2'61	1
0'20	0'23	2'51	2'13	...	...	0'21	0'19	...	...	0'60	0'60	10'79	10'89	8
0'11	0'23	1'76	1'52	...	...	0'09	0'27	...	...	0'50	1'00	6'21	7'48	8
0'20	0'36	1'56	1'06	...	...	0'09	0'02	...	...	...	...	5'50	4'62	10
0'09	0'07	0'34	0'31	...	...	...	0'01	...	...	0'19	0'21	2'14	2'26	1
0'18	0'24	0'60	0'89	...	...	0'01	0'01	...	...	1'36	0'35	4'16	2'73	1
0'12	0'14	2'98	10'88	...	...	0'02	0'02	...	...	...	...	7'24	14'83	10
0'16	0'11	0'78	0'82	...	...	0'04	0'01	...	...	1'45	2'03	7'31	7'15	8
0'64	0'49	17'64	8'68	...	...	0'05	...	...	...	0'09	0'01	30'16	11'61	19

* Excludes expenditure attributable to motors.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Serial num- ber.	146 a.	147 a.	148 a.			
			TABLE C.—CARRIAGE AND					
			PER TOTAL					
Main head.	Sub-head.	Railway system.	General Superintendence (including office expenses).		Repairs and renewals of coaching vehicles.		Repairs and renewals of goods vehi- cles.	
			Annas.		Annas.		Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0·82	0·20	1·41	1·15	1·66	1·42
2	(a) to (e)	Bombay, Baroda and Central India	0·30	0·27	1·44	1·71	1·75	0·94
3	(a)	Eastern Bengal	0·27	0·35	1·60	1·49	0·89	1·53
4	(a) to (d)	East Indian	0·20	0·19	0·52	1·25	0·95	1·50
5	(a) to (f)	Great Indian Peninsula	0·27	0·26	1·10	1·73	1·05	0·93
6	(a) and (b)	Madras and Southern Mahratta	0·35	0·33	2·24	2·16	1·97	0·69
7	(a) and (b)	Nizam's Guaranteed State	0·18	0·22	0·74	2·43	1·29	0·62
8	(a) to (k)	North Western	0·30	0·31	1·52	1·62	1·26	1·81
9	(a) to (c)	Ondh and Rohilkhand	0·30	0·30	1·59	1·45	2·02	0·54
10	(a)	South Indian	0·22	0·21	1·36	3·50	2·89	4·27
3' 3½" GAUGE.								
11	(a) and (b)	Assam-Bengal	0·42	0·41	1·05	0·62	1·19	0·91
12	(a) and (b)	Bengal and North-Western	0·15	0·15	0·64	0·55	0·62	0·67
14	(a) and (b)	Bhavnagar	0·29	0·26	0·46	0·48	0·26	0·47
2	(f) to (l)	Bombay, Baroda and Central India	0·32	0·31	1·08	1·20	1·19	1·19
15	(a) to (c)	Burma	0·39	0·37	1·36	1·15	1·56	2·17
3	(b) to (d)	Eastern Bengal	0·26	0·26	0·98	0·97	0·75	0·53
17	(a) to (c)	Gondal-Porbandar	0·15	0·13	0·65	0·92	0·28	0·41
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0·21	0·18	0·70	0·58	0·54	0·29
18	(a) to (e)	Jamnagar	0·23	0·27	0·43	0·82	0·46	0·16
19	(a) to (e)	Jodhpur-Bikaner	0·11	0·14	0·39	0·61	0·35	0·41
20	(c) to (l)	Junagad	0·19	0·18	1·92	0·01	0·72	0·25
6	(c)	Madras and Southern Mahratta	0·21	0·20	1·31	1·05	1·27	0·99
10	(c)	Nilgiri	0·48	0·45	0·91	0·79	0·42	0·42
24	(a) and (b)	Rohilkhand and Kumaon	0·30	0·32	1·06	0·87	2·07	1·77
10	(f)	Shoranur-Cochin	...	...	...	Included with the South	1·21	2·24
10	(b), (d), (e) and (g) to (i)	South Indian	0·18	0·20	1·04	0·97	0·10	0·10
25	.....	Udaipur-Chitorgarh	0·21	0·20	1·07	0·97	0·10	0·10
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	0·19	0·21	0·39	0·58	1·30	1·25
8	(l)	Kalka-Simla	0·16	0·24	2·28	2·53	2·63	7·31
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0·05	0·06	0·39	0·45	—0·04	0·30
10	(f)	Morappur-Dharmapuri	0·05	0·04	0·39	0·07	0·11	0·10
1	(g)	Parulia-Banchi	0·29	0·31	0·86	1·12	0·19	0·20
1	(h)	Raipur-Dhamtari	0·11	0·13	0·24	0·54	0·66	0·41
10	(k)	Tirupattur-Krishnagiri	0·05	0·05	0·34	0·13	0·05	0·36
8	(e)	Trans-Indus (Kalabagh Bannu)	0·07	0·09	1·40	0·57	—0·10	0·67
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	...	...	0·22	3·06	2·18	1·87

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

148 A a.		149 a.		149 A a.		150 a.		151 a.		146 b.		147 b.		NUM- BER.
WAGON EXPENSES.														
TRAIN MILE.										PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.				Main head.
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.	
0'06	0'04	0'51	0'48	...	...	0'01	0'02	3'90	3'31	0'51	0'47	13'08	10'63	1
0'08	0'12	0'41	0'36	...	...	0'04	0'03	4'02	3'48	0'71	0'69	9'49	11'65	2
0'02	0'04	0'39	0'40	...	...	0'03	0'01	3'21	3'82	0'75	0'33	12'00	11'01	3
0'07	0'06	0'22	0'19	...	...	0'04	0'01	2'00	3'20	0'43	0'42	4'74	11'11	4
0'05	0'07	0'40	0'40	...	...	0'02	0'03	2'89	3'42	0'94	0'88	10'77	17'19	5
0'10	0'08	0'37	0'36	...	...	0'02	0'03	5'01	3'59	1'06	1'01	17'73	16'16	6
0'02	0'03	0'24	0'25	...	...	...	...	2'47	3'54	0'55	0'61	9'12	29'58	7
0'09	0'08	0'38	0'42	...	...	0'07	0'02	3'62	4'06	0'74	0'88	10'64	10'89	8
0'17	0'13	0'37	0'36	...	...	0'03	0'05	4'48	2'43	0'82	0'87	12'31	7'38	9
0'06	0'07	0'41	0'37	...	...	0'03	0'02	4'97	3'44	0'98	0'88	11'77	30'02	10
0'01	0'01	0'38	0'35	...	...	0'05	0'02	3'10	2'32	1'24	1'15	6'47	3'64	11
0'04	0'04	0'28	0'27	...	...	0'02	0'02	1'75	1'70	0'32	0'30	2'33	2'48	12
0'06	0'05	0'32	0'26	...	...	0'03	...	1'42	1'52	1'02	0'84	2'70	2'89	14
0'15	0'11	0'33	0'30	...	...	0'05	0'03	3'12	3'14	0'75	0'73	6'11	7'42	2
0'05	0'08	0'34	0'33	...	...	0'03	0'04	3'73	4'14	0'96	0'87	3'25	2'66	15
0'07	0'01	0'27	0'27	...	...	0'04	0'03	2'37	2'07	0'73	0'77	6'68	6'81	3
0'02	0'02	0'27	0'24	...	...	0'01	...	1'38	1'73	0'51	0'46	3'74	5'55	17
...	0'02	0'15	0'18	...	...	...	...	1'60	1'20	0'80	0'64	5'88	5'02	7
...	0'01	0'31	0'32	...	...	...	...	1'43	1'58	1'25	1'28	3'45	6'50	18
0'08	0'08	0'18	0'28	...	...	0'02	...	1'13	1'47	0'44	0'42	3'18	4'07	19
...	...	0'44	0'28	...	...	0'16	0'25	3'43	0'97	0'57	0'48	5'37	0'08	20
0'04	0'04	0'20	0'18	...	...	0'01	0'01	3'02	2'45	0'61	0'86	10'66	8'32	6
0'07	0'08	1'34	1'30	...	...	...	...	3'22	3'04	4'83	4'69	14'70	12'58	10
0'04	0'03	0'30	0'34	...	...	0'02	0'01	2'18	2'09	0'78	0'62	3'42	2'72	24
Indian Railway	3' 38" gauge.	...	...	...	...	...	...	...	...	...	...	...	...	10
0'06	0'11	0'29	0'36	...	...	0'03	0'02	2'81	4'23	0'57	0'62	6'17	7'92	10
...	0'02	0'41	0'30	...	...	...	...	1'79	1'59	0'92	0'85	4'63	5'02	25
...	0'02	0'44	0'37	...	...	0'01	...	2'83	2'43	0'47	0'55	4'52	3'29	1
...	0'03	0'64	0'69	...	...	0'12	0'18	11'83	10'98	1'23	1'76	106'61	41'36	8
0'05	0'01	0'31	0'35	...	...	...	...	0'91	0'57	0'20	0'15	2'60	0'35	10
0'01	...	0'50	0'40	...	...	0'01	0'01	1'88	2'04	0'86	0'87	4'05	4'87	1
...	...	0'50	0'55	...	...	...	...	1'51	1'64	0'39	0'42	2'34	4'50	1
0'01	0'01	0'32	0'31	...	...	...	...	0'77	0'86	0'20	0'18	2'06	0'84	10
0'17	0'04	0'74	0'54	...	...	0'19	0'06	2'47	1'89	0'32	0'36	8'99	3'71	8
...	...	0'26	0'21	...	...	0'07	0'02	2'73	5'16	...	...	1'70	37'35	19

Analysis of working of each railway system.

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Serial Num- ber.	148 b.	148-A. b.	149 b.	TABLE C—CARRIAGE AND					
Main head.	Sub-head.	Railway system.	Per 1,000								
			Repairs and renewals of goods vehicles calcu- lated on goods vehicle mile- age.		Repairs and re- newals of machinery, tools and plant.		Cleaning and oiling.				
			Rs.		Rs.		Rs.				
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	5.29	4.50	0.15	0.10	1.21	1.13			
2	(a) to (c)	Bombay, Baroda and Central India	6.67	3.71	0.19	0.28	0.99	0.89			
3	(a)	Eastern Bengal	3.84	5.44	0.04	0.10	1.07	0.95			
4	(a) to (d)	East Indian	2.79	4.50	0.18	0.14	0.50	0.44			
5	(a) to (f)	Great Indian Peninsula	5.71	4.84	0.19	0.23	1.40	1.35			
6	(a) and (b)	Madras and Southern Mahratta	9.91	3.47	0.31	0.23	1.15	1.10			
7	(a) and (b)	Nizam's Guaranteed State	5.13	2.18	0.05	0.05	0.73	0.67			
8	(a) to (k)	North Western	4.88	7.65	0.22	0.22	0.95	1.16			
9	(a) to (c)	Oudh and Rohilkhand	8.39	2.57	0.45	0.37	0.99	1.01			
10	(a)	South Indian	26.53	35.65	0.28	0.29	1.80	1.56			
3' 3 1/2" GAUGE.											
11		Assam-Bengal	6.44	4.75	0.02	0.01	1.07	0.98			
12	(a) and (b)	Bengal and North-Western	2.38	2.33	0.08	0.07	0.57	0.54			
14	(a) and (b)	Bhavnagar	2.25	3.24	0.22	0.14	1.10	0.85			
2	(f) to (i)	Bombay, Baroda and Central India	4.59	4.51	0.35	0.25	0.75	0.71			
15	(a) to (c)	Burma	8.75	5.04	0.13	0.19	0.80	0.75			
8	(b) to (d)	Eastern Bengal	3.56	2.79	0.21	0.04	0.76	0.80			
17	(a) to (c)	Gondal-Porbandar	2.34	3.78	0.08	0.06	0.92	0.89			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	3.75	1.88	0.01	0.08	0.55	0.45			
18		Jamnagar	7.28	1.73	...	0.06	1.65	1.49			
19	(a) to (e)	Jodhpur-Bikaner	2.72	2.30	0.38	0.27	0.71	0.68			
20		Junagad	2.20	1.25	...	...	1.38	0.75		
6	(c) to (l)	Madras and Southern Mahratta	5.56	4.28	0.10	0.10	0.57	0.51			
10	(c)	Nilgiri	11.22	12.25	0.70	0.85	13.50	13.44			
24	(a) and (b)	Rohilkhand and Kumaon	4.30	4.28	0.10	0.09	0.78	0.90			
10	(f)	Shoranur-Cochin	7.96	14.69	0.19	0.35	0.90	1.12	Included with the		
10	(b), (d), (e) and (g) to (i)	South Indian	7.96	14.69	0.19	0.35	0.90	1.12			
25	.....	Udaipur-Chitorgarh	0.43	2.27	0.02	0.06	1.78	1.25		
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.	6.21	5.83	0.01	0.04	1.06	0.94			
8	(l)	Kalka-Simla	48.52	95.79	0.09	0.24	4.83	5.01			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	-0.60	2.90	0.12	0.20	3.67	3.45			
10	(j)	Morappur-Dharmapuri	1.32	1.07	0.20	0.04	1.33	1.28			
1	(g)	Purnia-Ranchi	1.69	1.51	0.03	...	1.49	1.12			
1	(h)	Baipur-Dhantari	3.77	2.07	0.01	...	1.80	1.71			
10	(k)	Tirupattur-Krishnagiri	0.82	4.06	0.05	0.06	1.26	1.22			
8	(o)	Trans-Indus (Kalabagh Bannu)	-1.63	7.41	0.74	-0.16	3.32	2.19			
2' 0" GAUGE.											
19	(f)	Pipar Road-Bhavi Light	55.82	29.50	...	...	1.52	1.47		

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

149-A. b.		150 b.		151 b.		152 a.		153 a.		154 a.		155 a.		NUM- BER.
WAGON EXPENSES—concl'd.						TABLE D.—TRAFFIC EXPENSES.								
VEHICLE-MILES RUN BY HOME VEHICLES—concl'd.						PER TOTAL TRAIN-MILE.								Main head.
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. - 1st half.	Rs. - 2nd half.	Rs. - 1st half.	Rs. - 2nd half.	Rs. - 1st half.	Rs. - 2nd half.	Annas. 1st half.	Annas. 2nd half.	Annas. 1st half.	Annas. 2nd half.	Annas. 1st half.	Annas. 2nd half.	Annas. 1st half.	Annas. 2nd half.	
...	...	0 02	0 04	9 21	7 79	0 79	0 83	2 87	2 46	0 95	0 94	0 58	0 59	1
...	...	0 10	0 09	9 69	8 56	0 79	0 69	3 74	3 45	0 77	0 78	1 03	0 90	2
...	...	0 09	0 08	8 78	9 16	1 24	1 47	5 86	6 11	1 15	1 28	1 15	1 28	3
...	...	0 10	0 02	4 45	7 20	0 89	0 88	2 44	2 79	1 24	1 21	0 88	0 79	4
...	...	0 09	0 12	10 13	11 69	0 58	0 61	2 57	2 49	1 40	1 34	0 72	0 98	5
...	...	-0 06	-0 08	15 41	10 87	0 74	0 80	2 75	2 16	0 98	0 98	0 67	0 68	6
...	...	0 01	0 01	7 44	9 64	0 72	0 69	1 68	1 57	0 98	0 98	0 52	0 47	7
...	...	0 18	0 05	9 03	11 30	0 84	0 87	3 83	3 70	1 18	1 17	0 83	1 20	8
...	...	0 09	0 15	12 11	8 92	0 90	0 96	2 80	2 72	1 09	1 05	0 47	1 08	9
...	...	0 12	0 07	22 11	35 68	0 83	0 80	2 01	1 85	0 61	0 63	0 41	0 44	10
...	...	0 14	0 05	8 98	6 42	1 20	1 10	3 19	3 46	0 71	0 68	0 77	0 62	11
...	...	0 08	0 03	3 59	3 59	0 54	0 50	1 61	1 61	0 47	0 46	0 40	0 41	12
...	...	0 11	...	4 96	4 89	0 64	0 60	2 20	2 17	0 42	0 43	0 80	0 82	14
...	...	0 09	0 07	7 14	7 38	0 64	0 62	2 22	2 40	0 76	0 71	0 94	0 80	2
...	...	0 08	0 10	8 97	9 61	0 93	0 90	2 56	2 40	0 82	0 77	0 61	0 55	15
...	...	0 10	0 08	6 64	6 20	0 96	0 99	2 71	3 30	0 69	0 74	0 68	0 93	3
...	...	0 02	0 02	4 70	6 26	0 63	0 56	1 72	1 69	0 46	0 43	0 60	0 87	17
...	...	0 01	0 01	6 09	4 35	0 76	0 75	1 51	1 50	0 82	0 78	0 59	0 59	7
...	7 63	7 32	0 92	1 12	1 65	1 48	0 43	0 46	0 83	0 24	18
...	...	0 07	...	4 45	4 47	0 52	0 64	1 05	1 40	-0 25	0 32	0 60	0 78	19
...	...	0 48	0 68	10 45	8 24	0 99	0 86	2 31	2 02	0 45	0 43	0 41	0 40	20
...	...	-0 02	-0 02	8 61	6 85	0 61	0 58	1 84	1 71	0 68	0 61	0 43	0 39	6
...	32 42	31 44	1 31	1 08	4 05	4 09	1 56	1 76	0 84	0 30	10
...	...	0 04	0 01	5 61	5 50	0 72	0 82	1 93	1 96	0 50	0 52	0 64	0 56	24
...	...	0 06	South 0 06	8 74	18 23	0 65	0 70	1 73	1 84	0 54	0 62	0 39	0 78	10
...	7 78	9 45	0 86	0 96	1 30	1 37	0 31	0 30	0 48	0 86	10
...	...	0 03	0 01	6 97	6 22	0 84	0 74	1 87	1 89	0 67	0 62	0 71	0 52	1
...	...	0 90	1 30	89 72	79 90	1 37	1 49	3 12	3 94	0 93	1 02	0 77	0 97	8
...	...	0 80	0 46	6 52	8 05	0 24	0 26	2 01	2 29	0 67	0 63	0 13	0 22	8
...	3 89	2 05	0 31	0 27	0 87	0 89	0 86	0 41	0 08	0 06	10
...	...	0 03	0 03	5 63	5 66	0 61	0 20	1 28	1 66	0 26	0 22	0 03	0 17	1
...	...	0 01	0 03	5 45	5 15	0 26	0 23	1 89	2 31	1 00	0 92	...	...	1
...	3 08	3 39	0 38	0 33	0 97	0 91	0 41	0 40	...	...	10
...	...	0 86	0 25	11 08	7 74	0 19	0 15	2 93	2 88	0 24	0 41	0 20	0 20	8
...	...	0 39	0 12	15 87	35 52	0 04	...	1 56	1 26	0 20	0 03	0 06	0 02	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Serial num- ber.	156 a.	157 a.	158 a.	TABLE D—		
Main head.	Sub-head.	Railway system.	PER TOTAL TRAIN-MILE					
			Clothing.		Printing, station- ery and tickets.		Charges for deli- very and collec- tion of goods, etc.	
			Annas.		Annas.		Annas.	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0'06	0'09	0'19	0'18	0'01	0'01
2	(a) to (e)	Bombay, Baroda and Central India.	0'19	0'10	0'40	0'34	...	...
3	(a)	Eastern Bengal	0'19	0'16	0'37	0'36	0'02	0'02
4	(a) to (d)	East Indian	0'07	0'08	0'22	0'21	0'07	0'06
5	(a) to (f)	Great Indian Peninsula	0'10	0'08	0'24	0'23	0'01	0'01
6	(a) and (b)	Madras and Southern Mahratta	0'09	0'09	0'29	0'28	0'04	0'03
7	(a) and (b)	Nizam's Guaranteed State	0'05	0'08	0'25	0'20	...	0'01
8	(a) to (k)	North Western	0'12	0'19	0'20	0'23	0'01	...
9	(a) to (c)	Ondh and Rohilkhand	0'10	0'21	0'24	0'23	0'02	0'02
10	(a)	South Indian	0'05	0'01	0'03	0'05	...	...
3' 3 1/2" GAUGE.								
11	.....	Assam-Bengal	...	0'09	0'33	0'30	...	...
12	(a) and (b)	Bengal and North-Western	0'02	0'05	0'21	0'22	...	...
14	(a) and (b)	Bhavnagar	0'08	0'07	0'68	0'48	...	...
2	(f) to (i)	Bombay, Baroda and Central India	0'08	0'09	0'27	0'25	...	...
15	(a) to (c)	Burma	0'12	0'08	0'29	0'28	0'02	0'01
3	(b) to (d)	Eastern Bengal	0'10	0'09	0'25	0'27	...	...
17	(a) to (c)	Gondal-Forbandar	0'03	0'01	0'59	0'53	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0'10	0'05	0'23	0'20	...	...
18	.....	Jamnagar	0'04	0'10	0'45	0'63	...	...
19	(a) to (e)	Jodhpur-Bikaner	0'03	0'04	0'34	0'29	...	...
20	(a)	Junagad	0'01	0'04	0'73	0'77	0'01	...
6	(c) to (l)	Madras and Southern Mahratta	0'11	0'04	0'25	0'22	...	...
10	(c)	Nilgiri	0'17	0'14	0'05	0'05	...	...
24	(a) and (b)	Rohilkund and Kumaon	0'04	0'10	0'30	0'35	...	...
10	(f)	Shoranur-Cochin	Included with the	0'01	0'30	0'35	...	...
10	(b), (d), (e) and (g) to (i)	South Indian	0'04	0'01	0'30	0'40	...	...
25	.....	Udaipur-Uhitorgarh	0'07	0'10	0'50	0'36	...	...
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Ohhindwara Extensions.	0'05	0'04	0'03	0'02	...	...
8	(l)	Kalka-Simla	0'49	0'04	0'16	0'19	0'02	0'21
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0'04	0'03	0'04	0'04	...	...
10	(j)	Morappur-Dharmapuri	0'02	0'01	0'01	0'01	...	...
1	(g)	Parulia-Ranchi	...	...	0'01	0'01	...	...
1	(h)	Raipur-Dhamtari	...	...	0'03	0'04	...	...
10	(k)	Tirupattur-Krishnagiri	0'02	0'01	0'02	0'02	...	...
8	(o)	Trans-Indus (Kalabagh-Bannu)	...	...	0'05	0'07	...	...
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	0'06	...	0'02	...	...	...

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

159 a.		160 a.		161 a.		162 a.		153 b.		153 b.		154 b.		NUM- BER.
TRAFFIC EXPENSES—contd.														
—concl'd.								PER CENT OF TRAFFIC EARNINGS. (Abstracts H. and I. of Revenue Accounts).						Main head.
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 cen.		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	0'41	0'40	0'01	0'01	5'38	5'52	1'27	1'20	3'79	3'56	1'52	1'37	1
0'01	0'01	0'16	—0'19	...	...	7'09	6'03	0'90	0'75	4'26	3'78	0'88	0'80	2
0'03	0'04	...	...	0'05	0'05	10'66	10'72	1'87	1'94	8'84	8'07	1'73	1'70	3
0'02	0'02	0'09	0'10	0'01	0'01	5'93	6'15	1'80	1'27	3'54	4'03	1'80	1'75	4
0'02	0'01	0'10	0'08	0'01	0'01	5'75	5'84	0'97	0'84	4'28	3'41	2'33	1'84	5
0'09	0'06	...	—0'01	—0'01	0'02	5'64	4'98	0'97	1'04	3'65	2'83	1'30	1'21	6
0'02	0'01	0'23	0'24	0'01	0'01	4'86	4'21	1'11	0'95	2'50	2'17	1'42	1'29	7
...	0'01	0'31	0'01	0'05	0'06	7'86	7'44	1'17	1'28	5'82	5'44	1'64	1'72	8
...	...	0'27	0'35	...	0'04	5'90	6'66	1'60	1'66	4'96	4'70	1'93	1'81	9
0'01	0'01	0'19	0'11	...	...	4'14	3'90	1'56	1'44	3'79	3'32	1'15	1'12	10
0'01	...	...	...	0'01	0'02	6'22	6'22	2'38	1'95	6'83	6'12	1'40	1'12	11
0'03	0'03	0'13	0'04	0'06	0'05	3'47	3'37	1'14	0'96	3'42	3'06	0'98	0'87	12
0'01	0'01	0'37	0'30	0'01	0'01	5'21	4'89	1'26	1'25	4'81	4'49	0'82	0'89	14
0'02	0'02	0'28	0'09	...	...	5'21	4'98	1'19	1'06	4'13	4'11	1'40	1'22	2
0'01	0'01	...	...	0'03	0'04	5'39	5'04	1'54	1'30	4'23	3'46	1'35	1'11	15
0'01	0'02	0'07	0'12	0'06	0'05	5'53	6'51	2'09	1'78	5'92	5'93	1'51	1'33	3
0'04	0'03	...	0'36	0'05	0'01	4'12	4'49	1'22	1'09	3'82	3'33	0'89	0'85	17
0'03	0'01	0'28	0'18	0'01	0'01	4'33	4'07	1'93	1'47	8'84	2'96	2'07	1'53	7
0'01	0'01	0'63	0'32	...	...	4'66	4'66	1'33	1'34	2'75	2'56	0'72	0'79	18
...	...	0'36	0'42	0'07	—0'04	3'22	3'80	1'11	1'28	2'25	2'81	0'54	0'65	19
0'15	0'05	...	0'97	0'08	0'01	5'09	5'55	1'68	1'42	3'98	3'32	0'76	0'72	20
—0'01	0'01	0'10	0'09	0'09	0'01	4'09	3'66	1'25	1'27	3'79	3'78	1'40	1'36	6
0'01	0'03	...	...	...	...	7'49	7'45	1'46	1'42	4'51	5'34	1'74	2'30	10
0'02	0'01	0'18	0'25	...	...	4'33	4'80	1'88	1'61	3'65	3'86	0'95	1'02	24
0'01	0'03	...	0'03	...	South	3'66	4'36	1'17	1'41	3'12	3'70	0'96	1'25	10
0'02	0'02	0'26	0'25	...	...	3'80	4'23	2'05	1'84	3'12	2'61	0'73	0'58	25
0'03	0'02	0'09	0'08	—0'01	...	4'30	3'93	2'10	1'85	4'67	4'76	1'67	1'55	1
0'02	0'02	0'40	0'58	0'02	0'01	7'30	8'47	1'86	2'39	4'25	6'29	1'27	1'62	8
...	...	...	...	0'01	0'01	3'14	3'53	0'97	0'98	8'10	8'57	2'68	2'31	8
...	...	...	...	...	...	1'65	1'65	1'43	1'31	4'07	4'31	1'68	1'98	10
0'01	0'02	...	...	...	...	2'20	2'28	1'72	0'40	3'58	3'38	0'73	0'45	1
0'03	0'03	...	...	...	...	3'21	3'58	0'61	0'41	4'40	4'11	2'33	1'63	1
...	...	...	...	...	...	1'90	1'74	1'41	1'34	3'61	3'77	1'51	1'66	10
...	...	...	...	0'01	0'02	3'62	3'83	0'63	0'54	9'70	10'51	0'78	1'44	8
...	...	0'31	0'30	...	...	2'25	1'61	0'16	...	6'73	5'86	0'86	0'12	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Serial num- ber.	155 b.	156 b.	157 b.	TABLE D—					
Main head.	Sub-head.	Railway system.	PER CENT OF TRAFFIC								
			Fuel, lighting, water and general stores.		Clothing.		Printing, stationery and tickets.				
			Per cent.		Per cent.		Per cent.				
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
5' 6" GAUGE.											
1	(a)	Bengal-Nagpur	0.92	0.85	0.10	0.13	0.31	0.25			
2	(a) to (e)	Bombay, Baroda and Central India	1.17	0.99	0.22	0.11	0.46	0.37			
3	(a)	Eastern Bengal	1.75	1.61	0.28	0.20	0.57	0.47			
4	(a) to (d)	East Indian	1.23	1.14	0.10	0.12	0.32	0.31			
5	(a) to (f)	Great Indian Peninsula	1.19	1.34	0.17	0.11	0.41	0.31			
6	(a) and (b)	Madras and Southern Mahratta	0.89	0.83	0.12	0.12	0.39	0.30			
7	(a) and (b)	Nizam's Guaranteed State	0.80	0.65	0.06	0.11	0.38	0.27			
8	(a) to (k)	North Western	1.16	1.77	0.16	0.28	0.28	0.33			
9	(a) to (c)	Ondh and Eohilkhand	0.83	1.86	0.17	0.37	0.43	0.40			
10	(a)	South Indian	0.73	0.79	0.09	0.02	0.06	0.08			
3' 3 3/4" GAUGE.											
11		Assam-Bengal	1.54	1.10	0.02	0.17	0.65	0.58			
12	(a) and (b)	Bengal and North-Western	0.84	0.79	0.04	0.09	0.46	0.41			
14	(a) and (b)	Bhavnagar	1.53	1.69	0.17	0.15	1.33	1.01			
2	(f) to (l)	Bombay, Baroda and Central India	1.75	1.37	0.14	0.14	0.50	0.43			
15	(a) to (c)	Burma	1.01	0.79	0.20	0.12	0.47	0.40			
3	(b) to (d)	Eastern Bengal	1.50	1.69	0.22	0.17	0.55	0.47			
17	(a) to (c)	Gondal-Porbandar	1.15	1.70	0.05	0.03	1.16	1.05			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.51	1.16	0.24	0.09	0.59	0.40			
18		Jamnagar	0.55	0.41	0.06	0.16	0.74	1.09			
19	(a) to (e)	Jodhpur-Bikaner	1.29	1.45	0.08	0.09	0.73	0.59			
20		Junagad	0.70	0.66	0.02	0.07	1.25	1.24			
6	(c) to (l)	Madras and Southern Mahratta	0.86	0.85	0.23	0.09	0.51	0.48			
10	(c)	Nilgiri	0.37	0.40	0.19	0.18	0.06	0.07			
23	(a) and (b)	Rohilkund and Kumaon	1.22	1.11	0.07	0.19	0.57	0.75			
10	(f)	Shoranur-Cochin	...	...	Included	with	the		
10	(b), (d), (e) and (g) to (i)	South Indian	0.71	1.47	0.07	0.02	0.54	0.80			
25		Udaipur-Chitorgarh	1.14	1.64	0.18	0.18	1.22	0.69			
2' 6" GAUGE.											
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur- Chhindwara Extensions.	1.78	1.32	0.12	0.10	0.07	0.06			
8	(l)	Kalka-Simla	1.06	1.54	0.66	0.07	0.21	0.30			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0.52	0.20	0.19	0.28	0.15	0.17			
10	(f)	Morappur-Dharmapuri	0.36	0.30	0.09	0.02	0.06	0.07			
1	(g)	Purnia-Ranohi	0.13	0.34	0.01	...	0.04	0.03			
1	(h)	Raipur-Dhamtari	...	...	...	...	0.09	0.07
10	(k)	Tirupattur-Krishnagiri	0.37	0.30	0.09	0.02	0.05	0.07			
8	(o)	Trans-Indus (Kalabagh-Bannu)	0.66	0.70	...	...	0.16	0.28	
2' 0" GAUGE.											
19	(f)	Pipar Road-Bhavi Light	0.26	0.09	0.27	...	0.07	...			

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

TRAFFIC EXPENSES—concl'd.														TABLE E.— GENERAL CHARGES.		NUM- BER.
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.		163 a.		Main head.		
Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General super- intendence per cent on traffic earnings (including steam-boat).		Home expenditure.				
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.				
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.			
0'01	0'01	0'02	0'02	0'66	0'58	0'01	0'01	8'61	7'98	1'27	1'20	0'53	0'56		1	
...	...	0'01	0'01	0'18	0'21	...	...	8'08	6'60	0'90	0'75	0'42	0'40	2
0'03	0'03	0'05	0'05	...	...	0'07	0'07	15'19	14'14	1'86	1'94	...	0'12	3
0'10	0'08	0'03	0'02	0'12	0'14	0'02	0'02	8'61	8'68	1'30	1'27	0'33	0'33	4		
0'02	0'01	0'02	0'01	0'17	0'12	0'01	0'01	9'57	8'00	0'97	0'84	0'28	0'29	5		
0'05	0'04	0'12	0'08	...	0'01	0'01	0'03	7'48	6'47	0'97	1'04	0'51	0'53	6		
0'01	0'01	0'03	0'02	0'35	0'33	0'02	0'02	6'70	5'62	1'11	0'95	0'49	0'53	7		
0'01	0'01	...	0'01	0'43	0'01	0'07	0'09	10'24	10'94	1'17	1'28	...	0'25	8		
0'04	0'04	...	...	0'49	0'60	0'02	0'07	10'47	11'51	1'60	1'66	...	0'16	9
...	...	0'02	0'02	0'36	0'20	...	0'01	7'81	7'00	1'56	1'44	0'59	0'59	10		
...	...	0'01	...	...	...	0'01	0'02	12'34	11'01	2'38	1'95	0'14	1'10	11
...	...	0'07	0'07	0'20	0'08	0'13	0'09	7'34	6'42	1'02	0'86	0'45	0'44	12		
...	...	0'02	0'03	0'73	0'63	0'01	0'01	10'23	10'15	1'26	1'25	0'08	0'08	14		
...	...	0'03	0'03	0'52	0'16	0'01	...	9'67	8'52	1'19	1'06	0'45	0'42	2		
0'03	0'02	0'01	0'01	...	...	0'03	0'06	8'89	7'27	1'58	1'30	0'75	0'70	15
...	...	0'03	0'04	0'15	0'22	0'12	0'09	12'09	11'77	1'98	1'62	Included	with 5' 6" gauge	3		
...	...	0'08	0'06	...	0'70	0'10	0'02	7'94	8'13	1'22	1'09	0'04	0'02	17		
...	...	0'07	0'03	0'70	0'35	0'03	0'01	10'98	8'00	1'38	1'47	0'63	0'66	7		
...	...	0'02	0'02	1'39	1'41	...	...	7'76	8'38	1'53	1'94	0'05	0'03	18
...	...	...	...	0'77	0'83	0'16	0'08	6'93	7'62	1'11	1'28	...	...	19
0'01	...	0'26	0'08	...	1'59	0'05	0'02	8'66	9'12	1'68	1'42	0'04	0'03	20		
...	...	0'02	0'02	0'21	0'21	0'19	0'03	8'42	8'09	1'25	1'27	0'50	0'49	6		
...	...	0'02	0'03	...	...	...	...	8'35	9'74	1'46	1'42	0'91	0'77	10
...	...	0'03	0'03	0'34	0'50	...	0'01	8'21	9'06	1'39	1'61	0'70	0'73	24		
South Indian railway 3' 3 3/4" gauge.														10		
...	...	0'02	0'06	...	0'07	...	0'01	6'61	8'79	1'17	1'41	0'57	0'57	10		
...	...	0'05	0'05	0'68	0'47	...	...	9'11	8'09	2'05	1'84	...	...	25
...	...	0'06	0'05	0'23	0'21	0'01	0'01	10'71	9'91	2'10	1'85	1'71	1'72	1		
0'03	0'34	0'03	0'02	0'55	0'98	0'03	0'02	9'95	13'52	1'86	2'39	...	0'05	8		
...	...	...	...	...	...	0'03	0'05	12'63	13'19	0'97	0'98	...	0'04	8
...	...	0'01	0'02	...	...	...	...	7'70	8'04	1'48	1'31	0'22	0'20	10
...	...	0'04	0'04	...	...	...	...	6'25	4'64	1'72	0'40	1'04	1'59	1
...	...	0'07	0'05	...	...	...	...	7'50	6'27	0'61	0'41	2'28	2'56	1
...	...	0'01	0'02	...	...	...	...	7'05	7'18	1'41	1'84	0'27	0'25	10
...	...	...	...	...	...	0'04	0'07	11'97	13'49	0'31	0'54	...	0'07	8
...	...	...	...	1'34	1'42	...	...	9'69	7'49	0'16	...	...	...	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Serial num- ber.	164 a.	165 a.	166 a.	TABLE E.—		
Main head.	Sub-head.	Railway system.	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.	1st half.	2nd half.
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	0.24	0.23	0.62	0.64	0.19	0.20
2	(a) to (e)	Bombay, Baroda and Central India	0.22	0.24	0.85	0.82	0.35	0.36
3	(a)	Eastern Bengal	0.25	0.25	0.77	0.78	0.28	0.32
4	(a) to (d)	East Indian	0.12	0.12	0.42	0.41	0.17	0.17
5	(a) to (f)	Great Indian Peninsula	0.14	0.14	0.53	0.57	0.18	0.19
6	(a) and (b)	Madras and Southern Mahratta	0.25	0.26	0.75	0.74	0.30	0.31
7	(a) and (b)	Nizam's Guaranteed State	0.24	0.24	0.98	0.95	0.16	0.16
8	(a) to (k)	North Western	0.11	0.16	0.55	0.54	0.29	0.30
9	(a) to (c)	Oudh and Rohilkhand	0.26	0.21	0.72	0.74	0.24	0.25
10	(a)	South Indian	0.18	0.16	0.51	0.54	0.18	0.18
3' 3 3/4" GAUGE.								
11	(a) and (b)	Assam-Bengal	0.52	0.51	1.08	0.91	0.37	0.30
12	(a) and (b)	Bengal and North-Western	0.19	0.20	0.51	0.51	0.09	0.09
14	(a) and (b)	Bhavnagar	0.44	0.47	1.05	0.96	0.17	0.15
2	(f) to (l)	Bombay, Baroda and Central India	0.14	0.15	0.53	0.52	0.19	0.17
15	(a) to (c)	Burma	0.38	0.31	0.69	0.64	0.22	0.20
3	(b) to (d)	Eastern Bengal	Included with					
17	(a) to (c)	Gondal-Porbandar	0.32	0.30	1.07	0.94	0.16	0.14
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	0.31	0.31	1.29	1.18	0.22	0.20
18	(a) to (e)	Jamnagar	1.05	1.32	1.62	1.59	0.22	0.23
19	(n) to (e)	Jodhpur-Bikaner	0.18	0.21	0.48	0.54	0.18	0.15
20	(c) to (l)	Junagad	0.78	0.84	1.06	1.05	0.53	0.57
6	(c)	Madras and Southern Mahratta	0.18	0.16	0.51	0.47	0.19	0.19
10	(c)	Nilgiri	0.27	0.21	0.82	0.70	0.27	0.23
24	(a) and (b)	Rohilkhand and Kumaon	0.29	0.30	0.90	0.97	0.16	0.16
10	(f)	Shoranur-Cochin	0.17	0.15	0.65	0.68	Included with the	0.21
10	(b), (d), (e) and (g) to (i)	South Indian	0.17	0.15	0.65	0.68	0.20	0.21
25	(b), (d), (e) and (g) to (i)	Udaipur-Chitorgarh	0.82	0.86	0.78	0.84	0.07	0.07
2' 6" GAUGE								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	0.14	0.11	0.45	0.40	0.09	0.01
8	(b)	Kalka-Simla	0.77	0.73	0.17	0.11	0.18	0.24
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	0.02	0.03	0.09	0.10	0.04	0.05
10	(j)	Morrapur-Dharmapuri	0.07	0.05	0.19	0.18	0.07	0.07
1	(g)	Purnia-Ranchi	0.12	0.14	0.36	0.45	0.08	0.01
1	(h)	Raipur-Dhantari	0.15	0.19	0.55	0.60	0.09	0.01
10	(k)	Tirupattur-Krishnagiri	0.03	0.07	0.24	0.22	0.09	0.09
8	(o)	Trans-Indus (Kalabagh-Bannu)	0.03	0.05	0.18	0.16	0.07	0.09
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	...	...	0.48	0.29	...	...

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial num- ber.	173 a.	163 b.	164 b.			
Main head.	Sub-head.	Railway system.	TABLE E.—					
			PER 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.								
1	(a)	Bengal-Nagpur	3'08	3'16	0'82	0'78	0'37	0'31
2	(a) to (e)	Bombay, Baroda and Central India	3'42	3'20	0'48	0'42	0'24	0'25
3	(a)	Eastern Bengal	2'69	2'92	...	0'16	0'41	0'37
4	(a) to (d)	East Indian	2'33	2'33	0'47	0'46	0'18	0'17
5	(a) to (f)	Great Indian Peninsula	2'39	2'39	0'45	0'39	0'23	0'19
6	(a) and (b)	Madras and Southern Mahratta	3'49	3'56	0'67	0'68	0'33	0'33
7	(a) and (b)	Nizam's Guaranteed State	3'37	3'33	0'70	0'68	0'35	0'32
8	(a) to (k)	North Western	2'64	3'48	...	0'35	0'15	0'22
9	(a) to (c)	Ondh and Rohilkhand	2'57	2'73	...	0'25	0'41	0'33
10	(a)	South Indian	2'65	2'69	1'01	0'96	0'31	0'26
3' 3½" GAUGE.								
11		Assam-Bengal	5'05	4'65	2'13	1'81	0'97	0'85
12	(a) and (b)	Bengal and North-Western	2'23	2'21	0'87	0'82	0'36	0'37
14	(a) and (b)	Rhavnagar	3'71	3'45	0'15	0'12	0'83	0'93
2	(f) to (l)	Bombay, Baroda and Central India	2'67	2'68	0'81	0'72	0'24	0'25
15	(a) to (c)	Burma	3'78	3'48	1'21	0'99	0'54	0'44
3	(b) to (d)	Eastern Bengal	Included with	the 5' 6" gauge.	...	...	...	...
17	(a) to (c)	Gondal-Portbandar	3'14	3'91	0'08	0'04	0'59	0'57
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	4'33	3'96	1'55	1'26	0'77	0'59
18		Jamnagar	4'73	4'94	0'08	0'04	1'71	2'23
19	(a) to (e)	Jodhpur-Bikaner	1'71	2'07	...	...	0'39	0'41
20		Junagad	4'74	5'55	0'06	0'05	1'27	1'33
6	(c) to (l)	Madras and Southern Mahratta	2'3	2'70	1'01	1'06	0'36	0'36
10	(c)	Nilgiri	4'42	3'87	0'99	1'00	0'31	0'26
24	(a) and (b)	Rohilkund and Kumaon	3'26	3'43	1'23	1'35	0'50	0'56
10	(f)	Shoranur-Cochin					Included with the	
10	(b), (d), (e) and (g) to (i)	South Indian	2'81	2'93	1'01	1'11	0'30	0'30
25		Udaipur-Chitorgarh	2'49	2'54	...	...	1'89	1'60
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabalnnpore-Gondia and Nagpur-Chhindwara Extensions.	3'77	3'47	4'22	4'26	0'36	0'29
8	(b)	Kalka-Simla	2'38	2'75	...	0'08	1'03	1'14
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	2'08	1'81	...	0'16	0'07	0'10
10	(j)	Morappur-Dharmapuri	1'11	1'11	1'00	0'97	0'31	0'26
1	(g)	Purnia-Ranchi	2'46	2'95	2'85	3'17	0'34	0'28
1	(h)	Baipur-Dhamtari	3'54	3'37	5'19	4'53	0'36	0'35
10	(k)	Tirupattur-Krishnagiri	1'27	1'20	1'00	1'02	0'30	0'27
8	(o)	Trans-Indus (Kalabagh-Bannu)	2'52	2'24	...	0'22	0'08	0'13
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	0'59	0'33	...	...	...	...

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

165 b.		166 b.		167 b.		168 b.		168-A b.		169 b.		170 b.		Num- BER.
GENERAL CHARGES—contd.														
TOTAL EARNINGS.														
Audit, accounts and pay office.		Stores Department.		Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of elec- tric plant.		Police.		Advertising.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.96	0.90	0.30	0.27	0.33	0.30	0.40	0.38	...	...	0.35	0.36	0.04	0.04	1
0.95	0.87	0.39	0.38	0.17	0.16	0.29	0.18	...	...	0.41	0.35	0.02	0.01	2
1.29	1.12	0.47	0.46	0.30	0.25	0.69	0.55	...	...	0.25	0.23	0.02	0.03	3
0.59	0.58	0.24	0.23	0.22	0.21	0.33	0.30	...	...	0.33	0.37	0.02	0.02	4
0.95	0.77	0.30	0.27	0.18	0.15	0.25	0.21	...	...	0.32	0.30	0.01	0.01	5
0.98	0.94	0.38	0.40	0.22	0.22	0.32	0.28	...	...	0.61	0.70	0.01	0.01	6
1.43	1.23	0.24	0.21	0.22	0.19	0.41	0.35	...	...	0.75	0.66	...	0.01	7
0.75	0.76	0.39	0.43	0.19	0.24	0.46	0.33	...	...	0.25	0.23	0.03	0.05	8
1.12	1.15	0.38	0.38	0.21	0.21	0.54	0.50	...	...	0.21	0.22	0.02	0.03	9
0.89	0.88	0.31	0.30	0.37	0.26	0.04	0.10	...	...	0.63	0.67	...	...	10
1.92	1.51	0.69	0.49	0.79	0.65	0.57	0.38	...	...	0.73	0.66	0.01	0.02	11
0.99	0.94	0.18	0.17	0.20	0.18	0.19	0.14	...	...	0.44	0.42	0.02	0.01	12
1.97	1.90	0.31	0.29	0.34	0.34	0.83	0.57	...	...	1.09	1.09	0.05	0.04	13
0.25	0.37	0.34	0.29	0.33	0.28	0.28	0.17	...	...	0.55	0.79	0.02	0.01	14
1.12	0.91	0.35	0.29	0.49	0.42	0.47	0.25	...	...	0.61	0.54	0.03	0.03	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
2.00	1.79	0.29	0.27	0.25	0.19	0.91	0.57	...	...	0.65	1.32	0.02	0.02	17
3.16	2.26	0.53	0.39	0.70	0.50	0.83	0.56	...	...	1.32	0.96	0.01	0.01	7
2.64	2.68	0.37	0.39	0.08	0.03	0.76	0.76	...	...	1.44	1.39	...	0.02	18
1.00	1.06	0.27	0.30	0.11	0.11	0.38	0.36	...	...	0.24	0.37	...	0.01	19
1.73	1.68	0.37	0.30	0.20	0.19	1.15	0.86	...	...	1.48	2.37	0.08	0.05	20
1.03	1.03	0.39	0.46	0.31	0.30	0.29	0.29	...	...	0.71	0.52	0.01	0.01	6
0.91	0.91	0.30	0.30	0.62	0.60	0.14	0.10	...	...	0.66	0.77	...	...	10
1.56	1.78	0.28	0.29	0.19	0.20	0.39	0.45	...	...	0.51	0.54	0.02	...	24
South Indian Railway, 3' 3 3/4" gauge.								...	...	...	...	...	...	10
1.14	1.33	0.36	0.40	0.23	0.27	0.33	0.39	...	...	0.56	0.73	0.02	0.03	10
1.68	0.54	0.17	0.13	0.33	0.25	0.55	0.16	...	...	...	...	...	...	25
1.10	0.98	0.22	0.02	0.54	0.42	0.09	0.07	...	...	0.47	0.56	...	...	1
0.23	0.17	0.24	0.38	0.32	0.37	0.35	0.75	...	...	0.30	0.48	0.03	0.07	8
0.34	0.35	0.18	0.19	0.96	0.87	0.41	0.31	...	...	2.64	1.24	0.02	0.02	8
0.90	0.88	0.31	0.33	0.53	0.73	...	0.04	...	...	0.85	0.93	...	...	10
0.99	0.89	0.21	0.03	0.48	0.50	0.10	0.01	...	...	0.18	0.09	...	...	1
1.28	1.07	0.22	0.02	0.19	0.12	0.05	0.03	...	...	0.11	0.09	...	...	1
0.89	0.93	0.32	0.36	0.21	0.13	...	...	...	...	0.97	1.10	...	...	10
0.36	0.47	0.19	0.26	0.12	0.21	0.16	0.93	...	...	1.26	1.15	0.92	0.03	8
2.08	1.32	...	...	...	...	0.40	0.19	...	...	0.07	0.12	...	...	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Serial number.	171 b.	172 b.	173 b.			
Main head.	Sub-head.	Railway system.	TABLE E.—GENERAL CHARGES—concl'd.					
			PER CENT ON TOTAL EARNINGS—concl'd.					
			Electric telegraph.		Other charges (net).		Total General charges.	
			Per cent.		Per cent.		Per cent.	
						1st half.	2nd half.	
5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	1.16	1.09	0.02	0.02	4.75	4.40
2	(a) to (e)	Bombay, Baroda and Central India	0.87	0.77	0.02	0.01	3.84	3.40
3	(a)	Eastern Bengal	1.08	1.01	0.03	0.02	4.54	4.22
4	(a) to (d)	East Indian	0.83	0.92	0.04	0.03	3.30	3.29
5	(a) to (f)	Great Indian Peninsula	1.20	0.98	0.03	0.02	3.93	3.24
6	(a) and (b)	Madras and Southern Mahratta	0.97	0.96	0.04	0.03	4.53	4.55
7	(a) and (b)	Nizam's Guaranteed State	0.83	0.78	...	-0.07	4.93	4.31
8	(a) to (k)	North Western	0.88	1.07	0.40	1.17	3.60	4.90
9	(a) to (c)	Ondh and Bhoilkhand	1.14	1.15	0.01	0.03	4.04	4.25
10	(a)	South Indian	1.02	0.93	0.01	0.01	4.59	4.39
3' 3 1/2" GAUGE.								
11	(a) and (b)	Assam-Bengal	1.60	1.23	0.01	0.03	9.42	7.68
12	(a) and (b)	Bengal and North-Western	1.04	1.02	0.01	0.03	4.30	4.10
13	(a) and (b)	Bhavnagar	1.33	1.44	0.03	0.11	6.98	6.83
2	(f, to (l)	Bombay, Baroda and Central India	1.27	1.12	0.01	...	4.80	4.50
15	(a) to (c)	Burma	1.28	1.02	0.01	0.02	6.11	4.94
3	(b) to (d)	Eastern Bengal	Included with the 5' 6" gauge.				...	...
17	(a) to (c)	Gondal-Forbandar	0.89	2.15	0.03	0.04	5.89	7.46
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	1.70	1.20	0.03	-0.12	10.60	7.61
18	(a) to (e)	Jamnagar	0.64	0.68	0.05	0.11	7.72	8.33
19	(a) to (e)	Jodhpur-Bikaner	1.20	1.37	0.03	0.07	3.62	4.06
20	(c) to (l)	Junagad	0.88	1.33	0.04	0.05	7.76	8.81
6	(c)	Madras and Southern Mahratta	1.61	1.60	0.03	0.03	5.75	5.89
10	(c)	Nilgiri	0.95	1.07	0.01	0.01	4.89	5.02
24	(a) and (b)	Bhoilkhand and Kumaon	0.98	1.20	0.01	0.05	5.67	6.42
10	(f)	Shoranur-Cochin				Included with the		
10	(b), (d), (e) and (g) to (i)	South Indian	0.93	1.10	0.09	0.10	4.97	5.76
25	(b), (d), (e) and (g) to (i)	Uduppur-Chitorgarh	1.09	0.92	0.06	0.10	5.77	3.70
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	2.30	2.02	...	...	9.30	8.62
8	(l)	Kalka-Simla	0.64	0.84	0.06	0.24	3.20	4.32
8	(m) and (n)	Kobat-Thal and Nowshera-Durgai	3.25	2.99	0.18	0.54	8.05	6.70
10	(j)	Morappur-Dharmapuri	1.24	1.26	0.01	0.01	5.15	5.40
1	(g)	Purulia-Ranchi	1.64	1.11	...	...	6.74	5.87
1	(h)	Raipur-Dhamtari	0.85	0.66	...	...	8.25	6.87
10	(k)	Tirupattur-Krishnagiri	0.99	1.10	0.01	0.01	4.69	4.92
8	(o)	Trans-Indus (Kalabagh-Banna)	4.45	3.00	0.19	0.24	6.83	6.64
2' 0" GAUGE.								
19	(f)	Pipar Road-Bhavi Light	...	...	...	...	2.55	1.53

DIX 12—continued.

during each half of the financial year 1913-14.

prepare these statistics.]

TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		Number.
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0.08	0.02	0.15	0.09	0.15	0.14	1.50	1.10	1.78	1.48	3.61	2.83	402	405	1
0.03	0.03	0.62	0.39	0.08	0.32	0.53	1.66	1.38	1.30	2.62	3.70	328	346	2
0.07	0.04	1.16	0.69	0.20	0.42	0.67	2.98	1.42	1.28	3.72	5.41	253	262	3
0.13	0.04	0.48	0.51	0.19	0.23	2.27	2.51	1.29	1.25	4.36	4.54	1,093	1,135	4
0.08	0.01	0.50	0.46	0.23	0.20	2.74	2.11	1.52	1.28	5.07	4.06	1,066	1,100	5
0.02	0.03	0.19	0.25	0.20	0.27	0.97	1.15	1.59	1.49	3.03	3.19	251	252	6
0.01	0.02	0.08	0.02	0.02	...	0.53	0.59	0.70	1.30	1.34	2.43	65	65	7
...	0.01	0.93	0.43	0.15	0.15	1.09	0.19	0.94	1.47	3.10	2.25	1,208	1,254	8
0.01	0.02	0.29	0.47	0.04	0.07	0.53	0.30	1.34	1.34	2.26	2.50	269	274	9
...	...	...	0.01	0.10	0.10	0.70	0.18	1.47	1.30	2.27	1.59	114	119	10
0.13	0.03	0.16	0.11	0.06	0.07	0.08	0.02	1.24	1.39	2.27	2.12	108	108	11
0.01	0.01	0.20	0.20	0.04	0.04	0.58	0.20	0.57	0.46	1.40	0.91	327	327	12
0.38	0.21	0.18	0.11	...	...	4.09	0.31	1.02	0.30	5.62	2.06	16	18	14
0.02	0.10	0.62	0.36	0.01	0.01	0.32	0.29	1.46	1.20	2.43	1.96	484	490	3
...	0.04	0.05	0.06	0.25	0.42	...	...	1.5	1.29	1.84	1.81	322	328	15
0.01	0.19	0.07	0.02	...	...	0.56	1.19	0.79	0.82	1.43	2.22	236	238	3
...	...	...	...	...	...	...	...	...	...	...	...	15	15	17
0.02	...	0.04	0.01	0.05	...	0.23	0.16	0.94	1.25	1.28	1.42	63	63	7
0.05	...	...	0.02	...	...	1.63	1.67	0.84	0.33	2.52	2.52	3	3	18
...	...	0.58	0.55	...	...	6.57	2.35	0.04	0.83	7.19	3.73	83	83	19
-0.27	0.07	0.02	0.08	...	...	0.17	2.09	0.30	0.77	6.32	2.96	10	11	20
...	0.11	0.21	0.31	0.06	0.06	-0.37	-0.29	1.42	1.30	1.32	1.39	290	301	6
...	0.01	...	...	0.65	0.92	...	...	1.43	2.01	2.08	2.94	13	13	10
0.04	0.02	0.26	0.54	0.01	0.01	0.11	0.01	0.56	0.64	0.98	1.22	18	60	24
South	Indian railway,	3' 3 3/4"	gauge.	0.21	0.37	0.26	0.55	2.04	2.29	2.61	3.33	11	11	10
...	...	0.13	0.12	0.21	0.37	1.24	1.18	0.87	0.42	2.12	1.61	281	277	19
...	...	0.01	0.01	...	...	...	...	...	...	...	...	4	4	25
...	...	0.21	0.14	...	...	0.08	0.18	1.13	1.13	1.42	1.45	59	61	1
0.01	0.02	0.18	0.18	0.77	0.07	0.34	0.39	0.19	0.43	1.49	1.09	28	24	6
0.01	0.01	0.36	0.17	...	...	...	...	0.82	0.83	1.19	1.01	21	19	8
...	...	...	...	0.10	0.09	...	...	1.66	4.04	1.76	4.13	6	6	10
...	...	0.38	0.08	0.27	0.19	-0.98	-0.26	0.55	0.45	0.22	0.46	7	7	9
...	...	0.19	0.12	...	...	...	...	0.60	0.51	0.79	0.63	5	5	1
...	...	...	...	0.11	0.11	...	...	1.73	3.49	1.84	3.60	2	3	10
...	0.01	...	0.01	...	...	...	...	0.19	0.87	0.19	0.89	7	8	8
...	...	0.06	-0.07	...	...	0.15	0.16	...	0.19	0.21	0.28	2	2	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial number.	181	182	183			
Main head.	Sub-head.	Railway system.	FROM APPENDIX I					
			Actual weight of fuel (in terms engine mile).					
			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.								
1	(a)	Bengal-Nagpur	75.98	77.67	61.70	59.25	70.25	78.65
2	(a) to (e)	Bombay, Baroda and Central India	64.35	66.76	63.96	65.72	81.18	80.56
3	(a)	Eastern Bengal	71.90	72.90	58.94	56.96	86.09	88.40
4	(a) to (d)	East Indian	78.80	79.56	...	...	56.45	57.56
5	(a) to (f)	Great Indian Peninsula	64.46	64.72	63.79	62.46	87.01	87.64
6	(a) and (b)	Madras and Southern Mahratta.	62.23	62.63	...	...	74.54	77.06
7	(a) and (b)	Nizam's Guaranteed State	76.84	78.63	50.83	52.13	65.89	67.74
8	(a) to (k)	North Western	60.59	56.62	...	...	65.40	68.30
9	(a) to (c)	Oudh and Rohilkhand	71.83	73.74	...	...	60.69	66.04
10	(a)	South Indian.	56.25	56.05	48.29	45.09	70.46	71.62
3' 3½" GAUGE.								
11	(a) and (b)	Assam-Bengal	62.83	72.68	...	...	47.67	49.00
12	(a) and (b)	Bengal and North-Western	68.39	65.87	...	...	42.15	43.00
14	(a) and (b)	Bhavnagar	88.00	84.53	...	...	37.76	34.87
2	(f) to (l)	Bombay, Baroda and Central India.	55.08	58.64	...	...	43.40	45.17
15	(a) to (c)	Rurma	60.06	65.21	42.21	43.80	51.44	54.20
8	(b) to (d)	Eastern Bengal	72.99	75.77	40.15	44.30	62.94	65.26
17	(a) to (c)	Gondal-Porbandar	79.46	89.93	...	...	49.21	32.67
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	73.53	78.79	38.89	40.53	46.00	49.37
18	(a) to (e)	Jamnagar	81.12	83.11	...	...	41.79	37.37
19	(a) to (e)	Jodhpur-Bikaner	90.92	76.62	...	...	44.57	45.21
20	(c) to (l)	Junagad	47.71	46.97	...	...	40.95	34.35
6	(c)	Madras and Southern Mahratta.	71.23	45.87	...	...	46.18	46.91
10	(c)	Nilgiri	26.36	24.12	123.88	123.31	121.86	117.96
24	(a) and (b)	Rohilkhand and Kumaon	71.22	72.90	...	...	38.75	44.05
10	(f)	Shoranur-Cochin	62.26	65.08	35.40	35.16	33.36	37.64
10	(b), (d), (e) and (g) to (i)	South Indian	70.37	71.14	38.73	39.15	39.42	38.20
25	(b), (d), (e) and (g) to (i)	Udaipur-Chitorgarh	74.68	77.77	...	...	...	...
2' 6" GAUGE.								
1	(b), (c) and (e)	Gondia Chanda, Jabulpore-Gondia and Nagpur- Obhindwara Extensions.	50.50	54.80	...	...	63.35	72.95
8	(l)	Kalka-Simla	41.29	42.67	...	...	46.34	51.53
8	(m) and (n)	Kohat-Thal and Nowshera-Durjai	37.63	42.49	...	...	22.16	27.95
10	(j)	Morappur-Dharmapuri	39.94	43.34	...	...	...	...
1	(g)	Purnia-Ranohi	87.16	74.80	...	...	57.50	60.77
1	(h)	Raipur-Dhamtari	42.41	42.79	...	...	43.64	44.30
10	(k)	Tirupattur-Krishnagiri	52.00	34.93	...	...	...	...
8	(o)	Trans-Indus (Kalabagh-Baana)	51.96	57.41	...	...	41.09	52.68
2' 0" GAUGE.								
19	(j)	Pipar Road-Bhavi Light	25.36	51.68	...	...	36.83	31.59

DIX 12—continued.

during each half of the financial year 1913-14.

[prepare these statistics.]

184		185		186		187		188		189		190		Number.	
OF THE ANALYSIS OF WORKING OF EACH RAILWAY—concl'd.															
of coal) per		Average gross weight of trains.						Average through speed of trains.							Main head.
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.			
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.			
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
...	...	243.63	250.27	523.95	545.77	320.28	357.61	30.00	30.00	10.00	10.00	20.00	20.00	1	
78.66	85.16	218.44	220.05	523.17	612.46	276.60	265.27	23.75	23.71	8.53	7.90	14.47	14.71	2	
61.54	59.67	186.61	188.43	518.07	627.17	203.29	256.42	25.00	25.00	14.00	14.00	15.00	15.00	3	
...	...	270.68	272.17	608.59	607.03	290.56	289.93	25.60	25.00	15.20	15.10	17.30	17.00	4	
72.98	72.49	208.02	208.02	428.86	472.50	...	...	24.00	28.67	10.70	10.34	15.48	15.07	5
...	...	203.61	210.66	527.37	558.14	392.89	385.15	21.95	22.07	9.23	9.31	12.52	13.74	6	
...	...	144.84	151.78	396.93	410.00	277.74	312.31	20.30	20.74	10.34	9.53	13.51	13.37	7	
63.91	64.93	324.10	307.78	445.41	399.40	303.69	309.89	20.53	20.61	10.28	10.36	14.52	14.29	8	
...	...	289.83	289.00	344.18	376.10	163.16	304.22	31.14	31.14	11.87	11.87	16.71	16.71	9	
55.35	53.71	130.67	128.66	302.07	250.52	229.05	212.45	21.08	21.08	10.80	10.80	11.50	11.50	10	
...	...	154.31	162.24	195.52	201.41	204.33	213.60	...	...	...	...	18.12	18.12	11
...	...	172.42	171.52	312.68	299.97	177.61	178.98	17.00	17.80	9.50	9.50	12.20	12.20	12	
...	...	78.15	76.16	205.43	207.40	131.20	122.02	18.68	19.14	10.68	10.68	14.54	14.69	14	
...	...	135.06	128.96	246.31	266.15	166.04	174.05	17.98	18.23	8.18	8.37	13.97	13.67	2	
40.79	43.96	179.27	176.78	253.79	275.10	169.09	199.86	17.44	17.43	10.75	10.77	13.45	13.55	15	
48.19	50.50	131.26	137.43	271.98	312.23	151.69	165.30	17.00	17.00	13.00	13.00	15.00	15.00	3	
...	...	66.80	74.47	176.60	161.60	121.73	121.22	19.89	19.04	11.52	12.45	13.33	12.83	17	
38.53	45.07	96.86	99.14	196.61	211.02	151.98	156.84	18.01	18.02	10.37	10.28	12.28	12.42	7	
...	...	73.27	70.96	150.31	164.50	131.82	122.52	18.67	19.23	15.54	16.95	16.39	16.26	18	
...	...	208.78	189.93	159.58	133.85	129.36	127.78	22.16	22.16	13.49	13.49	17.72	17.22	19	
...	...	60.66	64.62	142.03	134.50	133.00	146.89	15.56	13.56	11.65	10.03	15.56	13.56	20	
...	...	119.67	128.59	207.12	220.70	177.03	188.89	16.40	16.07	7.61	7.61	11.30	11.37	6	
115.08	118.90	48.56	44.60	38.61	35.78	45.00	44.48	6.11	6.11	5.90	5.90	6.11	6.11	10	
...	...	...	...	...	...	...	...	16.04	15.65	8.88	8.48	11.62	11.27	24
39.53	37.67	91.89	100.68	187.54	197.47	119.98	124.37	18.57	18.57	10.00	10.00	16.98	16.98	10	
33.56	33.39	129.62	124.07	227.89	221.61	146.88	145.46	18.00	18.00	9.50	9.50	12.00	12.00	10	
32.19	33.52	...	...	...	...	112.55	125.85	...	...	...	...	17.00	17.00	25
...	...	125.65	115.63	175.85	175.72	162.15	164.02	15.00	15.00	10.90	10.00	12.00	12.00	1	
...	...	57.57	67.62	41.15	43.50	42.46	57.33	9.78	9.90	7.60	7.36	8.77	...	8	
...	...	38.20	37.83	43.04	54.89	60.32	56.15	...	...	8.66	8.01	12.56	12.37	8
29.98	28.59	...	...	...	...	62.32	71.50	...	...	...	...	12.88	12.88	10
...	...	120.29	124.07	122.59	170.59	...	153.03	18.00	18.00	11.00	11.00	12.00	12.00	1	
...	...	31.12	26.95	90.20	116.02	83.36	109.23	...	...	...	...	11.00	11.00	1
34.96	34.51	...	...	...	...	68.24	68.59	...	...	...	...	11.86	11.86	10
...	...	...	25.02	43.33	39.98	92.46	103.30	...	...	7.04	7.27	11.85	14.87	8
...	...	...	...	47.74	44.84	6.33	8.50	...	...	...	...	9.93	9.93	19

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Serial number.	191		192				
Main head.	Sub-head.	Railway system.	FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.						
			AVERAGE MILEAGE <i>per diem</i> OF—						
			Coaching vehicles, including brakes.		Goods vehicles, includ- ing brakes.				
			Miles.		Miles.				
		1st half.		2nd half.		1st half.		2nd half.	
5' 6" GAUGE.									
1	(a)	Bengal-Nagpur	165,798	168,880	439,499	460,882			
2	(a) to (e)	Bombay, Baroda and Central India	163,775	172,912	263,623	294,028			
3	(a)	Eastern Bengal	101,609	105,915	179,675	236,658			
4	(a) to (d)	East Indian	437,090	473,597	1,419,316	1,473,189			
5	(a) to (f)	Great Indian Peninsula	372,116	385,717	831,346	878,631			
6	(a) and (b)	Madras and Southern Mahratta	102,582	107,655	180,124	181,922			
7	(a) and (b)	Nizam's Guaranteed State	21,040	21,639	62,993	64,137			
8	(a) to (k)	North Western	521,120	5,32,369	964,336	779,906			
9	(a) to (c)	Oudh and Rohilkhand	141,876	161,887	173,573	197,452			
10	(a)	South Indian	38,861	40,503	48,001	52,169			
3' 3½" GAUGE.									
11		Assam-Bengal	52,005	60,392	62,461	71,938			
12	(a) and (b)	Bengal and North-Western	241,914	244,793	262,823	268,716			
14	(a) and (b)	Bhavnagar	13,152	14,005	11,078	12,526			
2	(f) to (i)	Bombay, Baroda and Central India	254,728	251,431	309,371	390,116			
15	(a) to (c)	Burma	155,828	157,316	243,836	293,143			
3	(b) to (d)	Eastern Bengal	124,122	125,238	194,537	212,468			
17	(a) to (c)	Gondal-Forbandar	12,164	13,098	9,729	11,261			
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley	29,790	31,712	35,594	43,715			
18		Jamnagar	2,480	2,532	1,332	1,093			
19	(a) to (e)	Jodhpur-Bikaner	52,753	53,470	128,722	82,626			
20		Junagad	4,579	5,272	3,928	4,620			
6	(c) to (l)	Madras and Southern Mahratta	137,919	146,873	242,775	260,430			
10	(c)	Nilgiri	1,136	1,048	687	509			
24	(a) and (b)	Rohilkund and Kumaon	35,008	33,805	33,864	50,762			
10	(f)	Shoranur-Cochin	5,153	5,720	5,467	5,633			
10	(b), (d), (e) and (g) to (i)	South Indian	186,290	180,434	181,201	177,433			
25		Udaipur-Chitorgarh	8,411	8,735	1,135	1,458			
2' 6" GAUGE.									
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur- Chhindwara Extensions.	28,799	29,516	30,601	36,106			
8	(l)	Kalka-Simla	4,217	3,155	2,942	3,945			
8	(m) and (n)	Kohat-Thal and Nowshera-Durgai	5,767	4,271	2,967	4,345			
10	(j)	Morappur-Dharmapuri.	2,280	3,030	1,217	1,480			
1	(g)	Purnia-Ranchi	6,733	7,593	3,547	4,342			
1	(k)	Raipur-Damteri	1,150	1,271	1,964	2,093			
10	(i)	Tirupattur-Krishnagiri	1,072	1,036	557	609			
8	(o)	Trans-Indus (Kalabagh-Bannu)	2,824	3,659	1,313	2,149			
2' 0" GAUGE.									
19	(f)	Pipar Road-Bhavi Light	421	235	124	204			

DIX 12—concluded.

during each half of the financial year 1913-14.

prepare these statistics.]

193		194		195		196		Number
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				Main head.
Wood.		Iron.		Wood.		Iron.		
Years.		Years.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
8-75	9-08	14-64	14-59	1-77	1-79	0-87	1-66	1
8-63	8-51	12-50	12-02	2-00	6-43	0-30	0-24	2
7-50	7-50	15-50	16-00	2-03	0-42	1-87	1-01	3
9-57	9-37	...	...	8-90	3-50	...	...	4
...	...	...	...	0-98	1-57	0-99	3-90	5
11-69	11-76	...	...	8-32	3-38	...	...	6
...	...	...	...	...	...	...	...	7
2-36	2-78	15-70	16-04	2-20	2-37	1-61	4-08	8
2-63	3-00	12-24	12-62	1-30	4-28	2-20	1-17	9
8-54	8-32	31-68	32-00	5-97	8-17	0-16	0-14	10
...	...	...	...	2-28	2-65	...	...	11
10-62	10-89	...	...	1-45	2-39	...	...	12
10-55	11-01	...	...	1-16	0-23	...	...	14
11-00	11-00	23-75	24-00	2-65	2-15	1-99	0-78	2
10-92	10-86	...	...	3-15	4-35	...	...	15
11-00	11-00	9-00	9-00	2-02	1-92	0-61	4-67	3
11-92	11-40	22-65	23-07	1-27	1-97	0-04	0-44	17
...	...	...	...	...	...	...	...	7
11-57	12-67	...	...	2-55	4-82	...	...	18
...	...	17-25	17-75	...	...	4-84	16-29	19
10-88	11-31	...	...	2-08	0-62	...	...	20
11-00	11-00	19-50	19-50	3-93	4-65	1-01	1-10	6
7-41	7-34	...	...	2-10	2-70	...	...	10
15-74	15-83	...	...	2-47	2-47	...	...	24
7-86	7-78	...	...	1-18	7-15	...	...	10
7-84	7-99	19-46	19-74	4-58	3-17	1-00	0-08	10
...	...	...	...	...	...	...	...	25
6-35	6-15	2-01	2-51	0-41	3-08	...	...	1
5-14	5-84	...	...	2-15	0-90	...	...	8
8-07	8-04	3-86	7-90	2-01	6-25	...	...	8
1-72	2-21	...	...	6-03	0-86	...	...	10
6-05	4-13	...	...	1-76	1-48	...	...	1
11-25	11-60	...	...	3-01	1-81	...	...	1
7-77	8-26	...	...	0-20	0-17	...	...	10
...	0-50	...	...	...	0-02	...	...	8
2-25	2-75	...	...	0-11	0-35	...	...	19

Coal and wood fuel consumed by locomotives on each railway system

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

Classification No. of railway (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
Main head.	Sub-head.				Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.			Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.			
1	2	3	4	5	6	7	8	9	10	11
		5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
1	(a)	Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{	{	{	{ 215,643 230,722 263,083 305,842 347,419	{ 7.76 7.52 6.41 5.62 6.26	{ 4.89 4.79 3.53 2.70 3.47
2	(a) to (e)	Bombay, Baroda and Central India.	Australia, England, Bihar and Orissa and Hyderabad.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 16,311 17,862 18,338 17,504 21,198	{ 21.64 20.42 21.18 22.16 24.29	{ a a a a a	{ 131,133 152,890 192,317 230,586 236,768	{ 17.63 17.66 15.59 15.76 15.31	{ a a a a a
3	(a)	Eastern Bengal ...	Bihar and Orissa ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{	{	{	{ 156,459 158,140 169,711 192,223 186,818	{ 7.92 5.70 5.42 5.56 6.39	{ 5.17 2.94 2.62 2.78 3.34
4	...	East Indian ...	Bihar and Orissa ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{	{	{	{ 607,671 610,754 685,737 754,718 819,565	{ 4.90 4.78 5.21 4.35 4.37	{ 2.78 2.78 2.84 2.31 2.27
5	(a) to (f)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bihar and Orissa, Central India, Central Provinces and Hyderabad.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 13,285 13,110 8,177 63,498 93,517	{ 20.98 19.88 16.20 20.00 20.69	{ a a a a a	{ 615,966 678,390 748,253 763,084 818,247	{ 13.04 12.51 11.66 11.22 11.86	{ a a a a a
6	(a) & (b)	Madras and Southern Mahratta.	Africa, Australia, Bihar and Orissa and Hyderabad.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 10,095 1,858 ... 717 ...	{ 16.64 18.80 ... 15.71 ...	{ a a ... 4.50 ...	{ 151,439 163,563 160,362 170,098 191,358	{ 12.06 12.43 11.87 12.69 13.07	{ 5.15 4.76 4.32 4.27 4.80
7	(a) & (b)	Nizam's Guaranteed State.	Hyderabad ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{	{	{	{ 36,041 40,156 41,140 41,441 47,829	{ 5.83 6.22 6.30 6.32 6.43	{ 4.75 5.21 5.25 5.25 5.75
8	(a) to (k)	North Western ...	Africa, England, Baluchistan, Bihar and Orissa and the Panjab.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 11,540 181 346 16,220 157,874	{ 22.37 25.07 24.55 22.79 21.54	{ a a a a 3.71	{ 707,148 674,186 732,106 763,577 624,134	{ 17.64 15.56 13.42 13.93 15.02	{ 5.18 3.83 3.51 3.29 4.09
9	(a) to (c)	Oudh & Rohilkhand	Bihar and Orissa ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{	{	{	{ 151,545 155,147 177,571 191,589 204,091	{ 10.61 9.97 8.38 8.45 8.95	{ 4.77 2.58 2.39 2.53 3.21
10	(a)	South Indian ...	Africa, Bihar and Orissa and Hyderabad.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 20 20 39	{ 28.97 23.28 31.04	{ a a a	{ 52,756 46,227 46,995 55,060 64,608	{ 16.25 16.54 15.57 15.52 17.73	{ 3.02 2.98 3.15 3.17 3.93
11	...	3' 3½" GAUGE. Assam-Bengal ...	Scotland, Assam ... and Bihar and Orissa	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	{ 200	{ 12.89	{ a	{ 43,882 42,756 46,836 47,839 52,646	{ 11.56 11.23 10.74 10.84 10.94	{ a a a a a

DIX 13.

and price paid per ton during the calendar years 1909 to 1912 and the financial year 1913-14. where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal).				REMARKS.
Wood.				Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
		Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.					
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	4.89	76.30	61.17	584.61	179.55	
...	...	...	4.79	74.25	59.95	519.70	167.78	
166	8.76	8.76	3.53	76.08	62.34	504.90	163.62	
...	...	...	2.70	79.70	64.90	585.79	173.88	
...	...	...	3.47	85.20	68.66	572.19	185.35	
2,941	5.15	3.98	a	69.05	56.74	657.71	174.98	
3,409	6.82	5.43	a	71.97	59.77	651.81	175.08	
3,700	7.13	5.55	a	75.61	63.67	715.19	179.44	
3,703	6.37	4.85	a	84.05	69.91	679.98	187.71	
4,881	6.17	4.37	a	87.09	72.12	688.38	193.29	
...	...	...	5.17	89.94	61.62	1,127.17	231.16	
...	...	...	2.94	89.80	61.29	1,175.35	240.89	
...	...	...	2.62	89.79	63.19	1,044.13	232.92	
...	...	...	2.78	97.40	66.03	1,181.42	254.85	
...	...	...	3.34	92.71	61.42	1,069.18	223.52	
...	...	...	2.78	70.11	53.25	426.77	139.31	
...	...	...	2.78	70.06	52.93	384.90	129.85	
...	...	...	2.84	72.48	54.89	390.94	132.80	
...	...	...	2.31	74.04	55.72	365.50	131.02	
...	...	...	2.27	76.53	57.02	413.15	141.00	
2,089	6.19	4.22	a	80.23	69.72	866.27	216.35	
1,548	7.00	4.75	a	83.07	71.59	792.22	213.17	
2,415	6.57	4.60	a	85.30	72.97	815.41	219.00	
2,843	6.55	4.45	a	88.57	75.07	771.42	219.66	
2,259	6.81	5.06	a	94.16	79.64	760.29	222.53	
7,597	6.40	4.81	a	85.48	73.06	1,030.32	261.11	
7,375	6.91	4.96	a	85.28	71.46	1,001.83	238.90	
4,761	6.95	5.80	4.42	83.44	68.61	904.15	223.10	
6,145	7.02	5.47	4.37	84.27	69.79	836.20	207.45	
4,895	6.72	5.37	4.69	93.05	75.81	866.97	217.80	
...	...	...	4.75	66.37	56.37	693.58	191.53	
...	...	...	5.21	61.78	59.70	611.68	178.75	
...	...	...	5.25	63.91	55.89	576.79	175.95	
...	...	...	5.25	64.77	56.57	623.27	182.71	
...	...	...	5.75	68.83	58.60	620.20	186.93	
3,953	9.34	7.38	a	80.58	65.85	775.02	217.85	
3,792	9.15	7.44	a	76.37	62.10	694.92	196.10	
7,962	6.25	4.83	a	77.70	63.33	690.47	189.74	
3,175	6.80	4.01	a	80.85	65.08	620.77	178.84	
7,841	5.03	3.31	4.03	82.07	66.81	622.62	183.22	
...	...	...	4.77	68.31	58.34	1,029.27	205.81	
...	...	...	2.58	66.86	57.48	962.07	189.04	
...	...	...	2.89	69.48	59.71	1,085.34	203.41	
...	...	...	2.95	71.81	61.97	961.43	201.48	
...	...	...	3.21	74.19	63.42	1,011.93	200.45	
4,241	4.23	4.19	a	70.03	61.02	1,151.68	294.15	
4,616	4.28	4.24	a	83.32	55.37	1,067.66	236.42	
4,975	4.36	4.54	3.46	59.80	55.03	878.17	207.93	
5,298	4.51	4.50	3.46	64.04	57.02	967.67	218.56	
5,549	5.14	5.14	a	70.46	62.74	1,111.85	238.86	
...	...	...	a	55.21	42.53	853.78	249.91	
...	...	...	a	53.61	42.23	794.73	245.85	
...	...	...	a	56.82	45.95	852.44	259.34	
...	...	...	a	55.31	44.90	806.61	230.34	
2,978	2.55	2.55	a	61.27	47.61	878.36	243.41	

a Information not available.

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

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

Classification No. of railway. (Detailed in "Index" to Appendix 1).		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.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		<i>3' 3½" GAUGE—contd.</i>								
12		Bengal and North-Western.	Bihar and Orissa ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	117,323 123,475 133,898 145,476 146,640	9.98 8.65 7.61 7.92 8.65	5.18 4.07 2.96 2.96 3.36
13		Bengal Doocars ...	Assam, Bengal, Bihar and Orissa.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	4,088 4,201 4,479 5,444 7,266	10.28 11.09 9.70 9.59 11.05	4.50 3.50 2.79 2.62 3.78
14		Bhavnagar ...	Africa, England and Bihar and Orissa.	{ 1911 ... 1912 ... 1913-14 ...	142 ... 3,718	23.92 ... 19.89	a ... a	7,049 8,175 4,910	14.46 15.67 18.06	a a a
		Bhavnagar-Gondal-Junagad-Forbandar.	Australia, England and Bihar and Orissa.	{ 1909 ... 1910 ...	10,937 11,851	22.84 24.10	a a	995 2,598	15.92 14.20	a a
2	(f) to (b)	Bombay, Baroda and Central India.	Africa, Bihar and Orissa and Hyderabad.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... 10,612 16,505	... ... ... 24.35 25.31	... ... ... a a	153,849 161,195 180,018 205,368 183,032	14.75 13.72 14.00 14.16 12.91	5.14 5.08 5.43 4.30 3.78
15		Burma ...	England and Bihar and Orissa.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	1,158	22.60	a	105,791 110,597 118,100 118,695 129,889	14.84 13.50 12.48 12.16 14.44	a a a a a
		Deoghar ...	Bihar and Orissa ...	{ 1909 ... 1910 ... 1911 ...	... ... ...	... ... ...	... ... ...	895 a d	6.50 a d	4.50 a d
16		Dibru-Sadiya ...	Assam ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	8,672 9,631 9,981 10,508 10,854	8.50 8.50 8.50 8.50 8.50	a a a a a
3	(b) to (d)	Eastern Bengal ...	Assam, Bihar and Orissa.	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	89,611 100,448 114,411 127,121 148,518	8.39 7.90 8.28 8.62 9.32	4.63 3.26 2.73 2.75 3.64
17		Gondal-Forbandar ...	England, Bihar and Orissa.	{ 1911 ... 1912 ... 1913-14 ...	198	23.87	a	8,516 9,077 8,413	12.58 17.19 18.27	a a 4.00
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Hyderabad ...	{ 1909 ... 1910 ... 1911 ... 1912 ... 1913-14 ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	18,990 22,410 23,904 26,825 31,909	7.98 8.49 8.49 8.54 8.93	4.75 5.23 5.25 5.35 5.75
18		Jamnagar ...	England, Bihar and Orissa.	{ 1911 ... 1912 ... 1913-14 ...	24	24.50	a	1,534 1,492 1,581	13.39 20.53 17.98	a a 3.00

DIX 13—contd.

paid per ton during the calendar years 1909 to 1912 and the financial year 1913-14.

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

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
3,493	4.60	4.19	5.24	47.80	38.31	837.45	207.98	
2,657	4.49	4.08	4.12	48.09	39.89	823.23	203.58	
669	4.49	4.08	2.97	50.14	41.57	782.62	205.57	
...	...	...	2.96	50.95	42.36	734.67	202.17	
...	...	...	3.86	51.63	42.58	886.98	207.03	
...	...	...	4.50	42.79	40.49	1,164.71	a	a Information not available.
...	...	...	3.50	41.55	38.92	1,078.95	a	
...	...	...	2.79	41.46	38.74	1,020.13	a	
...	...	...	3.62	45.33	42.47	612.14	a	
...	...	...	3.73	51.87	48.16	728.00	a	
c 56	11.71	11.71	a	37.75	33.89	1,073.37	226.72	b Excludes freight over home line.
c 62	12.00	12.00	a	37.61	32.32	1,051.58	223.21	
c 70	12.00	12.00	a	41.10	36.28	1,078.83	244.76	
140	10.18	10.18	a	27.02	25.05	982.74	182.39	
154	11.00	11.00	a	31.48	29.03	1,050.22	207.12	
c 1,139	5.00	5.00	5.16	46.41	39.68	680.71	199.50	c Old sleepers used for lighting purposes.
c 995	5.00	5.00	5.08	46.39	39.72	651.04	195.85	
c 1,536	5.00	5.00	5.44	48.24	41.92	698.66	200.14	
c 751	4.99	4.99	a	50.35	43.93	647.19	199.02	
c 1,121	5.00	5.00	a	51.13	44.31	750.00	208.32	
21,739	5.22	4.51	a	42.22	34.69	800.83	184.74	
21,992	5.74	5.07	a	42.64	34.71	756.74	184.21	
21,133	5.39	4.12	a	42.15	33.87	796.53	182.37	
13,313	5.39	4.83	a	45.92	37.15	720.05	184.05	
15,699	5.26	5.02	a	51.44	41.44	711.98	189.50	
...	...	...	4.50	54.00	54.00	a	a	
...	...	...	a	a	a	a	a	
...	...	...	d	d	d	d	d	
...	...	...	a	72.18	38.83	a	a	
...	...	...	a	72.80	40.90	a	a	
...	...	...	a	70.31	40.01	a	a	
...	...	...	a	70.51	39.39	a	a	
...	...	...	a	76.52	51.75	a	a	
...	...	...	4.63	63.15	49.27	1,109.05	278.25	
...	...	...	3.26	63.40	49.01	1,138.32	286.51	
...	...	...	2.73	65.48	50.55	1,147.71	279.46	
...	...	...	2.75	65.95	51.47	1,167.61	263.86	
...	...	...	3.64	65.80	51.65	1,195.90	267.36	
72	12.32	a	a	42.41	38.73	1,531.62	279.66	
75	12.07	a	a	46.18	42.01	2,078.91	316.91	
76	12.00	a	a	44.72	40.78	1,276.52	268.56	
...	...	...	4.75	39.34	35.48	875.84	218.81	
...	...	...	5.23	41.08	37.12	873.80	222.79	
...	...	...	5.25	44.66	39.71	969.30	240.71	
...	...	...	5.25	43.29	37.94	855.07	221.56	
...	...	...	5.75	46.87	41.31	1,054.25	247.28	
9	12.00	12.00	a	45.61	39.69	2,188.35	317.91	
14	11.52	11.52	a	44.48	38.62	2,212.48	315.63	
16	10.00	10.00	3.09	45.91	39.56	1,654.70	296.07	

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

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

Classification No. of railway. (Detailed in "Index" to Appendix I.)		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.		
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.								
Main head.	Sub-head.	3	4	5	6	7	8	9	10	11	
		3' 3½" GAUGE—concl'd.					Rs.	Rs.		Rs.	Rs.
19	(a) to (e)	Jodhpur-Bikaner ...	Africa, Australia, Bihar and Orissa and Rajputana.	{ 1909 1910 1911 1912 1913-14	3,551	18'39	a	24,776 32,322 42,095 53,908 50,700	14'01 14'69 14'36 11'86 11'99	6'15 5'02 2'03 5'00 3'87	
20	...	Junagad ...	England, Bihar and Orissa	{ 1911 1912 1913-14	90	a	a	2,461 2,938 3,026	13'45 18'75 19'67	a a a	
6	(c) to (f)	Madras and Southern Mahratta.	Africa, Australia, Bihar and Orissa and Hyderabad.	{ 1909 1910 1911 1912 1913-14	12,245 1,399	20'00 20'32	a a	89,539 106,553 119,305 120,741 142,180	14'55 14'71 13'68 13'73 15'07	5'55 4'08 4'31 4'93 4'73	
21	...	Morvi ...	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	2,462 2,569 2,278 3,554 3,162	17'15 14'56 14'75 15'50 15'65	5'00 2'37 2'19 2'50 3'50
24	(a) & (b)	Rohilkund and Kumaon.	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	12,686 12,596 16,231 25,332 23,813	11'23 9'55 9'14 9'23 9'06	4'07 2'56 2'49 2'27 2'63
10	(b) to (i)	South Indian ...	Africa, Australia, and Bihar and Orissa.	{ 1909 1910 1911 1912 1913-14	5,267 5,896 4,813 5,020 5,448	24'53 23'71 25'10 27'30 31'04	a a a a a	89,775 93,077 109,828 112,887 121,002	15'13 14'54 14'68 14'85 15'03	6'16 5'72 5'77 4'91 4'01	
25	...	Udaipur-Chitorgarh...	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	873 954 1,114 1,670 1,626	16'00 15'87 12'75 13'52 14'17	5'00 5'00 3'75 3'75 4'00
		2' 6" GAUGE.									
27	...	Arrah-Sasaram ...	a	...	...	...	...	a	a	a
29	...	Baraset-Basirhat ...	a	...	...	...	...	a	a	a
30	...	Barsi Light ...	Bihar and Orissa and Hyderabad.	{ 1909 1910 1911 1912 1913-14	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	2,636 3,107 3,291 4,657 5,366	15'00 15'37 15'45 17'76 15'52	6'50 6'50 6'50 7'65 4'06
31	...	Bowringpot-Kolar ...	Bihar and Orissa ...	1913-14	...	...	...	64	20'00	4'00
32	...	Bukhtiarpur-Bihar Light	a	...	...	...	...	a	a	a
35	...	Champaner-Shivrajpur Light.	Bihar and Orissa ...	{ 1911 1912 1913-14	... ... ...	... ... ...	... ... ...	448 754 649	14'51 13'78 14'84	3'5 3'25 4'50

DIX 13—contd.

per ton during the calendar years 1909 to 1912 and the financial year 1913-14.

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

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
187	5.72	5.72	a	41.59	38.58	941.73	215.54	a Information not available.
194	4.90	4.90	5.03	42.38	39.24	827.80	204.56	
226	6.26	6.26	2.65	47.25	43.55	809.47	210.00	
286	10.11	10.11	5.05	53.04	48.50	853.18	230.50	
304	10.00	10.00	3.72	49.69	44.86	769.04	210.73	
b 50	10.00	10.00	a	40.04	36.03	1,223.90	229.24	b Old sleepers used for lighting purposes.
32	10.00	10.00	a	42.27	35.80	1,116.71	236.26	
34	10.00	10.00	a	42.70	37.53	1,001.47	235.53	
40,879	5.59	4.60	a	46.07	40.52	808.51	234.31	
42,534	5.49	4.64	a	47.72	41.45	828.53	237.46	
51,464	5.50	4.75	5.42	50.00	43.14	887.45	248.51	
58,052	5.69	4.76	6.06	50.71	43.77	912.91	246.52	
44,410	5.61	4.77	5.52	53.42	46.55	980.54	254.52	
15	14.00	a	a	33.41	32.92	a	a	
25	14.00	a	a	34.77	33.88	a	a	
33	10.50	a	a	30.08	29.51	a	a	
36	11.00	a	a	41.92	41.03	a	a	
34	11.00	a	a	39.44	38.57	b	a	
19,348	4.59	3.03	5.40	49.13	36.70	788.19	210.59	
19,059	4.41	3.19	4.60	47.03	35.10	733.89	200.18	
13,719	4.62	3.25	3.91	49.64	38.28	760.96	193.82	
2,926	4.00	3.19	2.68	54.64	41.45	806.37	228.33	
367	3.36	2.99	2.68	54.49	41.78	939.57	233.39	
17,231	4.60	4.55	a	42.40	37.80	1,006.15	228.90	
15,950	4.56	4.51	a	42.33	37.78	937.45	216.48	
17,931	4.74	4.67	a	43.19	38.49	882.96	209.80	
18,478	4.85	4.76	a	43.55	38.61	882.86	206.53	
15,928	5.18	5.06	a	44.36	39.25	939.14	208.85	
18	4.36	4.36	5.03	35.91	33.56	1,063.22	179.43	
15	5.04	5.04	5.04	37.81	35.16	1,189.63	188.43	
6	4.75	4.75	2.77	32.37	30.30	1,246.73	183.21	
15	7.93	7.93	3.76	35.81	33.47	1,532.83	221.69	
17	7.93	7.93		34.91	32.87	1,678.37	220.10	
...	...	...	a	a	a	a	a	
...	...	...	a	a	a	a	a	
243	6.30	5.50	6.76	46.09	44.29	1,013.63	339.18	
99	7.81	6.00	6.61	48.51	42.41	1,161.20	386.40	
43	8.00	8.00	6.57	51.37	41.43	1,132.63	372.63	
26	10.32	8.00	7.68	53.97	44.36	932.89	327.06	
13	11.00	11.00	4.08	52.24	43.74	883.46	303.46	
3	8.00	8.00	4.34	26.30	22.40	a	a	
...	...	...	a	a	a	a	a	
...	...	...	8.50	36.83	38.57	a	a	
15	8.11	a	a	51.72	49.65	a	a	
11	9.04	a	a	52.17	51.20	a	a	

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

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

Classification No. of railway. (Detailed in "Index" to Appendix I.)		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.	
Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's month.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's month.							
Main head.	Sub-head.	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—contd.				Rs.	Rs.		Rs.	Rs.
...	...	Cooch Behar ...	Assam and Bengal ...	{ 1909 1910	...	...	...	1,614 b	11'53 b	11'19 b
96	...	Cutch ...	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	...	...	...	260 320 380 375 281	23'95 20'19 19'60 26'19 19'25	a a a a 3'50
37	...	Dehri-Bohtas Light	Bihar and Orissa ...	{ 1911 1912 1913-14	...	...	...	441 573 686	5'50 6'25 7'75	2'25 3'00 4'50
28	...	Dholpur-Bari ...	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	...	...	...	237 220 257 262 267	12'41 9'68 10'00 10'03 13'40	3'50 3'50 3'50 4'38 5'00
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba Zankhvav and Rajpipala.	Bihar and Orissa and Hyderabad.	{ 1909 1910 1911 1912 1913-14	...	...	...	2,174 2,492 2,970 3,439 4,418	18'35 18'77 16'89 16'17 15'93	a a a a a
40	...	Godhra-Lunavada ...	Bihar and Orissa ...	1913-14	...	...	...	84	15'80	4'50
1	(b) to (h)	Gondia-Chanda, Jabulpore-Gondia Extension, Mourbhauj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	{ 1909 1910 1911 1912 1913-14	...	...	...	28,134 33,254 35,344 37,755 45,096	6'97 6'21 6'18 6'04 6'88	5'13 5'05 4'25 3'69 4'06
41	...	Jessore-Jhenidah Light.	Bihar and Orissa ...	1913-14	...	...	...	355	9'50	a
8	(l)	Kalka-Simla ...	Bihar and Orissa, England, Baluchistan the Punjab.	{ 1909 1910 1911 1912 1913-14	...	9 11	37'98 41'95	9,560 8,282 7,999 8,189 8,448	15'60 14'30 14'06 18'88 15'16	5'18 3'83 3'51 3'29 4'09
8	(m) & (n)	Kohat-Thal and Nowshera-Durgai.	Africa, Bihar and Orissa Baluchistan and Punjab.	{ 1909 1910 1911 1912 1913-14	...	288	21'57	4,731 3,986 3,633 3,408 2,976	17'64 15'56 13'42 13'10 14'51	5'18 3'83 3'51 3'29 4'09
42	...	Madaya Light	a	...	...	...	...	a	a	a
10	(f) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	{ 1909 1910 1911 1912 1913-14	...	...	...	1,173 1,483 1,603 1,420 2,041	15'93 15'22 16'02 15'87 18'21	3'09 2'98 3'19 3'00 3'50
21	...	Morvi ...	Bihar and Orissa ...	{ 1909 1910 1911 1912 1913-14	...	...	...	645 409 366 475 487	17'15 14'56 14'75 15'5 15'65	5'00 2'37 3'25 2'50 3'50

DIX 13—contd.

per ton during the calendar years 1909 to 1912 and the financial year 1913-14.

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

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	11.19	37.03	25.37	a	a	a Information not available.
...	...	...	b	b	b	b	b	
2	20.43	a	a	21.47	16.66	a	a	b Converted to the 3' 3½" gauge and included with the Eastern Bengal railway 3' 3½" gauge section, vide No. 3 (b) to (d).
2	20.16	a	a	24.41	16.77	a	a	
2	18.51	a	a	26.63	17.23	a	a	
2	15.96	a	a	25.44	16.15	a	a	
3	20.33	a	a	22.21	17.49	a	a	
...	...	...	2.25	a	a	a	a	
...	...	...	3.00	a	a	a	a	
...	...	...	4.50	a	a	a	a	
2	7.54	7.54	3.53	39.41	24.95	a	a	
4	c 27.08	c 27.08	3.99	25.35	20.59	a	a	
4	c 18.00	c 18.00	3.75	30.81	22.72	a	a	
4	11.65	11.65	4.52	36.44	23.64	a	a	
3	9.97	9.97	5.02	30.14	20.39	a	a	c The increase in the price per ton was due to the consumption of unserviceable sleepers as fire-wood.
82	5.47	4.43	a	28.62	23.34	a	a	
104	3.63	3.35	a	28.71	28.00	a	a	
120	4.35	3.30	a	31.01	29.93	a	a	
131	5.36	4.37	a	32.40	31.12	a	a	
144	4.41	4.19	a	35.71	33.42	a	a	
6	14.20	6.50	4.37	34.39	34.19	a	a	
...	...	...	5.13	80.10	64.12	1,852.11	422.10	
...	...	...	5.05	83.37	66.55	1,998.32	426.84	
...	...	...	4.25	89.12	71.76	2,066.72	451.96	
...	...	...	3.69	85.53	68.26	1,812.07	423.29	
...	...	...	4.06	83.31	66.37	1,810.35	418.98	
...	...	...	a	a	a	a	a	
15	5.63	5.63	5.40	63.56	63.46	6,488.53	1,021.55	
4	5.63	5.48	4.73	67.97	53.16	5,900.92	859.99	
2	4.00	4.00	a	65.22	50.75	5,277.42	811.74	
6	6.95	4.16	a	66.48	53.28	4,400.03	731.03	
24	4.93	3.31	4.10	61.22	48.69	4,384.63	711.08	
...	...	...	5.18	29.31	26.36	3,818.42	531.42	
...	...	...	3.83	24.35	21.74	2,656.84	424.53	
...	...	...	3.51	22.54	20.64	2,814.64	336.94	
...	...	...	3.29	25.88	23.05	1,958.08	402.95	
...	...	...	4.05	29.69	25.08	2,007.78	384.40	
...	...	...	a	a	a	a	a	
116	4.17	4.16	3.29	32.76	32.68	3,727.88	377.97	
160	4.27	4.24	3.29	41.33	41.04	3,583.14	452.30	
166	4.42	4.35	3.49	46.60	46.43	3,687.26	490.43	
112	4.49	4.46	3.24	39.64	39.57	3,286.92	424.66	
129	5.32	5.32	3.74	36.37	36.25	2,774.72	348.19	
5	14.00	a	a	34.37	32.03	a	a	
7	14.00	a	a	24.92	24.13	a	a	
7	10.50	a	a	22.07	21.27	a	a	
8	11.00	a	a	28.76	27.33	a	a	
9	11.00	a	a	28.43	27.39	a	a	

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

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

Main head.	Sub-head.	Classification No. of railway. (Detailed in "Index" to Appendix 1).	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.
Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.							
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		2' 6" GAUGE—concl'd.								
5	(g)	Murtajapur-Ellichpur	Bihar and Orissa ...	1913-14	...	...	...	668	11'64	3'39
48	...	Nadiad-Kapadvanj...	Bihar and Orissa ...	1913-14	...	...	...	616	16'37	4'50
24	(c)	Powayan Light ...	Bihar and Orissa ...	1909 1910 1911 1912 1913-14	...	...	...	...	...	...
				1913-14	...	...	...	737	10'31	2'00
44	...	Shahdara (Delhi)-Saharanpur Light.	Bihar and Orissa ...	1909 1910 1911 1912	...	...	...	1,891 1,838 a a	14'00 13'22 a a	5'22 5'22 a a
45	...	Tarkessur-Magra Light.	Bihar and Orissa ...	1909 1910 1911 1912 1913-14	...	...	...	1,680 1,424 1,670 1,818 1,884	6'50 4'70 4'38 5'02 6'47	3'56 1'75 1'50 2'12 3'96
46	...	Tezporo-Balipara ... Light.	Assam ...	1909 1910 1911 1912 1913-14	...	...	...	401 374 396 467 517	15'19 15'19 13'50 13'50 13'50	a a a a a
8	(e)	Trans-Indus (Kalabagh Bannu).	Bihar and Orissa ...	1913-14	...	...	...	2,676	14'70	4'09
		2' 0" GAUGE.								
47	...	Darjeeling-Himalayan	Bihar and Orissa ...	1909 1910 1911 1912 1913-14	...	...	...	4,089 4,322 4,771 5,145 5,613	10'32 10'69 9'44 9'44 10'00	3'38 4'00 2'75 2'75 3'50
48	...	Gwalior Light ...	Bihar and Orissa ...	1909 1910 1911 1912 1913-14	...	...	...	2,581 3,123 3,687 5,307 5,849	11'87 9'75 9'77 11'50 12'06	5'50 2'50 2'40 4'00 4'50
49	...	Howrah Amta ...	a ...	...	...	...	...	a	a	a
50	...	Howrah-Sheakhala	a ...	...	...	...	...	a	a	a
51	...	Jagadhri Light ...	Bihar and Orissa ...	1911 1912 1913-14	...	...	...	75 152 173	11'71 12'53 14'44	3'09 4'28 6'19
52	...	Jorhat (Provincial)	Assam ...	1909 1910 1911 1912 1913-14	...	...	...	1,131 704 835 960 968	15'31 15'45 13'75 13'75 13'77	a a a 9'79 8'97
5	(h)	Matheran ...	Bihar and Orissa ...	1909 1910 1911 1912 1913-14	...	...	...	391 312 358 462 473	17'75 13'90 17'81 17'25 17'50	a a a 6'00 5'87
19	(f)	Pipar Road-Bhavi Light.	Bihar and Orissa ...	1910 1911 1912 1913-14	...	...	...	21 159 312 284	15'00 26'00 15'00 15'84	4'00 a a 3'67
		TOTAL	...	1909 b 1910 c 1911 d 1912 e 1913-14 e	84,550 52,147 32,132 118,582 298,582	...	...	3,657,896 3,801,248 4,223,020 4,180,618 4,702,479	...	...

DIX 13—concl'd.

per ton during the calendar years 1909 to 1912 and the financial year 1913-14.

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

locomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				REMARKS.
Wood.		At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Actual quantity in tons.	Average cost per ton.							
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	3.69	40.07	38.33	a	a	a Information not available.
7	7.02	6.50	4.57	31.56	31.10	a	a	
1,545	3.83	3.05	7.62	22.51	19.84	a	a	
1,416	3.57	3.27	8.17	21.44	18.99	a	a	
1,578	3.74	3.44	8.60	24.06	21.70	a	a	
1,586	3.57	3.19	8.62	24.51	21.94	a	a	
9	3.00	2.99	2.63	28.40	25.09	a	a	
...	...	...	5.22	28.01	a	a	a	
11	5.04	5.04	5.22	30.2	a	a	a	
...	...	...	a	a	a	a	a	
...	...	...	a	a	a	a	a	
...	...	...	3.56	37.45	35.10	a	a	
...	...	...	1.75	30.70	28.72	a	a	
...	...	...	1.59	30.84	29.10	a	a	
...	...	...	2.12	32.80	31.02	a	a	
...	...	...	3.93	37.41	35.13	a	a	
...	...	...	a	28.12	a	a	a	
...	...	...	a	25.78	a	a	a	
...	...	...	a	28.00	a	a	a	
...	...	...	a	31.57	a	a	a	
...	...	...	a	39.59	a	a	a	
22	4.77	3.05	4.10	59.81	48.94	2,630.73	492.53	
...	...	...	3.38	37.28	37.28	a	a	
...	...	...	4.00	37.57	37.57	a	a	
...	...	...	2.75	57.88	57.36	a	a	
...	...	...	2.75	41.02	41.02	a	a	
...	...	...	3.50	42.07	42.07	a	a	
32	6.00	6.00	5.47	38.56	33.40	a	a	
35	6.00	6.00	2.56	35.83	35.16	a	a	
39	6.00	6.00	2.37	35.22	35.21	a	a	
34	6.00	6.00	4.03	48.15	43.04	a	a	
41	6.00	6.00	5.25	53.39	47.74	a	a	
...	...	...	a	a	a	a	a	
...	...	...	a	a	a	a	a	
24	11.71	11.71	16.18	38.19	16.59	a	a	
27	11.00	11.00	7.64	26.43	13.21	a	a	
7	11.00	11.00	8.59	30.04	15.02	a	a	
...	...	...	a	51.98	a	a	a	
...	...	...	a	31.01	a	a	a	
...	...	...	a	35.64	a	a	a	
...	...	...	9.79	40.36	a	a	a	
...	...	...	8.97	40.92	a	a	a	
3	7.00	6.25	a	62.11	62.11	a	a	
1	7.00	6.25	a	51.68	51.68	a	a	
2	7.00	6.25	a	53.20	53.20	a	a	
3	8.50	7.00	6.02	55.45	52.45	a	a	
...	...	...	5.87	35.04	32.16	a	a	
...	...	...	4.00	32.30	32.30	a	a	
...	...	...	a	28.30	28.30	a	a	
...	...	...	a	32.16	32.16	a	a	
2	10.00	10.00	a	34.19	34.19	a	a	
127,040	...	...	...	...	...	...	...
126,158	...	...	...	...	...	...	...
132,860	...	...	...	...	...	...	...
120,579	...	...	...	...	...	...	...
106,412	...	...	...	...	...	...	...

b Excluding (1) Baraset-Basirhat, (2) Bukhtiarpore-Bihar, (3) Howrah-Amra and (4) Howrah-Sheakhela Light railways.

c Excluding the railways mentioned in note b and the Deoghur railway.

d Excluding the railways mentioned in note b and the Arrah-Sasaram and Shahdara (Delhi)-Saharanpur Light railways.

e Excluding the railways mentioned in note d and the Madaya Light railway.

Quantity of Indian coal mined during the calendar years 1891 to 1913, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and quantity financial

Particulars.	1891	1892	1893	1894	1895	1896	1897	1898
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Azamgarh	151,208	164,050	164,420	109,448	173,717	177,259	185,533	200,339
Baluchistan	10,368	13,284	20,004	24,753	25,458	20,257	12,043	13,373
Bengal	1,747,122	1,020,050	1,802,860	2,035,934	2,710,155	3,037,020	3,142,497	3,623,090
Bihar and Orissa	•	•	•	•	•	•	•	•
Burma... ..	—	3,070	2,938	12,111	17,289	22,993	11,472	6,075
Central India	69,741	88,623	94,318	132,637	119,470	115,380	124,778	134,726
Central Provinces	141,736	132,005	135,118	140,405	122,778	141,185	131,629	149,709
Kashmir	—	—	—	—	—	—	—	—
Madras	20	61	502	1,337	1,737	—	—	—
Nizam's Territory	144,668	149,601	157,421	240,525	292,915	283,681	305,550	394,622
North-West Frontier Province	—	—	—	—	—	—	—	—
Punjab... ..	60,714	60,352	77,294	66,467	72,493	79,017	93,792	85,662
Rajputana (Bikaner)	—	—	—	—	—	—	—	511
United Provinces	—	—	—	—	—	1,000	—	—
Total	2,323,577	2,537,696	2,602,001	2,823,907	3,540,019	3,903,698	4,066,294	4,608,196
Quantity of Indian coal consumed by the locomotives on the railways in India.	707,142	885,492	924,900	1,002,748	1,119,621	1,163,051	1,328,120	1,418,241
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	†	†	†	143,813	162,276	380,842	731,742	737,689
To ports outside of India, including Burma	‡ 14,515	‡ 15,725	‡ 52,302	154,282	211,407	191,030	390,079	490,290
Quantity of foreign coal imported into India—								
From the United Kingdom	‡ 726,060	‡ 628,374	‡ 610,319	‡ 675,043	‡ 773,675	‡ 824,420	‡ 821,257	‡ 827,076
From other countries	‡ 17,344	‡ 23,129	‡ 18,066	‡ 57,112	‡ 15,468	‡ 93,213	‡ 17,016	‡ 34,209

* The quantity of coal mined during these years has been included with the output of Bengal.

† Information not available.

‡ These figures are for the official year and exclude Burma.

§ Excludes the quantity of coal imported on Government Account.

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported of foreign coal imported into India, during the calendar years 1891 to 1912 and during the year 1913-14.

1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
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.
225,623	216,733	254,100	231,093	239,328	266,705	277,065	285,490	295,795	275,224	305,563	297,236	294,633	297,160	270,562
15,522	23,281	24,056	33,880	46,900	49,867	41,725	42,164	42,488	45,212	52,440	52,614	45,707	54,386	52,032
4,055,205	4,978,492	5,487,585	6,230,230	6,361,212	7,063,630	7,234,103	6,617,820	9,993,948	11,669,911	10,690,811	10,778,439	11,468,904	4,306,129	4,649,935
.	.	.	.	.	.	.	.	.	.	.	.	.	0,123,385	10,227,557
8,105	10,228	12,466	13,302	9,306	1,105	...	1,222	...	...	...	...	...	...	...
164,869	164,480	164,332	171,539	163,277	185,774	167,701	170,262	178,588	155,107	121,548	130,400	143,557	149,921	148,978
156,576	172,642	191,516	196,961	159,154	139,027	147,265	62,848	134,088	213,789	238,100	220,437	211,616	233,096	235,651
...	...	...	1,060	999	270	...	...	...	...	...	...	...	...	...
...
401,216	469,201	421,218	455,424	362,733	419,546	454,294	467,924	414,221	444,211	442,692	506,173	505,380	481,652	552,133
...	...	...	...	...	...	...	...	...	90	96	90	140	50	90
81,835	74,063	67,730	55,373	43,704	45,594	63,622	73,119	60,749	54,794	37,208	49,189	30,575	38,409	51,010
4,240	9,250	12,064	16,503	21,764	45,978	42,964	32,372	28,062	21,397	11,449	12,744	14,761	18,251	18,781
...
5,093,280	6,118,692	6,635,727	7,424,402	7,438,388	8,216,706	8,417,739	9,763,251	11,147,339	12,709,636	11,870,114	12,047,413	12,715,633	14,706,339	16,208,009
1,560,771	1,868,061	1,959,031	2,091,902	2,203,880	2,447,341	2,656,530	2,863,878	3,285,444	3,558,530	3,057,893	3,801,249	4,223,020	4,560,618	4,702,479
672,311	1,030,709	1,157,802	974,602	1,235,318	1,447,867	1,635,263	1,830,793	1,865,056	2,124,642	1,716,823	1,851,322	1,604,060	1,757,075	1,844,465
467,306	711,874	645,953	729,316	723,873	606,835	1,144,680	1,304,732	1,040,242	1,045,095	912,154	1,391,248	1,253,971	1,325,239	1,203,478
\$406,461	\$61,710	\$112,519	\$166,574	\$133,711	\$176,705	\$147,760	\$199,215	\$227,176	\$173,483	\$311,252	\$201,316	\$245,043	\$144,804	\$210,965
\$112,084	\$48,939	\$79,108	\$20,773	\$30,429	\$77,169	\$50,024	\$27,150	\$74,412	\$211,840	\$179,169	\$54,744	\$78,620	\$415,887	\$553,103

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.
Ballarpur ...	Central Provinces Administration.	Central Provinces.	1909	7,61,454	63,120	*22,117	...	85,237
			1910	7,59,090	66,639	*26,638	...	93,277
			1911	7,83,071	69,576	27,027	...	96,603
			1912	7,47,461	61,722	...	24,695	86,417
Dandot ...	North Western railway	Punjab ...	1909	2,62,490	14,877	...	9,752	24,629
			1910	2,37,306	20,001	...	11,981	31,982
			1911	90,315	12,798	...	5,462	18,260
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1912	38,557	...	...	...	...
			1909	29,17,977	475,749	34,966	77,626	588,341
			1910	30,85,406	446,387	41,326	71,822	559,535
			1911	30,55,323	501,536	45,857	85,385	632,778
			1912	30,37,537	530,917	42,551	90,373	663,841
Mohpani ...	Great Indian Peninsula railway.	Central Provinces.	1913-14	33,87,565	556,016	47,296	96,054	699,366
			1909	8,37,670	57,981	...	§2,686	60,667
			1910	8,55,901	37,741	...	§1,742	39,483
			1911	8,83,887	48,861	...	§8,121	51,982
Khost ...	North Western railway.	Baluchistan	1912	9,02,920	58,765	...	§8,091	56,856
			1913-14	10,69,820	52,829	3,927	§5,839	62,644
			1909	2,97,023	635	†55	‡40,374	41,064
			1910	2,96,415	429	†37	‡44,298	44,759
			1911	2,30,743	1,035	†90	‡38,033	39,158
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1912	2,32,702	1,687	†147	‡36,408	38,242
			1913-14	2,47,133	1,337	†116	‡35,954	37,407
			1909	27,752	...	...	...	||18,140
			1910	29,068	...	...	...	||19,460
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1911	37,104	...	...	...	||20,659
			1912	45,516	...	...	...	||19,809
			1913-14	46,134	...	...	...	||19,744
			1909	59,081	...	...	...	||6,274
Khost pressed fuel factory	North Western railway.	Baluchistan	1910	54,650	...	...	...	||5,897
			1911	50,551	...	...	...	...
			1912	45,551	...	...	...	...

* Includes slack coal.
† Nut coal.
‡ Mixed coal.

§ Splint coal.
|| Pressed fuel.

DIX 15.

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.			
82,852	3,85,292	2,36,321	1,48,971	19.56	750	114	...	3	The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital. The Colliery was sold to a private firm and handed over on the 1st April 1913.
95,662	4,06,822	2,58,097	1,48,725	19.59	688	136	...	1	
96,603	4,04,168	2,65,813	1,38,350	17.67	735	131	1	1	
86,417	3,51,480	2,35,198	1,16,287	15.56	633	136	...	1	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores, owing to the closing of the colliery from the 1st June 1911, and in 1912 to credits, afforded for the sale of materials.
24,629	1,72,244	2,41,578	-69,334	...	688	36	2	5	
31,982	2,18,168	2,18,195	-27	...	359	37	1	4	
18,860	1,27,080	93,102	33,958	37.60	321	20	1	3	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, 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 1880.
...	...	*11,878	-11,878	...	...	...	...	...
576,868	†10,55,656	10,55,656	...	...	5,835	100	5	15
563,752	†10,32,824	10,32,824	5,789	97	4	2	The decrease in the capital outlay in 1912 was due to the expenditure on capital works being less than credits to the Sinking Fund.
641,888	†12,89,572	12,89,572	...	...	6,257	101	3	5
661,248	†11,73,388	11,73,388	...	...	6,772	98	5	11
699,026	†10,58,198	10,58,198	7,100	98	3	13	The capital outlay is made up of the purchase money, Rs. 240,000, and the expenditure incurred from the date of purchase, 1st July 1904.
58,519	3,40,294	3,01,744	38,550	4.60	1,224	50	...	3	
33,961	2,14,438	2,67,168	-52,730	...	366	41	...	1	
50,890	2,81,530	3,14,829	-33,299	...	1,087	48	1	2	The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery.
60,241	3,01,562	3,36,286	-34,724	...	1,095	52	1	...	
63,761	3,14,929	4,09,096	-94,167	...	1,194	52	...	2	
40,237	3,94,384	3,69,660	24,724	8.33	763	53	3	1	The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery.
42,829	4,31,151	3,84,860	46,271	15.61	752	55	4	6	
39,574	3,49,248	3,41,769	7,479	2.66	754	52	7	3	
39,089	3,37,737	3,46,251	-8,524	...	761	50	7	7	The capital outlay is made up of the purchase money, Rs. 24,327, and the expenditure incurred from the date of purchase.
38,335	3,24,696	3,19,762	4,934	1.39	749	50	3	10	
18,140	2,19,608	2,11,617	7,991	28.79	27	672	...	...
19,460	2,35,074	2,34,955	119	0.41	29	671	The factory was closed on the 31st December 1910, but the accounts were not finally closed till 1912, as land, buildings and some machinery remained to be disposed of. The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
20,659	2,50,790	2,35,642	15,148	40.82	30	689	...	...
19,809	2,36,956	2,37,669	1,287	2.83	34	583	...	...
19,744	2,38,762	2,37,828	934	2.02	31	637	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
6,274	72,148	72,922	-774	...	11	570	...	...
5,897	67,819	34,919	33,900	60.20	11	536	...	1	
...	...	73	-73	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
...	...	†-153	153	0.34	...	...	...	...

* The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1912.

† Coal issued to railway at cost price.

‡ Represents cost of stores returned to the Stores Dept for which credit has been afforded during the year.

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	ENGINES.				COACHING		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
							4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		<i>5' 6" gauge.</i>							
1	(a)	Bengal-Nagpur ...	86	...	317	403	...	...	...
2	(a) to (e)	Bombay, Baroda and Central India	135	...	204	339	...	...	...
3	(a)	Eastern Bengal ...	83	72	115	270	...	...	...
4	...	East Indian ...	200	781	155	1,136	...	...	2
5	(a) to (f)	Great Indian Peninsula ...	309	575	189	1,078	...	...	...
6	(a) & (b)	Madras and Southern Mahratta	71	...	179	250	...	1	1
7	(a) & (b)	Nizam's Guaranteed State ...	...	21	46	67	4	...	6
8	(a) to (k)	North Western ...	313	863	78	1,254	...	...	4
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	177	276	...	...	18
10	(a)	South Indian ...	28	...	95	123	...	...	...
...	...	Calcutta Port Commissioners'	...	51	...	51	...	...	...
		Total ...	1,324	2,363	1,555	5,242	4	1	26
		<i>3' 8 3/4" gauge.</i>							
11	...	Assam-Bengal ...	5	...	103	108	...	...	1
12	...	Bengal and North-Western ...	54	...	274	328	...	2	...
13	...	Bengal Dockers ...	...	...	10	10	...	...	...
14	...	Bhavnagar ...	...	...	20	20	...	...	...
2	(Y) to (I)	Bombay, Baroda and Central India	209	...	299	508	...	...	1
15	...	Barma ...	11	...	320	331	...	...	2
16	...	Dibrn-Sadiya ...	...	...	26	26	...	...	...
3	(b) to (d)	Eastern Bengal ...	53	61	127	241	...	...	1
17	...	Gundal-Porbandar ...	...	...	15	15	...	...	...
7	(e) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	15	8	40	63	...	...	3
18	...	Jamnagar ...	...	...	4	4	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	...	...	89	89	1	...	4
20	...	Junagad ...	...	...	11	11	...	...	2
6	(c) to (I)	Madras and Southern Mahratta	42	27	232	301	...	...	6
21	...	Morvi ...	3	2	5	10	...	...	1
24	(a) & (b)	Rohilkund and Kumaon ...	7	2	54	63	...	...	...
10	(b) to (i)	South Indian ...	30	...	279	309	...	...	3
25	...	Udaipur-Chittorgarh ...	2	...	2	4	...	...	...
		Total ...	431	100	1,910	2,441	1	2	24

DIX 16.

railway on the 31st March 1914.

VEHICLES.									NUM- BER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			Main head.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	
11	12	13	14	15	16	17	18	19	20
36	...	1	...	...	6	25	...	...	1
26	5	5	...	...	5	1	...	6	2
23	...	1	...	...	...	12	...	1	3
51	2	9	...	...	9	65	...	22	4
30	...	4	...	...	21	53	...	25	5
13	6	1	...	...	4	21	...	...	6
11	...	1	1	...	...	9	...	...	7
49	22	14	...	...	11	68	...	2	8
27	...	2	...	...	3	34	...	...	9
5	2	...	1	...	...	3	1	...	10
...
271	37	38	2	...	59	291	1	56	
25	...	7	...	...	3	...	...	...	11
15	9	2	...	3	...	6	29	...	12
4	1	...	1	...	...	...	3	...	13
3	...	1	...	...	...	5	...	...	14
61	...	18	...	...	4	15	...	4	2
25	1	17	...	...	1	12	...	2	15
...	...	...	...	...	...	...	...	...	16
17	9	5	...	...	1	3	15	9	3
6	...	...	...	...	...	2	...	...	17
4	5	2	...	...	...	...	6	...	7
...	...	...	...	...	...	...	...	...	18
13	...	1	1	...	...	4	...	...	19
3	...	1	...	...	...	2	...	...	20
8	...	6	...	...	3	41	...	2	6
3	...	...	...	...	...	...	...	...	21
4	3	...	1	1	...	5	3	...	24
9	...	15	...	...	5	13	...	22	10
1	...	...	...	...	...	1	...	...	25
201	28	70	3	4	22	109	56	30	

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	ENGINES.				COACHING		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	SALOONS, ROYAL AND STATE.		
							4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		<i>2 6" gauge.</i>							
27	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
30	...	Barai Light ...	...	...	13	13	...	...	...
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	...	...	77	77	...	...	...
31	...	Bowringpet-Kolar ...	...	...	2	2	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	4	4	...	...	...
35	...	Champaner-Shivrajpur Light...	...	...	4	4	...	...	...
36	...	Cutch ...	...	...	4	4	...	...	...
37	...	Dehri-Rohas Light ...	...	...	3	3	...	...	...
38	...	Dholpur-Bari ...	...	...	4	4	...	...	...
3	(b)	Eastern Bengal ...	...	...	5	5	...	...	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla.	...	...	17	17	2	...	1
40	...	Godhra-Lunavada ...	...	...	2	2	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	4	4	...	...	...
6	(l)	Kalka-Simla ...	...	...	24	24	...	...	...
8	(m) & (n)	Kohat-Thal and Nowahera Durgai.	...	...	28	28	...	...	...
42	...	Madaya Light ...	...	Information not furnished.					
10	(j) & (k)	Morappur-Barnapuri and Tirupattur-Krishnagiri.	...	...	9	9	...	...	...
21	...	Morvi ...	3	1	1	5	...	...	...
1	(d)	Mourbhanj ...	...	...	3	3	...	...	...
5	(g)	Murtajapur-Ellichpur ...	...	...	4	4	...	...	...
43	...	Nadiad-Kapadvanj ...	...	...	3	3	...	...	...
1	(f)	Parlakimedi Light ...	...	...	3	3	...	...	1
24	(c)	Powayan Light ...	...	...	5	5	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
45	...	Tarkessur-Magra Light ...	...	...	6	6	...	...	...
46	...	Tezpur-Balipara Light ...	...	...	3	3	...	...	...
8	(o)	Trans-Indus (Kalabagh Bannu)	...	...	8	8	...	...	...
		Total ...	3	1	256	260	2	...	2
		<i>2 0" gauge.</i>							
47	(a)	Darjeeling-Himalayan ...	...	...	16	16	...	...	2
48	...	Gwalior Light ...	...	...	20	20	...	...	2
49	...	Howrah-Amta Light ...	...	...	17	17	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
51	...	Jagadhri Light ...	...	...	2	2	...	...	...
52	...	Jorhat (Provincial) ...	...	...	10	10	...	...	...
5	(h)	Matheran Light ...	...	...	5	5	...	...	...
19	(f)	Pipar Road-Bhavi Light ...	...	...	2	2	...	...	...
		Total ...	...	...	76	76	...	...	4
		GRAND TOTAL ...	1,758	2,464	3,797	3,019	7	3	56

DIX 16—contd.

railway on the 31st March 1914.

VEHICLES.									NUM- BER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			Main head.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	
11	12	13	14	15	16	17	18	19	20
1	2	...	...	27
1	19
...	...	1	...	...	...	...	...	...	30
...	...	7	...	...	...	...	...	2	1
...	31
...	1	...	...	32
...	35
...	...	1	...	...	...	...	...	...	36
...	...	1	...	...	...	...	...	...	37
...	...	1	...	...	...	...	...	1	38
2	3
...	2
...	40
1	...	4	...	...	...	...	...	...	41
...	4	...	...	8
3	...	1	...	...	...	6	...	...	5
...	42
...	10
...	21
...	2	...	...	1
...	5
...	48
1	1
...	24
1	3	...	...	44
1	45
1	46
...	8
12	...	16	...	...	...	18	...	3	
3	...	2	...	...	...	15	...	...	47
1	...	3	...	...	...	...	...	7	48
...	49
...	50
...	51
2	2	...	...	5	62
...	11	...	...	5
...	19
6	...	5	...	...	2	23	...	12	
490	65	129	5	4	83	447	57	110	

Rolling-stock under different heads on each

COACHING

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	COMPOSITE, 1ST AND 2ND CLASS.			COMPOSITE, 1ST, 2ND AND 3RD CLASS. (FOR SERVANTS OR OTHERWISE.)			OTHER COMPOSITE CARRIAGES.		
Main head.	Sub-head.		4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.
			24	25	26	27	28	29	30	31	32
21	22	23									
		5' 6" gauge.									
1	(a)	Bengal-Nagpur ...	42	...	36	...	...	6	5	...	3
2	(a) to (e)	Bombay, Baroda and Central India.	24	4	49	...	...	10	...	...	10
3	(a)	Eastern Bengal ...	45	...	29	...	...	...	...	...	31
4	...	East Indian ...	28	...	92	...	...	...	13	...	15
5	(a) to (f)	Great Indian Peninsula ...	63	...	137	...	...	13	...	...	*35
6	(a) & (b)	Madras and Southern Mahratta	51	...	11	...	...	15	10	...	15
7	(a) & (b)	Nizam's Guaranteed State	12	...	4	...	...	2	...	...	...
8	(a) to (k)	North-Western ...	122	...	23	...	...	152	10	...	†35
9	(a) to (c)	Oudh and Rohilkhand ...	46	...	15	...	...	...	4	...	47
10	(a)	South Indian ...	27	...	11	...	...	3	...	...	6
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	470	4	407	...	...	230	42	...	197
		3' 3½" gauge.									
11	...	Assam-Bengal... ..	6	...	29	...	...	8	...	...	‡17
12	...	Bengal and North-Western	30	16	16	...	...	...	...	...	1
13	...	Bengal Doars... ..	1	5	...	...	...	...	1	...	...
14	...	Bhavnagar	3	...	7	...	...	2	...	...	1
2	(f) to (l)	Bombay, Baroda and Central India.	40	...	68	...	...	43	...	...	...
15	...	Burma	26	...	23	...	...	49	...	...	17
16	...	Dibru-Sadiya	9	...	3	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal	12	33	33	...	...	2	...	...	13
17	...	Gondal-Porbandar ...	3	...	7	...	...	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Gedavari Valley.	...	11	9	...	...	...	...	2	3
18	...	Jamnagar	4	...	...	...	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner	21	...	3	...	...	...	...	...	§14
20	...	Junagad	3	...	2	...	...	1	2	...	...
6	(c) to (l)	Madras and Southern Mahratta.	61	...	20	...	...	4	...	...	16
21	...	Morvi	4	...	3	...	...	...	...	...	...
24	(a) & (b)	Rohilkund and Kumaon ...	8	3	6	...	...	2	...	...	4
10	(b) to (i)	South Indian	48	...	46	...	...	25	...	...	12
25	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total	233	68	235	...	...	138	3	2	93

* Includes 4 composite restaurant and sleeping carriages.
† Includes 5 composite first, second and dining cars.
‡ Includes 3 third class carriages with dining accommodation.
§ Includes 2 composite first, second and dining cars.

DIX 16—contd.

railway on the 31st March 1914.

VEHICLES—contd.

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		NUM- BER.	
4-wheel- ed.	6-wheel- ed.	Bogie.		4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.						4-wheel- ed.	6-wheel- ed.		Main head
							4-wheel- ed.	Bogie.								
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	
27	...	...	...	22	...	23	...	...	23	3	...	...	251	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	92	40	2
13	...	1	...	22	...	14	11	...	50	6	4	...	162	...	3	
64	...	15	...	56	...	45	...	...	155	...	8	...	545	...	4
119	...	20	22	3	...	...	...	...	9	...	...	...	491	...	5
31	4	...	...	4	...	...	...	...	7	...	...	...	226	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	64	...	7
57	...	...	...	113	...	13	...	...	221	...	...	...	210	...	8
30	...	...	...	31	...	3	...	...	68	...	2	...	50	...	9
26	...	...	...	...	...	...	...	...	...	...	...	...	115	...	10
...	
395	4	53	22	251	...	98	11	...	533	9	14	...	2,236	40	...	
...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	11
8	26	...	...	...	32	...	...	...	78	...	...	...	218	141	12
...	1	...	...	...	...	...	...	...	4	...	...	...	2	20	13
5	...	...	2	...	...	...	...	...	...	...	...	...	45	...	14
35	...	...	...	26	...	4	...	...	12	3	...	...	474	...	2
28	...	...	...	...	...	...	...	...	...	...	...	...	150	...	15
...	...	...	...	...	...	...	...	...	...	...	10	...	29	...	16
14	...	2	...	43	...	8	...	...	55	2	2	...	196	...	3
4	...	...	2	...	...	...	...	...	...	...	...	...	33	...	17
...	10	...	...	...	...	...	...	...	...	...	...	...	...	53	7
...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	18
9	...	...	...	17	...	...	...	...	3	...	...	...	60	...	19
1	...	...	1	...	...	...	...	...	...	...	...	...	11	...	20
29	...	2	...	...	...	...	...	...	...	...	...	...	255	...	6
1	...	...	3	...	...	...	...	...	...	...	...	...	27	...	21
2	8	...	...	3	...	...	...	...	10	...	8	...	31	20	24
24	...	9	...	...	...	...	...	...	...	...	...	...	342	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	18	...	25
161	40	13	8	80	32	12	...	...	173	5	20	...	1,026	214	...

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	COACHING								
Main head.	Sub-head.		COMPOSITE, 1st AND 2nd CLASS.			COMPOSITE 1st, 2nd AND 3rd CLASSES. (FOR SERVANTS OR OTHERWISE.)			OTHER COMPOSITE CARRIAGES.		
			4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		<i>2' 6" gauge.</i>									
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
30	...	Barsi Light ...	...	...	4	...	...	...	...	...	6
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	2	...	18	...	...	2	...	...	6
31	...	Bowlingpet-Kolar ...	...	...	...	...	...	...	...	...	3
32	...	Bukhtiarpore-Bihar Light...	3	...	...	...	...	...	1	...	...
35	...	Champamor-Shivrajpur Light	...	...	...	...	...	...	...	...	2
36	...	Cutch ...	...	...	1	...	...	...	...	...	1
37	...	Dehri-Rohas Light ...	...	...	...	...	...	...	...	...	...
38	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	2
3	(d)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
2	(m) to (o)	Gadkwar's Dabhol, Kosamba-Zankhvar and Rajpipla.	...	...	...	...	...	...	...	...	...
40	...	Godhra-Lanavada ...	...	...	...	...	...	...	...	...	2
41	...	Jessore-Jheidah Light ...	8	...	...	...	...	...	...	...	...
5	(l)	Kalka-Simla ...	2	...	24	...	...	4	...	...	...
8	(m) & (n)	Kohat-Thal and Nowshera-Durgal.	7	...	...	...	...	...	...	...	...
42	...	Madaya Light ...	Information not furnished.			...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	...	6
21	...	Morvi ...	...	...	4	...	...	...	...	...	4
1	(d)	Mourbbanj ...	...	...	...	...	...	...	1	...	2
5	(g)	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	...	2
48	...	Nadiad-Kapsadvanj ...	...	...	...	...	...	...	...	...	2
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...	...	...	1
24	(c)	Powayan Light ...	3	...	...	...	...	...	...	...	...
14	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
45	...	Tarkessur-Magra Light ...	2	...	...	...	...	...	1	...	...
46	...	Tezpur-Balipara Light ...	...	...	...	...	...	...	...	...	3
8	(o)	Trans-Indus (Kalabagh-Bannu).	2	...	...	...	...	...	...	...	3
		Total ...	31	...	51	...	...	6	8	...	45
		<i>2' 0" gauge.</i>									
47	(a)	Darjeeling-Himalayan ...	4	...	4	...	...	...	...	...	5
48	...	Gwalior Light ...	...	...	...	...	...	...	...	...	4
49	...	Howrah-Amta Light ...	5	...	...	...	...	...	4	...	...
50	...	Howrah-Sheakhala Light ...	1	...	...	...	...	...	2	...	...
51	...	Jagadhri Light ...	1	...	...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	1	...	...	...
5	(h)	Matheran Light ...	1	...	...	...	...	1	...	...	...
19	(f)	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	2	...	2
		Total ...	12	...	4	...	...	2	8	...	11
		GRAND TOTAL ...	799	72	727	...	...	844	61	...	351

DIX 16—contd.

railway on the 31st March 1914.

VEHICLES—contd.

SECOND CLASS.			Second class with postal accommodation.	INTERMEDIATE CLASS.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.		NUM-BER.	
4-wheel-ed.	6-wheel-ed.	Bogie.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.						4-wheel-ed.	6-wheel-ed.		Main head.
							4-wheel-ed.	Bogie.								
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	
...	2	...	...	...	...	...	...	...	...	18	...	27	
...	5	...	...	...	...	...	...	...	...	28	...	29	
...	...	3	...	...	...	8	...	...	12	...	...	...	14	...	30
...	1	
...	31	
...	2	...	...	...	...	...	...	...	...	11	...	32	
...	4	...	...	35	
...	1	...	...	...	...	...	36	
...	37	
...	38	
1	...	11	...	2	...	...	...	...	2	...	...	47	25	...	3
...	2	
...	6	...	40	
6	20	...	41	
...	8	
3	4	...	...	...	...	...	...	...	...	33	...	8	
...	42	
...	10	
4	2	...	...	...	...	...	...	...	...	...	15	...	21	
...	1	
...	5	
...	43	
...	2	10	...	1	
...	24	
...	
...	8	...	...	30	...	44	
...	1	...	...	...	...	2	...	...	...	11	...	45	
...	8	...	...	46	
...	6	...	8	
14	...	14	2	16	...	8	...	...	17	3	...	61	227	...	...
18	23	...	47	
6	2	...	...	...	...	...	...	...	...	25	...	48	
...	3	...	...	...	...	...	...	...	...	84	...	49	
...	18	...	50	
...	
...	2	...	1	13	...	...	51	
...	15	...	...	52	
7	6	...	5	
...	19	
31	5	...	...	...	...	2	...	1	18	156	...	...
601	44	80	32	361	32	113	11	...	725	17	35	79	4,545	284	...	

Rolling-stock under different heads on each

COACHING

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>conold.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
Main head.	Sub-head.		Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.		
				4-wheel-ed.	Bogie.				4-wheel-ed.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		<i>5' 6" gauge.</i>									
1	(a)	Bengal-Nagpur ...	231	18	...	72	...	...	...	...	16
2	(a) to (e)	Bombay, Baroda and Central India	327	8	7	4	...	15	...	...	26
3	(a)	Eastern Bengal ...	123	...	...	24	...	25	...	...	6
4	...	East Indian ...	276	100	...	27	...	18	...	...	56
5	(a) to (f)	Great Indian Peninsula ...	251	16	20	113	...	16	22	10	31
6	(a) & (b)	Madras and Southern Mahratta	33	45	...	60	...	...	...	...	14
7	(a) & (b)	Nizam's Guaranteed State...	8	...	...	...	...	...	...	...	7
8	(a) to (k)	North Western ...	260	365	288	17	...	...	...	...	80
9	(a) to (e)	Oudh and Rohilkhand ...	41	166	80	6	...	7	15	...	38
10	(a)	South Indian ...	45	...	...	23	...	...	...	...	4
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	1,595	718	395	346	...	81	37	10	278
		<i>3' 3 3/4" gauge.</i>									
11	...	Assam-Bengal ...	113	...	...	...	...	...	...	...	22
12	...	Bengal and North-Western	6	...	...	2	215	201	...	...	16
13	...	Bengal Doonars ...	...	...	...	...	...	...	...	...	4
14	...	Bhavnagar ...	17	...	...	...	...	...	...	...	1
2	(f) to (i)	Bombay, Baroda and Central India	434	5	...	22	...	...	...	...	41
15	...	Burma ...	231	54	...	8	...	37	...	...	47
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	...	...	6
3	(b) to (d)	Eastern Bengal ...	165	...	...	...	...	2	...	...	16
17	...	Gondal-Porbandar ...	9	...	...	2	...	...	...	...	2
7	(e) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	15	...	...	...	...	1	...	...	2
18	...	Jamnagar ...	2	...	...	...	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	68	...	...	...	...	...	...	...	18
20	...	Junagad ...	11	...	...	1	...	...	...	...	1
6	(e) to (i)	Madras and Southern Mahratta	124	1	...	229	...	19	2	...	36
21	...	Morvi ...	7	...	...	1	...	...	...	...	1
24	(a) & (b)	Rohilkund and Kumaon ...	38	...	...	2	...	...	...	...	1
10	(b) to (e)	South Indian ...	488	...	...	...	...	77	...	...	40
25	...	Udaipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	1,723	60	...	269	215	337	2	...	250

DIX 16—contd.

railway on the 31st March 1914.

VEHICLES—consolid.

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.	NUM- BER.
	Inter-mediate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
83	7	47	...	...	14	...	18	36	30	...	...	...	...	...	1,031	2,834	1
60	...	33	...	...	...	...	16	29	54	...	...	...	...	...	891	2,863	2
20	17	...	...	1	1	...	9	22	26	16	20	31	...	13	779	1,970	3
168	18	98	...	...	...	...	59	130	51	10	...	...	1	123	2,341	6,274	4
165	1	70	10	9	...	6	70	116	139	...	...	...	...	...	2,109	5,548	5
...	...	68	...	...	...	...	24	38	38	...	...	...	...	...	741	1,765	6
30	...	1	...	...	...	...	4	10	1	...	...	...	...	2	187	422	7
288	...	55	10	4	...	...	54	150	44	...	...	...	18	164	2,948	7,882	8
157	...	10	...	...	...	...	23	72	46	...	...	...	4	...	1,040	2,574	9
...	...	8	...	4	...	...	8	18	8	...	...	...	...	4	322	795	10
...
916	43	890	20	18	15	6	235	621	437	26	20	31	23	308	12,389	...	...
...	101	...	...	...	...	...	...	20	14	...	...	3	...	1	379	1,206	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,108	3,220	12
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	48	132	13
12	...	3	...	...	...	...	2	5	...	...	...	...	...	...	114	266	14
17	...	79	...	...	...	2	39	80	17	...	...	...	...	4	1,533	4,446	2
...	...	46	...	...	...	3	1	37	17	...	...	...	...	94	928	2,801	15
6	...	...	...	...	...	...	...	7	4	...	...	2	...	2	78	182	16
10	2	...	...	3	2	2	7	32	58	...	...	23	...	28	825	2,217	3
7	...	3	...	...	2	...	3	2	...	...	...	...	...	...	87	216	17
22	...	11	...	...	3	...	2	12	...	...	...	...	...	...	176	536	7
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	22	48	18
6	...	8	...	...	...	...	2	14	...	...	...	...	1	...	258	724	19
3	...	3	...	...	...	...	1	1	1	...	...	...	...	...	51	142	20
...	...	308	...	...	...	6	14	47	24	...	...	...	...	10	1,278	3,088	6
4	...	2	...	...	...	...	...	4	1	...	...	...	...	...	62	150	21
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	215	604	24
84	...	87	...	...	...	...	8	24	12	...	...	...	...	61	1,435	4,527	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	31	62	25
171	103	536	10	3	7	13	84	330	149	...	...	28	1	200	8,628	...	...

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway.	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS— <i>conold.</i>			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
Main head.	Sub-head.		Bogie.	Ambulance.		4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.		
				4-wheel- ed.	Bogie.				4-wheel- ed.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
<i>2' 6" gauge.</i>											
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	1
30	...	Barai Light ...	32	...	...	...	...	...	...	...	...
1	(b), (c), (e), (g) & (h)	Bengal-Nagpur ...	113	...	...	8	...	...	...	...	...
31	...	Bownagpet-Kolar ...	1	...	...	...	...	...	...	...	...
32	...	Bukhtiarapore-Bihar Light...	...	...	...	...	...	...	...	...	1
35	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
36	...	Catch ...	...	...	...	...	...	...	...	...	...
37	...	Dehri-Rohas Light ...	2	...	...	...	...	...	...	...	...
38	...	Dhoipur-Bari ...	3	...	...	...	...	2	...	...	...
3	(b)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhav and Rajpipla.	...	...	...	...	...	...	...	...	...
40	...	Godhra-Lunavada ...	...	...	4	...	...	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	1	...	...	...	...	2
8	(i)	Kalka-Simla ...	34	...	...	...	...	...	...	...	...
8	(m) & (n)	Kohat-Thal and Nowshera- Durgai.	6	...	...	...	...	...	...	...	...
42	...	Madaya Light.	Information	not furnished.	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	18	...	...	...	...	...	...	...	...
21	...	Morvi ...	13	...	...	...	...	...	...	...	2
1	(d)	Mourbhanj ...	5	...	...	...	...	...	...	...	...
5	(g)	Murtajapur-Ellichpur ...	2	...	...	...	...	2	...	...	...
43	...	Nadiad-Kapadvanj ...	5	...	...	...	...	...	...	...	...
1	(f)	Parlakimedi Light ...	5	...	...	...	...	...	...	...	...
24	(o)	Powayan Light ...	...	...	...	4	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	...
46	...	Tarakesur-Magra Light ...	1	...	...	3	...	...	...	...	...
46	...	Tempore-Balipara Light ...	2	...	...	...	...	...	...	...	...
8	(o)	Trans-Indus (Kalabagh Bunn).	18	...	...	...	...	...	...	...	...
Total			262	...	4	24	...	4	...	...	8
<i>2' 0" gauge.</i>											
47	(a)	Darjeeling-Himalayan ...	3	...	...	4	...	1	...	...	...
48	...	Gwalior Light ...	20	...	...	...	...	...	...	...	...
49	...	Howrah-Amta Light ...	2	...	...	...	...	...	...	...	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...
51	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
5	(b)	Matheran Light ...	...	...	...	...	...	...	...	...	...
19	(c)	Pipar Road-Bhavi Light ...	3	...	...	...	...	...	...	...	...
Total			28	...	...	4	...	1	...	...	...
GRAND TOTAL			3,608	778	899	643	215	423	189	10	536

DIX 16—contd.

railway on the 31st March 1914.

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 axles of coaching vehicles in use on the line.	NUM- BER.	
	Inter-mediate class.	Third class.															Main head.	
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	46	27
...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	42	84	29
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	196	30
...	...	33	...	...	8	...	...	6	...	...	...	...	...	...	232	890	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	98	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	35
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	9	32	36
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	5	18	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	34	38
...	8	...	...	...	...	...	...	...	...	...	...	...	...	1	55	110	3
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	68	260	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	40
...	8	...	...	...	...	...	...	...	...	...	...	2	...	...	17	34	41
...	...	...	...	3	4	...	...	...	1	...	...	...	...	7	114	370	8
...	6	5	74	162	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	35	140	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	51	144	21
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	23	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	36	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	86	44
3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	26	54	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	36	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	114	8
7	10	49	14	3	12	...	...	11	1	...	...	2	...	17	982	...	...
...	...	2	4	...	1	...	...	...	5	...	...	...	...	7	103	250	47
...	...	10	...	...	...	...	...	5	...	...	...	...	...	1	23	238	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	98	200	49
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	48	50
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	4	8	51
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	30	76	52
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20	19
...	2	12	4	...	1	...	...	5	9	...	...	...	...	8	382	...	...
1,094	158	987	48	24	35	19	369	967	596	23	20	61	24	531	22,381	...	...

Rolling-stock under different heads on each

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	GOODS							
Main head.	Sub-head.		COVERED GOODS WAGONS, BOGIES.		COVERED GOODS WAGONS, 4-WHEEL-ED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
			Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		<i>5' 6" gauge.</i>								
1	(a)	Bengal-Nagpur ...	...	...	3,812	1,575	...	...	...	728
2	(a) to (e)	Bombay, Baroda and Central India	...	...	3,592	1,249	...	1,785	...	443
3	(a)	Eastern Bengal ...	...	...	3,774	1,513	...	52	...	...
4	...	East Indian ...	...	...	6,459	7,055	...	7,377	...	...
5	(a) to (f)	Great Indian Peninsula ...	101	...	6,606	4,318	101	3,734	...	...
6	(a) & (b)	Madras and Southern Mahratta	...	...	1,235	1,174	...	1,169	...	...
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	101	336	10	1,150	...	...
8	(a) to (k)	North Western ...	...	608	12,232	5,989	70	2,598	...	...
9	(a) to (c)	Oudh and Rohilkhand ...	...	...	2,875	3,508	...	...	...	...
10	(a)	South Indian ...	...	...	402	483	...	431	...	...
...	...	Calcutta Port Commissioners'	...	...	946	...	...	180	1	...
		Total ...	101	608	42,114	27,200	181	18,386	1	1,171
		<i>3' 3 1/2" gauge.</i>								
11	...	Assam-Bengal ...	100	...	2,093	...	16	110	...	...
12	...	Bengal and North-Western ...	200	...	5,351	2,107	...	...	...	...
13	...	Bengal Doocars ...	...	...	263	...	...	...	...	...
14	...	Bhavnagar ...	...	...	82	76	...	12	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	475	...	3,238	2,231	...	130	...	149
15	...	Burma ...	473	75	4,391	...	16	60	...	310
16	...	Dibru-Sadiya ...	...	...	293	...	...	864	...	...
3	(b) to (d)	Eastern Bengal ...	1,072	...	2,226	425	2	...	...	...
17	...	Gondal-Porbandar ...	...	...	55	36	...	9	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	440	250	2	257	...	...
18	...	Jamnagar ...	...	...	40	...	...	...	...	...
19	(a) to (e)	Jodhpur-Bikaner ...	5	...	1,239	50	...	...	...	...
20	...	Junagad ...	...	...	52	...	...	4	...	...
6	(c) to (l)	Madras and Southern Mahratta	...	128	4,275	221	63	170	182	268
21	...	Morvi ...	...	...	29	...	15	62	...	...
24	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,373	250	...	...	...	...
10	(b) to (i)	South Indian ...	617	...	1,589	250	181	612	6	...
25	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	2,942	203	27,072	5,904	295	2,290	183	727

DIX 16—contd.

railway on the 31st March 1914.

have been included with four-wheeled wagons.]

VEHICLES.

LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOLSTER TRUCKS.		NUM- BER.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.		Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	190	130	5,791	...	23	60	6	112	...	132	1
...	195	26	...	761	...	23	...	10	...	...	...	2
...	...	217	351	...	1	13	...	5	10	...	97	3
...	...	2,857	1,525	676	25	61	93	31	150	...	...	4
...	...	25	...	580	...	61	5	34	196	...	57	5
...	229	...	1	20	4	9	123	...	...	6
...	3	...	...	10	...	...	7
...	241	553	1,996	...	8	...	12	64	242	...	267	8
...	...	12	258	180	...	9	...	8	163	...	...	9
...	3	...	13	...	178	41	10
...	...	72	...	...	...	2	55	...	4	2	20	...
...	436	3,952	3,889	7,958	35	218	229	180	1,000	180	607	...
...	...	212	...	...	4	5	...	3	79	...	...	11
...	28	468	25	*150	...	...	2	1	304	...	...	12
...	...	48	...	...	1	1	...	...	32	...	...	13
11	...	261	...	...	3	...	...	1	10	...	...	14
226	353	52	884	153	...	23	...	35	53	...	...	2
95	899	88	410	15	...	6	117	179	150	15
...	...	70	...	...	...	...	...	1	54	...	...	16
...	...	357	289	...	...	10	5	2	279	...	...	3
7	...	162	...	...	2	...	...	...	9	...	...	17
...	3	...	...	20	...	...	7
...	...	40	...	...	...	...	...	...	...	...	...	18
175	...	162	...	...	36	...	...	3	...	...	...	19
2	...	108	...	...	1	...	...	1	3	...	...	20
...	...	63	238	350	...	14	47	13	125	30	...	6
2	1	...	...	...	...	...	21
...	...	242	...	...	...	7	...	2	76	...	...	24
27	30	...	...	...	9	79	...	20	10
...	...	10	...	...	...	...	...	...	...	...	...	25
545	881	2,255	1,725	721	457	79	54	77	1,240	209	170	...

* 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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	GOODS							
Main head.	Sub-head.		COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
			Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		<i>2' 6" gauge.</i>								
27	...	Arrah-Sasaram Light ...	...	...	27	...	...	...	...	...
29	...	Baraset-Basirhat Light ...	...	...	6	...	...	29	...	...
30	...	Barsi Light ...	87	...	...	...	10	...	...	...
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	238	336	20	...	...	...	284	...
31	...	Bowringpet-Kolar ...	6	...	4	...	...	...	...	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	14	...	...	28	...	...
35	...	Champaner-Shivrajpur Light ...	5	...	...	...	2	1	...	...
36	...	Cutch ...	...	...	...	...	...	15	...	...
37	...	Dehri-Rohas Light ...	...	...	27	...	...	...	...	...
38	...	Dholpur-Bari ...	8	...	...	...	...	10	...	...
3	(b)	Eastern Bengal ...	...	...	80	...	...	...	...	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zinkhav and Rajpipla.	...	...	89	...	...	...	...	...
40	...	Godhra-Lunavada ...	8	...	...	...	8	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	10	...	...	5	...	...
8	(l)	Kalka-Simla ...	21	...	35	...	45	...	...	...
8	(m) & (n)	Kohat-Thal and Nowshera-Durgai.	49	...	86	...	12	68	...	...
42	...	Madaya Light ...	Information not furnished.				...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	30	...	...	...	48	...	...	...
21	...	Morvi ...	10	...	10	...	9	...	...	...
1	(d)	Mourbhanj ...	6	...	2	...	...	...	...	...
5	(g)	Murtajapur-Ellichpur ...	30	...	...	...	...	...	...	...
43	...	Ndiad-Kopadvanj ...	12	...	...	...	16	...	...	...
1	(f)	Parlakimrdi Light ...	2	...	...	...	...	...	...	...
24	(c)	Powayan Light ...	1	...	57	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	158	...	...	...	...	...
45	...	Tarkessur-Magra Light ...	...	...	19	...	...	...	...	...
46	...	Tezpur-Balipara Light ...	...	...	38	...	2	22	...	...
8	(o)	Trans-Indus (Kalabagh-Bannu).	20	...	...	...	10	...	...	...
		Total ...	533	336	682	...	162	198	284	...
		<i>2' 0" gauge.</i>								
47	(a)	Darjeeling-Himalayan ...	7	...	106	...	...	130	...	...
48	...	Gwalior Light ...	...	...	195	...	18	92	...	...
49	...	Howrah-Amta Light ...	...	...	14	...	...	48	...	...
50	...	Howrah-Sheakhala Light ...	...	...	4	...	...	4	...	...
51	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
52	...	Jorhat (Provincial) ...	50	...	...	...	18	...	...	...
5	(b)	Matheran Light ...	...	...	7	...	...	16	...	...
19	(f)	Pipar Road-Bhavi Light ...	...	...	1	...	4	...	...	...
		Total ...	57	...	228	...	35	235	...	...
		GRAND TOTAL ...	3,693	1,147	70,196	33,104	673	21,159	473	1,898

DIX 16—contd.

railway on the 31st March 1914.

have been included with four-wheeled wagons.]

VEHICLES.												NUM- BER.
LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	BOLSTER TRUCK.			Main head.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	20	...	...	...	...	...	...	...	...	...	27
...	29
55	30
25	...	30	...	195	...	2	...	...	43	...	...	1
...	31
...	32
4	...	12	...	...	...	...	...	...	...	...	...	35
...	...	49	...	...	...	...	...	...	...	...	...	36
14	37
12	...	30	...	...	...	...	...	...	...	...	...	38
...	...	25	...	...	...	...	...	...	...	...	...	...
...	1	...	...	...	...	3
178	...	93	...	...	...	...	...	1	...	...	...	2
...	40
...	...	7	...	...	...	...	2	...	2	...	...	41
...	...	1	...	...	...	...	...	1	9	...	...	8
...
1	10	142	...	...	...	...	7	2	...	...	...	8
...	42
...	10
38	21
10	...	2	...	...	...	...	...	...	...	...	...	1
...
...	5
...	43
12	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	24
...
...	...	46	...	...	...	...	...	...	2	...	...	44
37	45
...	...	7	...	...	...	...	...	...	4	...	...	46
...	8	...	...	...	...	8
386	10	469	...	195	...	2	13	4	62	...	...	...
...
3	4	2	...	47
...	...	10	...	...	...	1	...	...	...	1	...	48
10	...	4	...	...	...	...	...	...	...	...	...	49
...	50
...
6	12	...	...	4	...	1	...	...	51
5	52
...	5
1	...	2	...	...	...	...	...	...	...	...	...	19
25	...	10	...	12	...	1	4	...	5	8	...	...
956	1,327	6,692	5,614	8,916	492	300	800	261	2,307	392	777	...

Rolling-stock under different heads on each

CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	GOODS VEHICLES— <i>conold.</i>							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Traveling oil tanks.	Traveling water tanks.	Traveling gas-holders.	Traveling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		<i>5' 6" gauge.</i>								
1	(a)	Bengal-Nagpur	75	282	52	...	14	24	182	13,218
2	(a) to (c)	Bombay, Baroda and Central India.	478	207	20	30	11	17	263	9,110
3	(a)	Eastern Bengal	235	105	30	12	4	9	81	6,509
4	...	East Indian	289	814	85	1	7	84	32	27,571
5	(a) to (f)	Great Indian Peninsula ...	451	718	60	11	19	65	2	17,127
6	(a) & (b)	Madras and Southern Mahratta	95	2 0	38	11	12	16	24	4,370
7	(a) & (b)	Nizam's Guaranteed State ...	65	28	...	3	1	2	5	1,714
8	(a) to (k)	North Western	240	399	12	79	35	08	16	25,169
9	(a) to (c)	Oudh and Rohilkhand	112	63	14	1	10	22	...	7,235
10	(a)	South Indian	79	70	7	1	6	4	13	1,731
...	...	Calcutta Fort Commissioners'	10	1	...	...	...	4	...	1,297
		Total	2 123	2,837	398	149	119	2.5	618	115,051
		<i>3' 3 1/2" gauge.</i>								
11	...	Assam-Bengal	110	15	3	...	10	17	15	2,792
12	...	Bengal and North-Western ...	...	271	13	...	...	23	9	8,962
13	...	Bengal Doonah ... ..	...	15	...	...	...	3	...	363
14	...	Blavnagar	40	8	1	1	...	1	6	513
3	(f) to (i)	Bombay, Baroda and Central India.	337	298	21	...	...	27	7	9,142
15	...	Burma	947	177	2	25	...	38	83	7,946
16	...	Dibru-Sadiya ... ..	...	21	6	...	...	2	...	1,311
3	(b) to (d)	Eastern Bengal	50	146	14	...	7	16	113	5,013
17	...	Gondal-Porbandar	25	8	1	...	...	1	54	369
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	92	28	1	1	1	3	6	1,104
18	...	Jaunnagar ... ..	...	4	...	...	...	...	...	84
19	(a) to (e)	Jodhpur-Bikaner ... ..	...	53	4	29	...	...	...	1,756
20	...	Junagad	9	2	...	...	...	...	1	183
6	(c) to (l)	Madras and Southern Mahratta	...	51	28	49	36	22	2	6,376
21	...	Morvi ... ..	...	2	...	...	...	...	...	111
24	(a) & (b)	Rohilkhand and Kumaon ... ..	...	54	...	...	...	12	...	2,016
10	(b) to (i)	South Indian	590	142	38	23	...	8	7	4,228
25	...	Udaipur-Chitorgarh ... ..	...	3	...	...	...	...	...	54
		Total	2,200	1,238	182	128	54	173	304	52,323

DIX 16—contd.

railway on the 31st March 1914.

MOTOR CARS.						LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.					NUM- BER.
RAIL MOTORS.			ROAD MOTORS.			Total.	Inter- mediate class.	Third class.	Composites containing Inter- mediate or third class accommoda- tion.	Total.	Main head.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-pro- pelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Renard's for passengers or goods).	Motor Vans (for parcels and goods).						
114	115	116	117	118	119	120	121	122	123	124	125
...	...	2	1	...	...	3	45	265	97	407	1
...	...	2	2	...	4	8	...	329	58	387	2
...	...	3	1	...	3	7	16	168	74	258	3
...	5	19	1	...	...	25	91	429	285	805	4
...	1	3	1	...	4	9	3	489	145	637	5
...	2	2	1	...	...	5	4	218	75	297	6
...	72	10	82	7
...	1	6	3	...	3	13	126	1,106	346	1,578	8
...	...	5	...	...	2	7	34	359	153	546	9
...	1	...	...	...	...	1	...	83	6	89	10
...	5	5	...	...	...	...	...
...	10	42	10	...	21	83	319	3,518	1,249	5,086	...
...	...	2	...	...	...	2	...	64	137	201	11
...	32	201	81	3	12
...	13
...	...	1	...	...	...	1	...	49	...	49	14
...	30	514	158	732	2
*3	...	5	1	...	1	10	...	235	87	322	15
...	12	...	12	16
...	...	4	...	...	...	4	47	353	89	438	3
...	...	1	...	...	...	1	...	25	...	25	17
...	66	20	86	7
...	...	1	...	...	...	1	...	6	...	6	18
...	...	1	...	...	...	...	17	3	36	176	19
...	...	1	...	...	...	1	...	16	...	16	20
...	...	1	...	...	...	1	...	455	176	631	6
...	35	3	38	21
...	1	...	1	2	...	41	31	72	24
...	...	2	2	...	...	4	...	366	42	403	10
...	...	1	...	...	...	1	...	20	3	23	25
3	...	20	4	...	2	23	126	2,610	893	3,599	...

*There are four engines and three trailers.

Rolling-stock under different heads on each

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway.	GOODS VEHICLES—concl.							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indis- criminate- ly on pas- senger, goods or mixed service).	Travel- ling oil tanks.	Travel- ling water tanks.	Travel- ling gas holders.	Travel- ling cranes.	Miscel- laneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		<i>2' 6" gauge.</i>								
27	...	Arrah-Sasaram Light ...	...	4	...	...	...	...	...	51
29	...	Raraset-Basirhat Light ...	...	3	...	...	...	...	...	38
30	...	Barsi Light ...	2	...	...	4	...	1	2	161
1	(b), (c), (e) (g) & (h).	Bengal-Nagpur ...	...	32	6	...	4	4	3	1,222
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...	...	10
32	...	Bukhtiarpore-Bihar Light ...	...	3	...	...	...	...	...	61
35	...	Champaner-Shivrajpur Light ...	...	2	...	...	...	...	...	59
36	...	Cutch ...	...	...	...	...	...	...	...	20
37	...	Dehri-Rohas Light ...	...	3	...	...	...	...	...	72
38	...	Dholpur-Bari ...	...	2	...	...	...	...	...	45
3	(b)	Eastern Bengal ...	...	1	...	...	...	...	13	95
2	(m) to (o)	Gaekwar's Dabhol, Kosamba- Zankhvay and Rajpipla.	...	15	...	...	...	...	2	378
40	...	Godhra-Lunavada ...	...	2	...	...	...	...	...	18
41	...	Jessore-Jhenidah ...	...	1	...	...	...	...	...	27
6	(l)	Katka-Simla ...	...	26	...	...	...	...	20	153
8	(m) & (n)	Kohat-Thal and Nowshera- Durgai.	...	9	...	...	...	...	...	406
42	...	Madaya Light ...	Information not furnished.	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	78
21	...	Morvi ...	...	2	...	1	...	...	...	70
1	(d)	Mourbhanj ...	...	...	...	...	...	...	...	20
5	(g)	Murtajapur-Ellichpur ...	10	...	...	...	...	...	...	40
43	...	Nadiad-Kapadvanj ...	...	2	...	...	...	...	...	30
1	(f)	Parlakimedi Light ...	...	3	...	...	...	...	...	19
24	(e)	Powayan Light ...	...	...	...	...	...	...	8	71
44	...	Shahdara (Delhi)-Sabaranpur Light.	...	3	...	...	...	...	...	209
45	...	Tarkessur-Magra Light ...	...	1	...	...	...	...	...	57
46	...	Tezporo-Balipara Light ...	...	3	...	...	...	...	...	76
8	(o)	Trans-Indus (Kalabagh-Bannu)	...	3	...	...	...	...	...	36
Total ...			12	120	6	5	4	5	43	3,536
		<i>2' 0" gauge.</i>								
47	(a)	Darjeeling-Himalayan ...	...	...	...	...	...	...	7	259
48	...	Gwalior Light ...	...	4	...	...	...	...	25	846
49	...	Howrah-Amra Light ...	...	11	...	...	...	...	...	82
50	...	Howrah-Shcakhala Light ...	...	1	...	...	...	...	...	9
51	...	Jagadhri Light ...	...	1	...	...	...	...	...	8
52	...	Jorhat (Provincial). ...	...	...	...	...	...	1	6	62
5	(h)	Matheran Light ...	...	...	...	1	...	1	...	25
19	(f)	Pipar Road-Bhavi Light ...	...	1	...	1	...	...	...	10
Total ...			...	18	...	2	...	2	32	831
GRAND TOTAL ...			4,341	4,338	536	234	177	445	1,008	171,741

DIX 16—conold.

railway on the 31st March 1914.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUM- BER.						
RAIL MOTORS.			ROAD MOTORS.				Total.	Inter- mediate class.	Third class.	Composites containing Inter- mediate or third class accommo- dation.	Total.	Main head.					
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-pro- pelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	114							115	116	117	118	119	120	121	122	123	124	125
...	27
...	29
...	...	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	30
...	3	81	23	...	107
...	31
...	32
...	2	2	...	35
...	...	1	...	...	...	...	...	...	...	...	...	...	...	3	1	...	36
...	37
...	5	2	...	38
...	3
...	2
...	4	2	...	40
...	41
...	8	...	...	...	...	...	...	...	...	...	...	...	...	34	8	...	8
...	8
...	42
...	8	6	...	10
...	6	4	...	21
...	1
...	5
...	5	2	...	43
...	1
...	24
...
...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	3	...	44
...	45
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	18	3	...	8
...	4	6	1	...	...	...	...	...	...	...	...	...	...	266	56	...	225
...
...	...	2	2	...	...	...	...	...	...	...	...	...	...	7	...	...	47
...	5	...	...	48
...	49
...	50
...
...	51
...	52
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	19
...	8	2	...	...	...	...	...	...	...	...	...	...	...	12	...	...	12
8	17	70	15	...	23	...	...	...	...	...	...	...	...	448	6,806	2,168	8,922

* These are one rail petrol mail van and two petrol motor cars.

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

CLASSIFICATION NO. OF RAILWAY, (DETAILED IN "INDEX" TO APPENDIX I.)		Railway.	ENGINES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclu- sively on goods working.			Engines employed on mixed working or on both passen- ger working and goods working.		
			Number at close of 1913- 18.	Number added in 1913- 14.	Number at close of 1913- 14.	Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.	Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.
1	2	3	4	5	6	7	8	9	10	11	12
<i>5' 6" gauge.</i>											
1	(a)	Bengal-Nagpur ...	81	5	86	...	...	...	812	5	317
2	(a) to (e)	Bombay, Baroda and Central India...	135	...	135	...	...	...	184	20	204
3	(a)	Eastern Bengal ...	83	...	83	58	14	72	112	8	115
4	...	East Indian ...	188	12	200	738	43	781	164	-9	155
5	(a) to (f)	Great Indian Peninsula ...	300	9	309	542	83	575	163	21	189
6	(a) & (b)	Madras and Southern Mahratta	67	4	71	...	...	...	183	-4	179
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	...	21	...	21	41	5	46
8	(a) to (k)	North Western ...	288	25	313	797	66	863	75	3	78
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	99	...	...	...	172	5	177
10	(a)	South Indian ...	27	1	28	...	...	...	92	3	95
Total ...			1,268	56	1,324	2,156	156	2,312	1,503	52	1,555
<i>3' 3½" gauge.</i>											
11	...	Assam-Bengal ...	5	...	5	...	...	...	104	-1	103
12	...	Bengal and North-Western ...	54	...	54	...	...	...	274	...	274
13	...	Bengal Doonars ...	...	...	...	...	...	...	10	...	10
14	...	Bhavnagar ...	...	...	...	...	...	...	20	...	20
2	(f) to (l)	Bombay, Baroda and Central India...	199	10	209	...	...	...	310	-11	299
15	(a) to (c)	Burma ...	9	2	11	...	...	...	312	8	320
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	26	...	26
3	(b) to (d)	Eastern Bengal ...	45	8	53	59	2	61	134	-7	127
17	...	Gondal-Forbandar ...	...	...	...	...	...	...	14	1	15
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley.	15	...	15	8	...	8	40	...	40
18	...	Jamnagar ...	...	...	...	...	...	...	4	...	4
19	(a) to (e)	Jodhpur-Bikaner ...	...	...	...	...	...	...	71	18	89
20	...	Junagad ...	...	...	...	...	...	...	8	3	11
6	(c) to (l)	Madras and Southern Mahratta	42	...	42	15	12	27	238	-1	232
21	...	Morvi ...	3	...	3	2	...	2	4	1	5
24	(a) & (b)	Rohilkund and Kumaon ...	4	3	7	...	2	2	54	...	54
10	(b) to (i)	South Indian ...	27	3	30	...	...	...	275	...	279
25	...	Udaipur-Chitorgarh ...	2	...	2	...	...	...	2	4	2
Total ...			405	26	431	84	16	100	1,695	15	1,910

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I).		Railway	ENGINES.									
			Engines employed exclusively on passenger working.			Engines employed exclu- sively on goods working.			Engines employed on mixed working or on both passen- ger working and goods working.			
			Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.	Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.	Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.	
1	2	3	4	5	6	7	8	9	10	11	12	
		<i>2' 6" gauge.</i>										
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	5	...	...	5
29	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	7	...	...	7
30	...	Barsi Light ...	...	...	...	...	...	...	13	...	...	13
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	...	...	...	...	...	...	76	1	...	77
31	...	Bowringpet-Kolar ...	...	...	...	...	...	...	...	2	...	2
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	4	...	...	4
35	...	Champaner-Shivajipur Light ...	...	...	...	...	...	...	4	...	...	4
36	...	Cutch ...	...	...	...	...	...	...	4	...	...	4
37	...	Dehri-Rohas Light ...	...	...	...	...	...	...	3	...	...	3
38	...	Dholpur-Beri ...	...	...	...	...	...	...	4	...	...	4
3	(b)	Eastern Bengal ...	...	...	...	...	...	...	5	...	...	5
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhvat and Bajjipla.	...	...	...	...	...	...	15	2	...	17
40	...	Godhra-Lunavada ...	...	...	...	...	...	...	...	2	...	2
41	...	Jessore-Jhenidah Light ...	...	...	...	...	...	...	...	4	...	4
8	(l)	Kalka-Simla ...	...	...	...	...	...	...	28	4	...	24
8	(m) & (n)	Kobat-Thal and Nowshera- Durgai.	...	...	...	...	...	...	32	4	...	28
42	...	Madaya Light ...	...	...	...	...	...	...	...	...	...	...
10	(j) & (k)	Morappur Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	6	3	...	9
21	...	Morvi ...	3	...	3	1	...	1	1	...	...	1
1	(d)	Mourbhaj ...	...	...	...	...	...	...	3	...	...	3
5	(g)	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	4	...	4
48	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	2	1	...	3
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...	3	...	...	3
24	(e)	Powayan Light ...	...	...	...	...	...	...	5	...	...	5
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	8	...	...	8
45	...	Tarkesur-Magra Light ...	...	...	...	...	...	...	6	...	...	6
46	...	Tespare-Balipara Light ...	...	...	...	...	...	...	3	...	...	3
8	(o)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	...	8	...	8
		Total	3	...	3	1	...	1	237	19	...	256
		<i>2' 0' gauge.</i>										
47	(a)	Darjeeling-Himalayan ...	...	...	...	...	...	...	17	-1	...	16
48	...	Gwalior Light ...	...	...	...	...	...	...	20	...	...	20
49	...	Howrah-Amta Light ...	...	...	...	...	...	...	18	4	...	17
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	4	...	...	4
51	...	Jagadhri Light ...	...	...	...	...	...	...	2	...	...	2
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...	9	1	...	10
5	(h)	Matheran Light ...	...	...	...	...	...	...	5	...	...	5
19	(f)	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	2	...	...	2
		Total	...	...	...	...	...	...	72	4	...	76
		GRAND TOTAL	1,076	82	1,758	2,244	172	2,418	3,707	90	...	3,797

DIX 17—contd.

during the financial year 1913-14 (except where otherwise stated).

ENGINES.										
Total No. of locomotives on the 31st March 1914.	Number of all classes per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.				Average mileage run by each per diem.				NUM- BER.
		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.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0.08	...	...	22,703	22,703	...	...	62	62	27
7	0.14	...	...	18,649	18,649	...	...	51	51	29
13	0.11	...	...	21,155	21,155	...	...	58	58	30
77	0.10	...	...	19,033	19,033	...	...	52	52	1
2	0.18	...	...	3,196	3,196	...	...	30	30	31
4	0.14	...	...	11,551	11,551	...	...	32	32	32
4	0.20	...	...	7,143	7,143	...	...	19	19	35
4	0.10	...	...	9,023	9,023	...	...	25	25	36
3	0.13	...	...	11,866	11,866	...	...	33	33	37
4	0.14	...	...	7,356	7,356	...	...	20	20	38
5	0.14	...	...	18,564	18,564	...	...	51	51	3
17	0.08	...	...	17,647	17,647	...	...	48	48	2
2	0.07	...	...	2,848	2,848	...	...	24	24	40
4	0.11	...	...	1,237	1,237	...	...	7	7	41
24	0.40	...	...	11,937	15,951	...	...	33	44	3
28	0.25	...	...	8,218	10,413	...	...	23	28	3
9	0.09	...	...	Information	not furnished	...	...	39	39	42
5	0.26	5,150	4,507	20,112	8,014	14	13	55	22	10
3	0.09	...	...	10,738	10,738	...	...	29	29	21
4	0.09	...	...	9,755	9,755	...	...	31	31	1
3	0.11	...	...	14,856	14,856	...	...	41	41	5
3	0.12	...	...	8,071	8,071	...	...	23	23	43
5	0.13	...	...	13,217	13,217	...	...	36	36	1
5	0.18	...	...	13,217	13,217	...	...	36	36	24
8	0.09	...	...	18,649	18,649	...	...	51	51	44
6	0.13	...	...	30,032	30,032	...	...	32	32	45
3	0.15	...	...	11,850	11,850	...	...	31	31	46
8	0.09	...	...	10,391	15,358	...	...	23	42	3
260	...	...	...	...	...	...	...	...	...	...
13	0.31	...	...	16,959	16,959	...	...	46	46	47
20	0.08	...	...	19,654	19,654	...	...	54	54	48
17	0.39	...	...	12,575	12,575	...	...	34	34	49
4	0.13	...	...	21,587	21,587	...	...	59	59	50
2	0.60	...	...	6,702	6,702	...	...	18	18	51
10	0.31	...	...	5,343	5,343	...	...	15	15	52
5	0.40	...	...	3,197	3,197	...	...	9	9	5
2	0.08	...	...	9,343	9,343	...	...	26	26	19
76	...	...	...	...	...	...	...	...	...	...
7,968	...	...	...	...	...	...	...	...	...	...

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I.)		Railway.	ENGINES—concl'd.					Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Number at close of 1912- 13.	Number added in 1913- 14.	Number at close of 1913- 14.
Main head.	Sub-head.		Ton- mileage hailed per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percent- age of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1914.					
24	25	26	27	28	29	30	31	32	33	34	
5' 6" gauge.											
1	(a)	Bengal-Nagpur ...	10,418	56	13.99	2,21.64	11,811	992	39	1,031	
2	(a) to (e)	Bombay, Baroda and Central India	8,878	31	9.29	1,53.57	12,589	859	32	891	
3	(a)	Eastern Bengal ...	6,934	37	13.91	1,23.84	24,416	758	21	779	
4	...	East Indian ...	11,461	94	8.27	5,12.62	18,862	2,322	19	2,341	
5	(a) to (f)	Great Indian Peninsula ...	8,515	206	19.20	4,81.28	16,328	2,081	28	2,109	
6	(d) & (b)	Madras and Southern Mahratta	7,949	41	16.60	1,11.75	10,729	715	26	741	
7	(a) & (b)	Nizam's Guaranteed State ...	8,554	7	11.06	29.05	8,252	188	-1	187	
8	(a) to (k)	North Western ...	7,655	165	13.17	6,12.04	13,389	2,636	312	2,948	
9	(a) to (c)	Oudh and Rohilkhand ...	8,263	33	11.99	1,32.67	8,023	1,005	35	1,040	
10	(a)	South Indian ...	5,149	17	18.82	50.48	11,809	316	6	822	
Total			...	...	...	...	...	11,872	517	12,389
3' 3 1/2" gauge.											
11	...	Assam-Bengal ...	4,630	8	7.44	38.99	4,803	357	22	379	
12	...	Bengal and North-Western ...	4,837	31	9.46	1,05.14	5,178	1,107	1	1,108	
13	...	Bengal Doocars ...	...	1	10.00	2.70	1,765	48	...	48
14	...	Bhavnagar ...	3,958	1	6.75	4.80	2,114	104	10	114	
2	(f) to (l)	Bombay, Baroda and Central India.	4,223	59	11.70	1,92.09	4,615	1,585	-52	1,533	
15	(a) to (c)	Burma ...	4,827	27	8.16	1,17.66	7,582	929	-1	928	
16	...	Dibru-Sadiya ...	...	3	13.70	...	...	74	4	78
3	(b) to (d)	Eastern Bengal ...	...	36	25.52	*70.38	*6,072	850	-25	825
17	...	Gondal-Forbandar ...	4,695	2	15.27	375	1,708	82	5	87	
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	4,588	3	5.14	19.18	4,350	170	6	176	
18	...	Jamnagar ...	2,994	1	25.00	1.36	2,508	22	...	22	
19	(a) to (e)	Jodhpur-Bikaner ...	6,070	10	11.28	30.05	2,346	250	8	258	
20	...	Junagad ...	2,627	1	13.54	2.19	1,934	45	6	51	
6	(c) to (l)	Madras and Southern Mahratta	4,676	51	17.11	†80.58	†3,949	1,278	...	1,278	
21	...	Morvi ...	...	2	20.00	3.20	4,325	56	6	62
24	(a) & (b)	Rohilkund and Kumaon ...	4,390	6	9.90	21.51	8,622	210	5	215	
10	(b) to (i)	South Indian ...	4,810	31	10.03	77.56	6,421	1,345	30	1,435	
25	...	Udaipur-Chitorgarh ...	4,155	...	...	1.29	1,917	29	2	31
Total			...	...	...	...	...	8,541	87	8,628

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

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

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I.)		Railway.	ENGINES—concl'd.					Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Number at close of 1913-13.	Number added 1913-14.	Number at close of 1913-14.
Main head.	Sub-head.		Ton-mile- age hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percent- age of the average number of engines under repairs or renewals at any one time on the total number on the list.	Total value, in thousands of rupees on 31st March 1914.					
24	25	26	27	28	29	30	31	32	33	34	
		<i>2' 6" gauge.</i>									
27	...	Arrah-Sasaram Light	...	...	...	1,37	2,091	23	...	23
29	...	Paraset-Basirhat Light	...	...	...	1,07	3,264	42	...	42
30	...	Barsi Light	...	1	7.70	4,10	3,544	49	...	49	
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur	3,096	13	17.00	31,36	3,998	224	8	232	
31	...	Bowringpet-Kolar	137	...	...	27	2,470	...	4	4
32	...	Bukhtiarapore-Bihar Light	...	...	...	99	3,007	17	2	19
35	...	Champamer-Shivrajpur Light	...	...	...	36	4,264	4	...	4
36	...	Cutch	...	...	...	50	1,348	9	...	9
37	...	Dehri-Bohtas Light	...	1	33.33	41	1,742	5	...	5	
38	...	Dholpur-Bari	...	1	25.00	80	2,813	9	...	9	
3	(b)	Eastern Bengal	...	...	...	...	...	56	-1	55
2	(m) to (o)	Gawkwar's Dabhol, Kosamba, Zankhyav and Rajpipla.	...	2	10.76	2,90	1,409	68	...	68	
40	...	Godhra-Lunavada	...	...	...	47	1,979	...	6	6
41	...	Jessore-Jhenidah Light	1,016	...	...	1,00	2,717	...	17	17
8	(i)	Kalka-Simla	1,110	4	18.75	8,47	14,141	96	18	114	
8	(m) & (n)	Kohat-Thal and Nowshera- Durgai.	679	5	16.57	7,41	7,267	80	-6	74	
42	...	Nadaya Light	...	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1,496	1	11.11	3,02	3,061	21	14	35	
21	...	Morvi	...	...	...	96	5,030	51	...	51
1	(d)	Mourbhanj	1,037	...	...	69	2,135	11	...	11
5	(g)	Murtajapur-Ellichpur	...	...	...	1,00	2,137	...	6	6
43	...	Nadiad Kapadvanj	...	...	...	56	2,011	2	5	7
1	(f)	Parlakimedi Light	773	...	...	1,01	4,115	7	2	9
24	(c)	Powayan Light	...	1	28.80	1,02	2,591	18	...	18	
44	...	Shahdara (Delhi)-Saharanpur Light.	...	1	12.50	2,76	2,984	43	...	43	
45	...	Tarkessur-Magra Light	...	1	16.66	1,04	3,118	26	...	26	
46	...	Tezpur-Balipara Light	...	1	33.33	60	2,974	13	...	13	
8	(o)	Trans-Indus (Kalabagh-Bannu)	1,526	2	29.87	2,12	2,385	...	33	33	
		Total	...	...	...	...	...	374	108	982
		<i>2' 0" gauge.</i>									
47	(a)	Darjeeling-Himalayan	...	3	18.75	3,40	6,663	101	2	103	
48	...	Gwalior Light	...	6	30.00	4,05	1,620	83	...	83	
49	...	Howrah-Amta Light	...	...	...	3,45	7,871	98	...	98
50	...	Howrah-Sheakhala Light	...	...	...	65	3,281	24	...	24
51	...	Jagadhri Light	...	1	50.00	20	6,014	4	...	4	
52	...	Jorhat (Provincial)	...	2	20.00	...	...	26	4	30
5	(h)	Matheran Light	...	...	...	1,41	11,186	85	...	35
19	(f)	Pipar Road-Bhavi Light	293	1	33.00	19	759	5	...	5	
		Total	...	...	...	...	...	376	6	382
		GRAND TOTAL	...	...	...	...	...	21,663	718	22,381

DIX 17—contd.

during the financial year 1913-14 (except where otherwise stated).

COACHING STOCK.												NUM- BER.
Number per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each per annum.						
1st class.	2nd class.	Inter- mediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Inter- mediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0.38	...	...	...	...	...	...	27
0.04	0.04	...	0.29	0.05	0.82	50,062	52,337	...	6,874	35,428	4,700	29
...	...	...	...	...	0.42	...	...	...	...	...	...	30
...	...	...	...	...	0.29	...	...	...	...	...	59,044	1
...	0.07	...	0.26	0.03	0.36	...	...	...	...	...	...	31
...	...	...	...	...	0.58	...	...	...	...	...	...	32
...	...	...	...	...	0.20	...	...	...	...	...	...	35
0.04	0.02	...	0.13	0.05	0.24	13,958	28,437	...	6,319	14,218	48,540	36
0.07	...	...	0.21	0.04	0.21	...	...	...	...	...	...	37
...	...	...	...	...	0.32	...	...	...	...	...	...	38
0.16	0.09	0.21	0.34	0.17	1.57	...	...	...	...	...	...	3
0.02	0.06	...	0.23	0.02	0.33	...	...	...	...	...	...	3
...	...	...	0.17	0.08	0.25	...	...	...	1,828	5,380	7,208	40
0.38	0.33	...	0.39	0.20	0.46	18,733	13,335	...	3,720	20,179	11,750	41
...	...	...	...	...	1.90	...	...	...	...	...	...	8
0.13	0.07	0.04	0.33	0.11	0.73	6,931	11,862	24,976	34,215	26,814	25,708	8
0.03	...	...	0.27	0.05	0.35	39,036	15,304	...	42,303	27,936	40,640	42
0.37	0.31	...	1.68	0.32	2.68	...	...	...	...	...	...	10
0.06	0.04	0.02	0.16	0.06	0.34	9,322	43,479	43,154	30,718	15,009	26,272	21
0.02	...	...	0.08	0.02	0.12	...	...	...	...	...	...	1
...	...	...	0.18	0.07	0.25	...	...	...	12,013	17,601	29,634	5
0.06	0.01	0.01	0.29	...	0.37	13,261	20,888	31,645	25,230	...	26,113	43
0.05	0.05	...	0.33	0.03	0.46	...	...	...	...	...	...	1
0.03	...	0.03	0.39	...	0.45	...	...	...	...	...	...	24
0.03	0.03	0.09	0.42	0.16	0.78	...	...	...	...	...	...	44
0.15	...	...	0.50	...	0.65	...	...	...	...	...	...	45
0.04	0.02	0.01	0.29	0.01	0.37	17,228	25,537	31,286	29,835	71,536	29,736	46
...	...	...	...	...	...	...	...	...	...	...	...	8
...
...	...	...	...	...	2.02	...	...	...	...	...	...	47
...	...	...	...	...	0.34	...	...	...	...	...	...	48
...	...	...	...	...	2.23	...	...	...	...	...	...	49
...	...	...	...	...	1.22	...	...	...	...	...	...	50
...	...	...	...	...	1.21	...	...	...	...	...	...	51
1.38	0.71	...	0.59	0.15	0.92	...	...	...	...	...	12,423	52
0.01	0.01	...	0.18	...	2.83	...	...	...	...	...	25,064	5
...	...	...	...	...	0.20	...	...	...	...	...	...	19
...
...

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1.)		Railway.	COACHING STOCK—concl'd.						Number at close of			
Main head.	Sub-head.		Average mileage run by each per diem.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st March 1914.	Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
<i>5' 6" gauge.</i>												
1	(a)	Bengal-Nagpur ...	166	55	154	14.98	†1,33,85	†7,133	5,918	6,229	246	555
2	(a) to (e)	Bombay, Baroda and Central India.	192	75	165	17.40	†1,10,90	†9,091	4,296	8,558	20	567
3	(a)	Eastern Bengal ...	133	46	141	18.09	†61,23	†12,071	4,414	764	130	238
4	...	East Indian ...	192	70	499	21.34	†3,01,12	†11,080	10,743	12,724	100	1,125
5	(a) to (f)	Great Indian Peninsula ...	178	60	453	21.43	†2,38,74	†8,050	10,384	4,804	241	897
6	(a) & (b)	Madras and Southern Mahratta	121	54	78	10.53	†62,90	†6,038	2,835	1,533	167	374
7	(a) & (b)	Nizam's Guaranteed State ...	116	40	23	12.47	15.05	4,277	857	1,031	4	42
8	(a) to (k)	North Western ...	172	58	422	14.32	†4,28,97	†8,684	16,902	4,474	420	1,262
9	(a) to (c)	Oudh and Rohilkhand ...	138	52	197	18.94	...	...	5,862	562	165	127
10	(a)	South Indian ...	116	62	27	8.39	†32,92	†7,392	848	496	192	104
Total ...			...	...	...	...	...	...	61,350	36,175	1,633	5,291
<i>3' 3 1/4" gauge.</i>												
11	...	Assam-Bengal ...	98	35	30	8.06	†39,57	†4,875	2,149	610	80	63
12	...	Bengal and North-Western ...	220	55	121	10.94	...	...	7,468	645	304	303
13	...	Bengal Doonars ...	...	...	...	...	2.80	1,832	264	48	32	19
14	...	Rhavnagar ...	118	28	6	5.43	†5,24	†2,308	182	324	10	17
15	(f) to (h)	Bombay, Baroda and Central India.	166	52	173	11.36	1,45,96	6,598	5,707	2,769	53	377
16	(a) to (c)	Burma ...	169	44	99	10.66	†80,07	†5,160	5,253	1,765	424	382
17	...	Dibru-Sadiya ...	...	...	...	...	...	...	294	934	54	29
18	(b) to (d)	Eastern Bengal ...	...	...	107	12.99	171.16	16,142	3,594	596	279	260
19	...	Gondal-Forbandar ...	142	35	12	13.74	†3,63	†1,652	93	203	9	64
20	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	175	49	21	11.05	12.95	2,936	782	259	20	32
21	...	Jamnagar ...	76	34	1	3.85	†73	†1,343	40	40	...	4
22	(a) to (e)	Jodhpur-Bikaner ...	203	64	17	6.65	†16,30	†1,273	1,030	313	...	74
23	...	Junagad ...	94	26	2	4.20	†2,25	†1,966	55	124	3	2
24	(c) to (i)	Madras and Southern Mahratta	89	26	157	12.32	†57,75	†2,631	4,491	1,417	155	250
25	...	Morvi ...	...	...	11	17.74	3.69	4,981	20	79	...	3
26	(a) & (b)	Rohilkund and Kumaon ...	151	42	14	6.77	18.21	3,067	1,343	242	76	65
27	(b) to (i)	South Indian ...	132	50	108	7.53	†1,21,52	†10,060	2,382	1,446	99	227
28	...	Udaipur-Chitorgarh ...	111	36	1	3.45	†1,63	†2,490	41	10	...	3
Total ...			...	...	...	...	...	...	35,177	11,824	1,530	2,174

* 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 ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

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

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

DIX 17—contd.

during the financial year 1913-14 (except where otherwise stated).

GOODS STOCK.											Num- ber.
1912-13.	Number added in 1913-14.					Number at close of 1913-14.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
12,248	205	685	-2	82	970	5,423	6,914	244	697	13,218	1
8,441	555	130	-20	4	669	4,851	3,668	...	571	9,110	2
5,546	879	91	-23	16	963	5,293	855	107	254	6,509	3
24,692	2,827	...	50	2	2,879	13,570	12,724	150	1,127	27,571	4
16,326	675	87	-5	44	801	11,059	4,391	236	841	17,127	5
4,409	84	-40	-44	-39	-39	2,419	1,493	123	335	4,370	6
1,434	80	194	6	...	280	437	1,225	10	42	1,714	7
23,058	1,987	315	89	-280	2,111	18,889	4,789	509	952	25,169	8
6,714	529	...	...	-8	521	6,391	562	163	119	7,235	9
1,640	50	14	27	...	91	898	510	219	104	1,731	10
104,508	7,871	1,476	78	-179	9,246	69,230	37,651	1,761	5,112	113,754	
2,902	51	-162	-1	2	-110	2,200	448	79	65	2,792	11
8,729	200	26	...	16	242	7,668	671	304	319	8,962	12
363	...	...	...	...	...	264	48	32	19	363	13
513	...	...	...	...	...	162	324	10	17	513	14
8,906	272	-35	...	-1	226	5,979	2,734	53	376	9,142	2
7,824	102	40	22	-42	122	5,355	1,805	446	340	7,946	15
1,311	...	...	...	...	...	294	834	54	29	1,311	16
4,729	131	100	...	53	284	3,725	696	279	313	5,013	3
369	...	...	...	...	...	93	203	9	64	369	17
1,093	...	...	...	11	11	782	259	20	43	1,104	7
84	...	...	...	...	...	40	40	...	4	84	18
1,417	303	24	...	12	339	1,933	337	...	86	1,756	19
184	...	-1	...	...	-1	55	123	3	2	183	20
6,313	146	-83	...	...	63	4,637	1,334	155	250	6,376	6
111	...	...	...	...	...	29	79	...	3	111	21
1,726	260	...	...	10	290	1,623	242	76	75	2,016	24
4,154	83	...	...	-9	74	2,465	1,446	99	218	4,228	10
54	...	...	...	...	...	41	10	...	3	54	25
50,773	1,568	-91	21	52	1,550	36,745	11,733	1,619	2,226	52,323	

* Includes 150 8' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I.)		Railway.	COACHING STOCK—concl'd.						Number at close of			
Main head.	Sub-head.		Average mile- age run by each per diem.	Freight ton mileage per vehicle, in thou- sands of tons*.	Average under repairs or renew- als at any one time.	Percent- age of the average number of coaching vehicles under re- pairs or renewals at any one time on the total stock on the list.	Total value in thou- sands of rupees on 31st March 1914.	Total value per mile of line open on 31st March 1914, exclud- ing 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, includ- ing bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		<i>2' 6" gauge.</i>										
27	...	Arrah-Sasaram Light ...	...	...	1	4.35	1.30	2,156	27	20	...	4
29	...	Baraset-Basirhat Light ...	...	...	...	...	1.93	3,774	6	29	...	3
30	...	Baral Light ...	18	...	2	4.08	...	...	37	67	...	7
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur ...	163	27	13	5.52	21.33	2,739	514	534	43	36
31	...	Bowringpet-Kolar ...	...	6	...	...	84	3,078	...	...	...	...
32	...	Bukhtiar-pore-Bihar Light ...	...	...	...	...	78	2,377	14	44	...	3
35	...	Champaner-Shivrajpur Light...	...	...	...	...	89	1,914	5	52	...	2
36	...	Catch ...	133	...	...	...	...	...	...	29	...	...
37	...	Debri-Rohtas Light ...	...	...	...	...	17	720	27	42	...	3
38	...	Dholpur-Bari ...	...	...	1	11.11	68	3,038	8	35	...	2
3	(b)	Eastern Bengal ...	...	...	1	2.09	...	...	80	9	...	1
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhva and Rajpipla.	...	...	4	5.88	3.10	1,512	90	271	...	15
40	...	Godhra-Lunavada ...	20	...	...	...	51	2,136	...	...	...	...
41	...	Jessore-Jhenidah Light ...	...	...	...	...	64	1,739	...	...	...	...
8	(i)	Kalka-Simla ...	32	6	7	5.84	19.09	415,169	69	45	9	46
8	(m) & (n)	Kohat-Thal and Nowahara- Durgai.	70	17	2	3.22	2.28	2,238	76	318	7	14
42	...	Madaya Light ...	...	...	...	...	...	...	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	111	20	1	2.86	1.87	1,833	24	21	...	...
21	...	Morvi ...	...	...	10	19.61	1.40	7,390	20	47	...	3
1	(l)	Mourbhanj ...	72	11	...	...	47	1,443	8	12	...	...
5	(g)	Murtajapur-Ellfobpur ...	...	20	...	...	58	1,126	...	...	...	...
43	...	Nadiad-Kapadvanj ...	81	...	...	...	53	1,920	9	16	...	2
1	(j)	Parlakimedi Light ...	72	21	...	...	...	...	2	14	...	3
24	(c)	Powayan Light ...	...	...	1	5.94	...	...	58	3.	2	8
44	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2.33	1.71	1,848	133	61	2	3
45	...	Tarakesar-Magra Light ...	...	...	...	...	76	2,288	19	37	...	1
46	...	Tospore-Balipara Light ...	...	...	...	...	751	2,521	37	26	4	3
8	(o)	Trans-Indus (Kalabagh-Bannu)	81	18	...	...	2.18	2,458	...	...	...	...
		Total	...	...	...	...	...	...	1,343	1,765	67	159
		<i>2' 0" gauge.</i>										
47	(a)	Darjeeling-Himalayan ...	...	...	...	...	...	...	87	151	6	9
48	...	Gwalior Light ...	...	...	...	...	...	...	155	58	1	30
49	...	Howrah-Amta Light ...	...	...	...	...	3.93	8,947	14	56	...	11
50	...	Howrah-Sheakhala Light ...	...	...	...	...	1.33	6,716	4	4	...	1
51	...	Jagadhri Light ...	...	...	...	...	8	2,528	1	6	...	1
53	(h)	Jorhat (Provincial) ...	...	...	...	...	...	...	48	26	1	11
5	(f)	Matheran Light ...	34	...	...	...	...	...	7	16	...	2
19	(f)	Pipar Road-Bhavi Light ...	69	...	...	...	...	...	1	6	...	1
		Total	...	...	...	...	...	...	317	323	8	66
		GRAND TOTAL	...	...	...	...	...	...	96,192	50,687	8,356	7,790

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

DIX 17—contd.

during the financial year 1913-14 (except where otherwise stated).

Goods Stock.

Goods Stock.											Num- BRS.
1912-13.	Number added in 1913-14.					Number at close of 1913-14.					
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.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	27
38	...	...	...	...	...	6	29	...	3	38	29
161	...	...	...	...	...	87	67	...	7	161	30
1,157	50	...	...	15	65	594	534	43	51	1,222	1
...	6	4	...	...	10	6	4	...	...	10	31
61	...	...	...	...	...	14	44	...	3	61	32
59	...	...	...	...	...	5	52	...	2	59	35
29	...	...	...	...	...	...	29	...	...	29	36
72	...	...	...	...	...	27	42	...	3	72	37
45	...	...	...	...	...	8	35	...	2	45	38
90	...	2	...	3	5	80	11	...	4	95	3
378	...	...	...	2	2	90	271	...	17	378	2
...	8	8	...	2	18	8	8	...	2	18	40
...	10	12	2	3	27	10	12	2	3	27	41
169	-12	1	...	...	-11	57	46	9	46	158	8
445	61	-35	...	-5	-39	137	253	7	9	406	8
48	6	24	...	...	30	30	48	...	...	78	42
70	...	...	...	...	...	20	47	...	3	70	10
20	...	...	...	...	...	8	12	...	...	20	21
...	30	10	...	...	40	30	10	...	...	40	1
27	3	...	...	...	3	12	16	...	2	30	5
19	...	...	...	...	...	2	14	...	3	19	43
71	...	...	...	...	...	58	8	2	3	71	1
199	25	-15	...	...	10	158	46	2	3	209	24
57	...	...	...	...	...	19	37	...	1	57	44
70	1	5	...	...	6	38	31	4	3	76	45
...	20	10	3	3	36	20	10	3	3	36	46
3,834	208	-34	5	23	202	1,551	1,731	72	182	3,536	8
258	28	-18	...	-2	6	113	133	6	7	259	47
244	40	62	...	...	102	195	120	1	30	348	48
61	...	1	...	...	1	14	57	...	11	82	49
9	...	...	...	...	...	4	4	...	1	9	50
8	...	...	...	...	...	1	6	...	1	8	51
86	2	4	...	...	6	50	30	1	11	92	52
25	...	...	...	...	...	7	16	...	2	25	5
8	...	1	...	1	2	1	7	...	2	10	19
714	68	50	...	-1	117	385	373	8	65	831	
159,329	9,715	1,401	104	-106	11,115	107,911	51,433	3,460	7,535	170,444	

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

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I.)			Goods						
Main head.	Sub-head.	Railway.	Number of all classes per mile of line open on 31st March 1914, 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.
78	74	75	76	77	78	79	80	81	82
5' 6" gauge.									
1	(a)	Bengal-Nagpur ...	7.08	13,598	37	8.32	8.50	15.52	17.57
2	(a) to (e)	Bombay, Baroda and Central India.	6.93	11,841	32	8.81	8.18	18.51	18.79
3	(a)	Eastern Bengal ...	12.83	13,069	36	8.67	7.57	16.73	16.29
4	...	East Indian ...	9.95	18,254	50	7.97	7.30	17.54	16.68
5	(a) to (f)	Great Indian Peninsula ...	5.66	14,794	41	8.45	7.36	17.31	16.28
6	(a) & (b)	Madras and Southern Mah- ratta.	4.20	15,260	36	7.98	7.70	15.73	17.50
7	(a) & (c)	Nizam's Guaranteed State ...	4.89	15,239	42	8.13	7.70	18.21	18.95
8	(a) to (k)	North Western ...	5.10	12,887	35	7.89	7.71	19.96	17.00
9	(a) to (c)	Oudh and Rohilkhand ...	4.98	11,958	33	8.40	7.03	17.14	13.58
10	(a)	South Indian ...	3.00	9,868	27	7.77	7.44	16.55	17.14
Total ...			...	...	...	...	...	...	...
3' 3½" gauge.									
11	...	Assam-Bengal ...	3.44	7,334	20	5.11	3.73	10.29	8.09
12	...	Bengal and North-Western ...	*4.17	*12,419	*34	*4.25	*2.85	10.96	*10.56
13	...	Bengal Dooars ...	2.37	...	...	...	...	...	...
14	...	Bhavnagar ...	2.26	7,536	21	3.62	3.10	7.35	7.83
2	(f) to (i)	Bombay, Baroda and Central India.	4.13	15,728	43	4.53	4.43	10.08	12.00
15	(a) to (c)	Burma ...	5.12	12,444	34	4.77	3.87	10.44	9.17
16	...	Dibra-Sadiya ...	14.32	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal ...	4.46	...	...	6.67	3.70	12.15	9.81
17	...	Gondal-Forbandar ...	1.68	8,158	22	3.72	3.08	7.35	7.90
7	(c) & (d)	Hingoli Branch and Hyder- abad-Godavari Valley.	2.50	13,107	36	4.04	4.16	11.21	11.92
18	...	Jamnagar ...	1.55	4,418	12	4.25	4.11	7.35	7.35
19	(a) to (e)	Jodhpur-Bikaner ...	1.35	12,408	34	5.82	5.04	10.55	13.56
20	...	Junagad ...	1.61	9,575	26	4.02	3.56	7.35	7.45
6	(c) to (i)	Madras and Southern Mahratta	3.05	14,330	39	4.11	4.38	8.05	9.31
21	...	Morvi ...	1.50	...	...	...	...	7.25	12.25
24	(a) & (b)	Rohilkund and Kumaon ...	3.64	8,209	22	5.00	3.32	13.27	9.28
10	(b) to (i)	South Indian ...	3.50	15,041	41	5.71	4.83	10.02	9.63
25	...	Udaipur-Chitorgarh ...	0.79	5,153	14	4.04	3.19	3.92	7.40
Total ...			...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 16" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 17—contd.

during the financial year 1913-14 (except where otherwise stated).

Stock—contd.									NUM- BER.
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 1914.	Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1914.	Grand total value of rolling-stock per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Main head.	
83	84	85	86	87	88	89	90		91
8-22	99	493	3-66	4,17,62	22,256	7,78,11	41,200		1
7-79	85	368	4-04	2,55,95	20,983	5,20,42	42,663		2
4-20	64	211	3-39	2,03,40	40,120	3,88,55	76,607		3
8-35	155	8-37	3-03	9,55,89	35,173	17,69,68	65,114		4
8-74	149	1,239	7-23	4,57,55	15,428	11,80,52	39,806		5
7-27	104	213	4-69	1,27,44	12,235	3,02,09	29,002		6
7-71	96	35	2-08	50,84	14,302	94,44	26,831		7
8-39	106	875	3-48	6,93,17	14,032	17,94,18	35,105		8
6-20	55	371	5-13	12,93,50	17,750	4,26,17	25,773		9
6-83	67	185	7-80	53,24	11,938	1,36,59	30,629		10
...		
5-13	42	85	3-04	70,31	8,662	1,49,87	18,340		11
**4-11	**38	426	4-63	12,29,42	11,299	3,34,56	16,477		12
...	...	...	...	6,57	4,293	12,07	7,890		13
3-52	29	28	5-49	5,83	2,572	15,87	6,994		14
4-19	57	423	4-68	1,05,78	4,782	3,53,83	15,995		2
4-18	48	612	7-71	1,58,66	10,224	3,56,39	23,966		15
...	...	...	...	...	...	732,96	738,316		16
...	...	195	3-93	31,17,14	39,589	2,52,70	21,803		3
3-11	32	21	5-61	4,06	1,847	11,44	5,207		17
4-51	54	40	3-65	21,46	4,867	53,59	12,153		7
3-18	17	2	2-50	1,72	3,177	3,81	7,026		18
3-85	75	41	2-84	30,50	2,381	76,85	6,000		19
3-19	30	4	2-27	2,45	2,156	6,89	6,076		20
4-03	51	225	3-53	199,46	14,875	12,37,77	111,655		6
...	...	7	6-31	2,54	3,435	9,43	12,741		21
3-91	29	83	4-14	38,07	6,411	77,79	18,100		24
3-83	58	102	2-41	72,12	5,971	2,71,20	22,452		10
2-29	19	...	...	85	1,261	3,62	5,668		25
...		

† 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-Margherita Colliery railway.

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

DIX 17—concl'd.

during the financial year 1913-14 (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 1914.	Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling stock, in thousands of rupees on 31st March 1914.	Grand total value of rolling-stock per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks.	NUM-BER. Main head.
83	84	85	86	87	88	89	90	91
...	...	1	1'06	1,07	1,765	3,64	6,012	27
...	...	4	2'48	84	1,647	4,44	8,685	29
...	...	...	...	†12,93	11,158	17,03	14,702	30
3'55	89	44	3'61	48,02	5,399	96,71	12,136	1
...	...	...	...	17	1,597	78	7,145	31
...	...	...	...	1,44	4,355	3,21	9,742	32
...	...	...	...	83	4,124	2,08	10,302	35
...	...	...	...	†58	†1,582	1,08	2,930	36
...	...	...	...	63	2,630	1,21	5,082	37
...	...	1	2'22	68	3,400	2,36	8,301	38
...	...	...	...	Included with the Eastern Bengal railway, (3' gauge section).				
...	...	13	3'44	4,87	2,369	10,67	5,290	2
...	...	...	...	45	1,863	1,43	5,978	40
...	...	...	...	62	1,685	2,28	6,141	41
3'26	28	5	2'92	5,26	8,761	22,82	38,091	8
2'09	6	12	3'09	4,83	4,734	14,52	14,239	8
...	...	...	...	Information not furnished.				
1'78	13	1	1'28	2,46	2,490	7,85	7,444	42
...	...	7	10'00	1,23	6,394	3,58	18,823	21
...	29	...	...	54	1,675	1,70	5,259	1
...	10	...	...	1,10	2,370	2,63	5,633	5
...	...	...	...	72	2,572	1,81	6,503	43
...	39	...	...	*70	*2,846	1,71	6,961	1
...	...	3	3'92	*1,73	*1,367	2,75	6,958	24
...	...	8	1'48	4,69	5,069	9,16	9,901	44
...	...	...	...	85	2,553	2,65	7,959	45
...	...	...	...	52	2,594	1,63	8,069	46
3'15	42	...	...	1,22	1,367	5,52	6,210	8
...
...	...	...	...	†4,40	48,628	7,80	15,290	47
...	...	...	...	*6,10	*2,440	10,15	4,040	48
...	...	...	...	1,21	2,760	8,59	10,578	49
...	...	...	...	21	1,039	2,10	11,086	50
...	...	1	12'50	11	3,326	89	11,928	51
...	...	...	...	...	...	3,06	9,418	52
...	...	...	...	†1,42	†11,258	2,83	22,489	5
2'21	...	...	...	*29	*1,141	48	1,900	19
...
...

* Includes the outlay on coaching stock.

† Includes the outlay on coaching stock and motor cars.

Rolling-stock fitted with automatic brakes

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	LOCOMOTIVES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
			○ Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" GAUGE.									
1	(a)	Bengal-Nagpur ...	86	...	100-00	...	...	...	224	93	70-66
2	(a) to (e)	Bombay, Baroda and Central India.	185	...	100-00	...	...	...	181	23	88-73
3	(a)	Eastern Bengal ...	88	...	100-00	72	...	100-00	77	38	66-96
4	(a) to (d)	East Indian ...	200	...	100-00	611	170	78-28	152	3	98-06
5	(a) to (f)	Great Indian Peninsula ...	309	...	100-00	538	37	93-57	178	11	94-18
6	(a) & (b)	Madras and Southern Mah- ratta.	71	...	100-00	...	...	...	161	18	88-94
7	(a) & (b)	Nizam's Guaranteed State ..	...	...	...	...	21	...	27	19	56-70
8	(a) to (k)	North Western ...	313	...	100-00	863	...	100-00	72	6	92-31
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	100-00	...	...	...	168	9	94-92
10	(a)	South Indian ...	28	...	100-00	...	...	...	79	16	83-16
		3' 3½" GAUGE.									
11	...	Assam-Bengal ...	5	...	100-00	...	...	...	103	...	100-00
12	...	Bengal and North-Western	54	...	100-00	...	...	...	102	172	37-23
13	...	Bengal Doonars ...	...	...	...	...	...	...	...	20	...
14	...	Bhavnagar ...	...	...	...	...	...	...	10	10	50-00
2	(f) to (l)	Bombay, Baroda and Central India.	209	...	100-00	...	...	...	229	70	76-59
15	...	Burma ...	*11	...	100-00	...	...	...	238	82	74-37
16	...	Dibru-Sadiya ...	...	...	...	...	...	...	10	16	38-46
3	(b) to (d)	Eastern Bengal ...	53	...	100-00	61	...	100-00	110	17	86-61
17	...	Gondal-Portbandar ...	...	...	...	...	...	...	5	10	33-33
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	15	...	100-00	...	8	...	16	24	40-00
18	...	Jamnagar ...	...	...	...	...	...	...	4	...	100-00
19	(a) to (e)	Jodhpur-Bikaner ...	...	...	...	...	...	...	3	86	3-37
20	...	Junagad ...	...	...	...	...	...	...	3	8	27-27
6	(c) to (l)	Madras and Southern Mah- ratta.	42	...	100-00	27	...	100-00	55	177	23-71
21	...	Morvi ...	3	...	100-00	...	2	...	2	3	40-00
24	(a) & (b)	Rohilkund and Kumaon ...	7	...	100-00	...	2	...	30	24	55-56
10	(b) to (i)	South Indian ...	30	...	100-00	...	...	...	259	20	92-83
25	...	Udaipur-Chitorgarh ...	...	2	...	...	...	...	...	2	...
		Carried over ...	1,753	2	...	2,172	240	...	2,498	967	...

* Excludes four motor engines fitted with automatic vacuum brake.

DIX 18.

on the 31st March 1914.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Main head.	Sub-head.
13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.										
1,031	...	...	100·00	6,771	1,395	5,088	61·44	Bengal-Nagpur ...	(a)	1
888	3	...	100·00	4,567	170	4,356	52·10	Bombay, Baroda and Central India.	(a) to (e)	2
717	59	3	99·61	2,108	617	3,775	41·92	Eastern Bengal ...	(a)	3
2,119	12	210	91·03	14,974	73	12,490	51·64	East Indian ...	(a) to (d)	4
2,062	...	47	97·77	6,230	207	10,625	37·73	Great Indian Peninsula ...	(a) to (f)	5
*741	...	...	100·00	2,210	1,780	364	91·64	Madras and Southern Mahratta.	(a) & (b)	6
184	3	...	100·00	826	2	1,384	19·16	Nizam's Guaranteed State...	(a) & (b)	7
2,883	65	...	100·00	17,250	1,189	6,662	73·46	North Western ...	(a) to (k)	8
955	73	12	98·85	2,833	1,487	2,888	59·96	Oudh and Rohilkhand ...	(a) to (c)	9
822	...	...	100·00	1,041	203	483	72·06	South Indian ...	(a)	10
3' 3½" GAUGE.										
371	8	...	100·00	2,112	175	488	82·41	Assam-Bengal ...	...	11
605	214	289	73·91	261†	23	8,649	3·24	Bengal and North-Western	...	12
...	10	38	27·83	...	...	360	...	Bengal Doonars ...	...	13
38	20	56	50·88	...	2	510	0·39	Bhavnagar ...	...	14
1,371	162	...	100·00	3,449	4,980	686	92·47	Bombay, Baroda and Central India.	(f) to (l)	2
†652	45	231	75·11	3,647	35	4,226	46·56	Burma ...	...	15
23	7	48	38·46	270	210	829	36·67	Dibru-Sadiya ...	...	16
723	90	12	98·55	159	8	4,830	3·34	Eastern Bengal ...	(b) to (d)	3
19	20	43	44·83	...	...	368	...	Gondal-Porbandar ...	...	17
171	5	...	100·00	114	5	982	10·81	Hingoli Branch and Hyderabad-Godavari Valley.	(e) & (d)	7
...	...	22	...	...	...	84	...	Jamnagar ...	...	18
...	15	213	5·81	...	...	1,756	...	Jodhpur-Bikaner ...	(a) to (e)	19
23	6	22	56·86	...	...	183	...	Junagad ...	...	20
540	88	650	49·14	200	...	6,154	3·15	Madras and Southern Mahratta.	(e) to (l)	6
23	5	34	45·16	...	...	111	...	Morvi ...	...	21
69	52	94	56·28	15	4	1,985	0·95	Rohilkund and Kumaon ...	(a) & (b)	24
797	41	597	58·40	119	139	3,962	6·11	South Indian ...	(b) to (i)	10
...	14	17	45·16	...	...	54	...	Udaipur-Chitorgarh ...	...	25
17,327	1,017	2,673	...	68,661	12,650	84,832	...			

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

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

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

Rolling-stock fitted with automatic brakes

CLASSIFICATION No. of RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	LOCOMOTIVES.								
Main head.	Sub-head.		Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.		
			Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.	Fitted.	Not fitted.	Percent- age of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		Brought forward ... <i>2' 6" Gauge.</i>	1,753	2	...	2,172	240	...	2,498	967	...
27	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	...
29	...	Barnset-Basirhat Light ...	...	...	...	...	...	...	...	7	...
30	...	Barsi Light ...	...	...	...	...	...	...	12	1	92.31
1	(b) to (h)	Bengal-Nagpur ...	...	...	...	...	...	...	72	11	83.75
31	...	Powringpot-Kolar ...	...	...	...	...	...	...	...	2	...
32	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	4	...
35	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	...	4	...
36	...	Cutch ...	...	...	...	...	...	...	...	4	...
37	...	Dehri-Rohas Light ...	...	...	...	...	...	...	...	8	...
38	...	Dholpur-Bari ...	...	...	...	...	...	...	...	4	...
8	(b)	Eastern Bengal ...	...	...	...	...	...	...	...	5	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba- Zankhva and Rajpipla- Godhra-Lunavada ...	...	...	...	...	...	...	...	17	...
40	...	...	...	...	...	...	...	...	...	2	...
41	...	Jessore Jhenidah ...	...	...	...	...	...	...	...	4	...
8	(l)	Kalka-Simla ...	...	...	...	...	...	...	21	...	100.00
8	(m) and (n)	Kohat-Thal and Nowshera- Durgai ...	...	...	...	...	...	...	5	23	17.85
10	(j) and (k)	Morappur-Dbarnapuri and Tirupattur-Krishnagiri. Madaya Light ...	Information not furnished	...	...	...	...	...	3	6	83.33
42	...	...	...	...	...	...	...	...	...	...	...
21	...	Morvi ...	...	3	...	...	1	...	...	1	...
6	(g)	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	4	...
43	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	3	...
24	(c)	Powayan Light ...	...	...	...	...	...	...	...	5	...
44	...	Shabdara (Delhi)-Sabaranpur Light ...	...	...	...	...	...	...	...	8	...
45	...	Tarkessur-Magra Light ...	...	...	...	...	...	...	...	6	...
46	...	Tezporo-Balipara Light ...	...	...	...	...	...	...	...	3	...
8	(o)	Trans-Indus (Kalabagh- Bannu). <i>2' 0" Gauge.</i>	...	...	...	...	...	...	7	1	87.50
47	(4)	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	16	...
48	...	Gwalior Light ...	...	...	...	...	...	...	...	20	...
49	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	17	...
50	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	4	...
51	...	Jagadhri Light ...	...	...	...	...	...	...	...	2	...
52	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	10	...
5	(h)	Matheran ...	...	...	...	...	...	...	2	3	40.00
19	(f)	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	...	2	...
		Total ...	1,753	5	99.72	2,172	241	90.01	2,623	1,174	69.58

DIX 18—concl.

on the 31st March 1914.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Main head.	Sub-head.
13	14	15	16	17	18	19	20	21	22	23
17,327	1,017	2,673	...	68,661	12,650	84,382	...	Brought forward 2' 6" Gauge.		
...	...	23	...	...	...	51	...	Arrah-Sasaram Light	...	27
...	...	42	...	...	...	38	...	Baraset-Basirhat Light	...	29
49	100·00	41	117	2	98·75	Barvi Light	...	30
213	...	39	84·54	1,121	...	136	89·18	Bengal-Nagpur	(d) to (d)	1
...	...	4	...	...	...	10	...	Bowringpet-Kolar	...	31
...	...	19	...	...	...	61	...	Bukhtiarapore-Bihar Light	...	32
...	...	4	...	...	...	59	...	Champaner-Shivrajpur Light	...	35
...	...	9	...	...	...	29	...	Cutch	...	36
...	...	5	...	...	...	72	...	Dehri-Bohtas Light	...	37
...	...	9	...	...	...	45	...	Dholpur-Bari	...	38
...	...	55	...	...	...	95	...	Eastern Bengal	(b)	3
...	...	68	...	...	...	378	...	Gaekwars' Dabhoi, Kosamba-Zankhvav and Rajpipla.	(m) to (o)	2
...	...	6	...	...	...	18	...	Godhra-Lunavada	...	40
...	...	17	...	...	...	27	...	Jessore-Jhenidah	...	41
114	100·00	158	...	...	100·00	Kelka-Simla	(l)	8
...	...	74	...	...	...	406	...	Kohat-Thal and Nowshera-Durgal	(n) and (s)	3
...	...	85	...	...	...	78	...	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	(j) and (k)	10
Information not furnished	Madaya Light	...	42
...	...	51	...	...	...	70	...	Mervi	...	21
...	...	6	...	...	...	40	...	Murtjapur-Ellichpur	(g)	5
...	...	7	...	...	...	30	...	Nadiad-Kapadvanj	...	43
...	...	18	...	...	...	71	...	Powsyan Light	(o)	24
...	...	48	...	...	...	209	...	Shahdara (Delhi)-Saharanpur Light.	...	44
...	...	26	...	...	...	67	...	Tarkessur-Magra Light	...	45
...	...	13	...	...	...	76	...	Tezpur-Balipara Light	...	46
39	100·00	38	...	...	100·00	Trans-Indus (Kalsabagh Banna)	(o)	8
...	...	103	...	...	...	259	...	2' 0" Gauge. Darjeeling-Himalayan	(a)	47
...	...	83	...	...	...	346	...	Gwallor Light	...	48
...	...	98	...	...	...	82	...	Howrah-Amta Light	...	49
...	...	24	...	...	...	9	...	Howrah-Sheekhala Light	...	50
...	...	4	...	...	...	8	...	Jagadhri Light	...	51
...	...	30	...	...	...	91	...	Jorhat (Provincial)	...	52
...	...	35	...	...	...	24	...	Matheran	(h)	5
...	...	5	...	...	...	10	...	Pipar Road-Bhavi Light	(f)	19
17,786	1,017	3,623	83·79	70,017	12,767	87,219	48·70			

APPENDIX 19.

Rolling-stock lighted by either gas or electricity on the 31st March 1914.

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPEN- DIX I).		RAILWAY SYSTEM.	Number of vehicles fitted for light- ing with			Number of vehicles not fitted.	Propor- tion per cent of fitted to total.	Systems of electric lighting in use.
Main head.	Sub-head.		Gas. (Pint- sch's system.)	Elec- tricity.	Total.			
1	2	3	4	5	6	7	8	9
		5' 6" GAUGE.						
1	(a)	Bengal-Nagpur.	928	91	1,019	258	79'60	Stone's, Mather and Platt's, Vickers-Hall, Bowman and Still's and Single Battery systems.
2	(a) to (e)	Bombay, Baroda and Central India .	912	91	1,003	2	99'80	Stone's, Vickers-Hall, Aichele, Mather and Platt's, Leitner-Lucas and Vicarino-Crawford systems.
3	(a)	Eastern Bengal	646	49	695	153	81'96	Vickers-Hall, Stone's, Rosenberg and Tudor systems.
4	(a) to (d)	East Indian	1,705	184	1,839	181	91'04	Stone's, Tudor and Vickers-Hall systems.
5	(a) to (f)	Great Indian Peninsula	1,613	240	1,853	47	97'58	Stone's, Vickers-Hall, Aichele, Vicarino-Crawford, Mather and Platt's, Tudor and Brown Boveri systems.
6	(a) & (b)	Madras and Southern Mahratta . .	877	*21	898	60	93'74	Stone's, Vickers-Hall, Tudor and Rosenberg systems.
7	(a) & (b)	Nizam's Guaranteed State	135	15	150	59	71'77	Aichele, Mather and Platt's and Stone's systems.
8	(a) to (k)	North Western	2,638	291	2,929	...	100'00	Stone's system.
9	(a) to (c)	Ondh and Bohilkhand	788	119	907	127	87'72	Stone's and Vickers-Hall systems.
10	(a)	South Indian	286	74	360	22	94'24	Stone's system.
		3' 8 3/4" GAUGE.						
11	...	Assam-Bengal	353	1	354	5	98'61	Vickers-Hall system.
12	...	Bengal and North-Western . . . .	...	1,229	1,229	114	91'51	Stone's system.
13	...	Bengal Doocars . . . . .	...	50	50	14	78'13	Vickers-Hall system.
14	...	Bhavnagar . . . . .	...	22	22	85	20'56	Vicarino-Crawford and Independent Storage Battery systems.
2	(f) to (l)	Bombay, Baroda and Central India.	...	1,388	1,388	209	86'91	Independent Storage Battery system.
15	...	Burma . . . . .	...	78	78	822	8'67	Stone's, Vickers-Hall and Vicarino-Crawford systems.
16	...	Dibru-Sadiya . . . . .	...	17	17	57	22'97	Vickers-Hall system.
3	(b) to (d)	Eastern Bengal	765	48	813	131	86'12	Vickers-Hall and Stone's systems.
17	...	Gondal-Forbandar . . . . .	...	14	14	70	16'06	Vicarino-Crawford system.
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	136	4	140	62	69'31	Stone's and Vickers-Hall systems.
18	...	Jamnagar . . . . .	...	...	...	22	...	...
19	(a) to (e)	Jodhpur-Bikaner . . . . .	...	287	287	21	93'18	Stone's system.
20	...	Junnagad . . . . .	...	3	3	47	6'00	Vicarino-Crawford system.
6	(c) to (l)	Madras and Southern Mahratta	1,262	74	1,266	36	97'24	Stone's system.
21	...	Morvi . . . . .	...	...	...	62	...	...
24	(a) & (b)	Robilkund and Kumaon . . . . .	...	163	163	78	67'63	Stone's system.
10	(b) to (i)	South Indian . . . . .	...	752	752	675	52'70	Stone's system.
25	...	Udaipur-Chitorgarh . . . . .	...	...	...	31	...	...
		2' 6" GAUGE.						
37	...	Arrah-Sasaram Light . . . . .	...	27	27	...	100'00	Mather and Platt's system.
29	...	Baraset-Basirhat Light . . . . .	...	45	45	...	100'00	Mather and Platt's system.
30	...	Barsi Light . . . . .	...	49	49	...	100'00	Stone's and Leitner-Lucas systems.
1	(b) to (h)	Bengal-Nagpur	227	...	227	37	79'93	...
31	...	Bowringpet-Kolar . . . . .	...	...	...	4	...	...
32	...	Bukhtiarpore-Bihar Light . . . .	...	...	...	19	...	...
35	...	Champaner-Shivrajpur Light . . .	...	...	...	4	...	...
36	...	Cuteh . . . . .	...	...	...	9	...	...
37	...	Dehri-Rohas Light . . . . .	...	...	...	5	...	...
38	...	Dholpur-Bari . . . . .	...	9	9	...	100'00	Independent Storage Battery system.
3	(b)	Eastern Bengal . . . . .	...	...	...	56	...	...
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhavy and Rajpipla.	...	3	3	63	4'55	Stone's system.
40	...	Godhra-Lunavada . . . . .	...	...	...	6	...	...
41	...	Jessore-Jhenidah Light	15	...	15	...	100'00	...
8	(l)	Kalka-Simla . . . . .	...	112	112	...	100'00	Independent Storage Battery system.
8	(m) & (n)	Kohat-Thal and Nowshera-Durgai.	...	46	46	23	62'16	Independent Storage Battery system.
42	...	Madaya Light . . . . .	...	...	...	14	60'00	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	...	...
21	...	Morvi . . . . .	...	...	...	51	...	...
5	(g)	Murtajapur-Ellichpur	6	...	6	...	100'00	...
43	...	Nadiad-Kapadvanj . . . . .	...	...	...	7	...	...
24	(c)	Powayan Light . . . . .	...	...	...	18	...	...
44	...	Shahdara (Delhi)-Saharanpur Light	...	43	43	...	100'00	Mather and Platt's system.
45	...	Tarkessur-Magra Light . . . . .	...	...	...	26	...	...
46	...	Tezapore-Balipara Light . . . . .	...	...	...	18	...	...
8	(o)	Trans-Indus (Kalabagh-Bannu) . .	...	31	31	...	100'00	Independent Storage Battery system.
		2' 0" GAUGE.						
47	(a)	Darjeeling-Himalayan . . . . .	...	37	37	66	35'92	Oil motor-driven direct-coupled-60-volt generating set in separate van.
48	...	Gwalior Light . . . . .	...	...	...	98	...	...
49	...	Howrah-Amta Light . . . . .	...	...	...	24	...	...
50	...	Howrah-Sheakhala Light . . . .	...	...	...	4	...	...
51	...	Jagadhri Light . . . . .	...	...	...	24	...	...
52	...	Jorhat (Provincial) . . . . .	...	...	...	24	...	...
5	(h)	Matheran Light . . . . .	...	...	...	35	...	...
19	(f)	Pipar Road-Bhvari Light . . . . .	...	...	...	6	...	...
		TOTAL	13,313	5,587	18,900	4,170	81'92	

* Eleven of these are also fitted for gas.
† Also fitted for gas.

APPENDIX 20.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1914.

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAY SYSTEM.	Particulars.	Mail.	Passenger.	Mixed.	Total.	REMARKS.	
Main head.	Sub-head.								
1	2	3	4	5	6	7	8	9	
		5' 6" GAUGE.							
1	(a)	Bengal-Nagpur {	Total number of trains run Total number of trains fitted with communication.	4 4	79 79	26 ...	109 83	English chain system.*	
2	(a) to (e)	Bombay, Baroda and Central India {	Total number of trains run Total number of trains fitted with communication.	4 4	168 168	24 24	196 196	English chain system.*	
3	(a)	Eastern Bengal {	Total number of trains run... .. Total number of trains fitted with communication.	12 12	129 129	28 ...	169 141	English chain system.*	
4	(a) to (d)	East Indian ... {	Total number of trains run Total number of trains fitted with communication.	6 6	148 50	125 ...	274 56	English chain* and Bamber's† systems.	
5	(a) to (f)	Great Indian Peninsula {	Total number of trains run Total number of trains fitted with communication.	18 18	130 130	109 109	257 257	English chain system.*	
6	(a) & (b)	Madras and Southern Mah-ratta {	Total number of trains run Total number of trains fitted with communication.	8 8	111 111	28 ...	147 119	English chain system.*	
7	(a) & (b)	Nizam's Guarant- eed State. {	Total number of trains run Total number of trains fitted with communication.	2 2	4 4	2 2	8 8	English chain system.*	
8	(a) to (k)	North Western {	Total number of trains run Total number of trains fitted with communication.	10 10	182 182	102 ...	244 142	English chain system.*	
9	(a) to (c)	Oudh and Rohil- khand. {	Total number of trains run Total number of trains fitted with communication.	2 2	11 11	103 75	116 88	English chain system.*	
10	(a)	South Indian ... {	Total number of trains run Total number of trains fitted with communication.	4 4	24 24	40 40	68 68	English chain system.*	
		3' 3½" GAUGE.							
11	...	Assam-Bengal {	Total number of trains run Total number of trains fitted with communication.	...	...	29 17	29 17	English chain system.*
12	...	Bengal and North-West- ern. {	Total number of trains run... .. Total number of trains fitted with communication.	...	14 14	194 ...	208 14	English chain system.*	
14	...	Bhavnagar ... {	Total number of trains run Total number of trains fitted with communication.	2 2	9 4	19 ...	30 6	English chain system.*	
2	(f) to (l)	Bombay, Baroda and Central India. {	Total number of trains run Total number of trains fitted with communication.	7 7	55 55	101 83	163 145	English chain system.*	
15	...	Burma ... {	Total number of trains run Total number of trains fitted with communication.	6 6	132 2	83 14	221 22	English chain system.*	
3	(b) to (d)	Eastern Bengal {	Total number of trains run Total number of trains fitted with communication.	8 8	56 56	38 ...	102 64	English chain system.*	
7	(c) & (d)	Hingoli Branch and Hyderabad- Godavari Valley. {	Total number of trains run Total number of trains fitted with communication.	...	4 4	6 6	10 10	English chain system.*	
19	(a) to (e)	Jodhpur-Bika- ner. {	Total number of trains run Total number of trains fitted with communication.	2 2	2 2	27 27	31 31	Electric bell.‡	
6	(c) to (l)	Madras and Southern Mah- ratta. {	Total number of trains run... .. Total number of trains fitted with communication.	8 4	12 6	94 ...	114 10	English chain system.*	
24	(a) & (b)	Rohilkund and Kumaon. {	Total number of trains run... .. Total number of trains fitted with communication.	...	4 4	32 ...	36 4	English chain system.*	
10	(b) to (i)	South Indian ... {	Total number of trains run Total number of trains fitted with communication.	10 6	85 79	158 124	233 209	English chain system.*	
		2' 6" GAUGE.							
1	(b) to (k)	Bengal-Nagpur {	Total number of trains run Total number of trains fitted with communication.	...	8 6	34 26	40 82	English chain system.*	

* English chain system.—With indicating disc, in connection with automatic vacuum brake.

† Bamber's system.—With indicating whistle, in connection with automatic vacuum brake.

‡ Electric bell.—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 21.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1914.

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAY SYSTEM.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	TOTAL.	REMARKS.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5' 6" GAUGE.								
1	(a)	Bengal-Nagpur	Total number of carriages ... Total number of carriages fitted with communication.	68 68	27 27	45 45	572 572	202 202	914 914	English chain system.*
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of carriages ... Total number of carriages fitted with communication.	48 48	35 35	...	493 472	156 154	732 709	English chain system.*
3	(a)	Eastern Bengal	Total number of carriages ... Total number of carriages fitted with communication.	37 37	14 14	47 47	334 334	225 225	657 657	English chain system.*
4	(a) to (d)	East Indian ...	Total number of carriages ... Total number of carriages fitted with communication.	160 154	79 76	101 101	966 417	642 594	1,948 1,342	English chain system.* [136 carriages fitted with Bamber's system.†]
5	(a) to (f)	Great Indian Peninsula.	Total number of carriages ... Total number of carriages fitted with communication.	133 133	139 139	3 3	939 892	686 686	1,900 1,853	English chain system.*
6	(a) & (b)	Madras and Southern Mahratta.	Total number of carriages ... Total number of carriages fitted with communication.	47 47	35 35	4 4	364 364	247 246	697 696	English chain system.*
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ... Total number of carriages fitted with communication.	32 32	10 10	...	72 72	56 56	170 170	English chain system.*
8	(a) to (h)	North Western.	Total number of carriages ... Total number of carriages fitted with communication.	170 170	57 57	126 126	1,170 1,170	1,072 1,072	2,595 2,595	English chain system.*
9	(a) to (c)	Oudh and Rohilkhand.	Total number of carriages ... Total number of carriages fitted with communication.	79 77	30 30	34 34	365 365	230 230	738 738	English chain system.*
10	(a)	South Indian ...	Total number of carriages ... Total number of carriages fitted with communication.	12 12	26 26	...	183 183	85 85	306 306	English chain system.*

* English chain system.—With indicating disc, in connection with automatic vacuum brake.
† Bamber's system.—With indicating whistle, in connection with automatic vacuum brake.

APPENDIX 21—concl'd.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1914.

CLASSIFICATION NO. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Inter-mediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	TOTAL.	REMARKS.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3' 3½" GAUGE.								
11	...	Assam-Bengal ...	Total number of carriages ... Total number of carriages fitted with communication.	36 36	... ...	... ...	113 113	106 106	245 255	English chain system.*
12	...	Bengal and North-Western.	Total number of carriages ... Total number of carriages fitted with communication.	66 62	34 26	32 32	783 560	187 133	1,102 813	English chain system.*
13	...	Bengal Dooars ...	Total number of carriages ... Total number of carriages fitted with communication.	9 1	1 ...	... ...	22 ...	16 5	48 6	Simple cord.†
14	...	Bhavnagar ...	Total number of carriages ... Total number of carriages fitted with communication.	9 5	5 4	... ...	62 24	31 15	107 48	English chain system.*
2	(f) to (l)	Bombay, Baroda and Central India	Total number of carriages ... Total number of carriages fitted with communication.	98 98	35 35	30 30	935 893	279 276	1,377 1,322	English chain system.*
15	...	Burma ...	Total number of carriages ... Total number of carriages fitted with communication.	60 30	28 ...	... ...	430 252	283 144	801 436	English chain system.*
3	(b) to (d)	Eastern Bengal	Total number of carriages ... Total number of carriages fitted with communication.	60 60	16 16	51 51	363 361	188 188	678 676	English chain system.*
17	...	Gondal-Porbandar	Total number of carriages ... Total number of carriages fitted with communication.	8 7	4 3	... ...	42 9	30 19	84 38	English chain system.*
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of carriages ... Total number of carriages fitted with communication.	20 20	10 10	... ...	69 69	63 63	162 162	English chain system.*
19	(a) to (e)	Jodhpur-Bikaner	Total number of carriages ... Total number of carriages fitted with communication.	24 24	9 9	17 17	123 123	135 135	308 308	Electric bell.‡
20	...	Junagad ...	Total number of carriages ... Total number of carriages fitted with communication.	8 4	1 1	... ...	23 11	18 9	45 25	English chain system.*
6	(c) to (l)	Madras and Southern Mahratta.	Total number of carriages ... Total number of carriages fitted with communication.	71 58	31 17	... ...	630 254	508 261	1,240 590	English chain system.*
21	...	Morvi ...	Total number of carriages ... Total number of carriages fitted with communication.	4 3	1 ...	... ...	35 16	22 6	62 25	English chain system.*
24	(a) & (b)	Rohilkund and Kumaon.	Total number of carriages ... Total number of carriages fitted with communication.	17 17	5 5	3 ...	120 52	96 58	241 132	English chain system.*
10	(b) to (s)	South Indian ...	Total number of carriages ... Total number of carriages fitted with communication.	67 40	33 9	... ...	908 529	315 162	1,323 710	English chain system.*
		2' 6" GAUGE.								
1	(b) to (h)	Bengal-Nagpur	Total number of carriages ... Total number of carriages fitted with communication.	12 9	3 3	3 3	142 113	86 79	246 207	English chain system.*

* English chain system.—With indicating disc, in connection with automatic vacuum brake.

† Simple cord.—No connection with automatic vacuum brake.

‡ Electric bell.—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 22.

Railways on which points and signals were interlocked on the 31st March 1914.

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		5' 6" GAUGE.						Rs.	Rs.
1	(a)	Bengal-Nagpur . . .	291	20 41 99	Cabin interlocking Indirect key interlocking. List and Morse's .	561 612 624	102 122 ...	5,86,770 4,03,876 5,40,000	1,046 660 865
2	(a) to (e)	Bombay, Baroda and Central India.	203	70 62 4 1	Cabin interlocking Dutton's . . . Grouped levers . . . Sydney Jones' . . .	1,699 776 64 8	250 ... 6 2	15,59,200 4,65,600 42,500 5,500	800 600 664 687
3	(a)	Eastern Bengal . . .	156	43 21 1 3	Cabin interlocking Dutton's . . . Grouped levers . . . List and Morse's . . .	1,246 82 20 37	218 42	9,08,850 1,10,200 14,000 16,672	725 364 700 456
	...	East Indian . . .	514	106 238 34	Cabin interlocking Dutton's . . . Grouped levers . . .	3,217 3,117 195	399 ... 17	16,08,500 8,88,315 39,000	500 285 200
5	(a) to (f)	Great Indian Peninsula .	526	256 13	Cabin interlocking List and Morse's .	6,468 130	1,336 26	40,97,751 47,580	638 366
6	(a) & (b)	Madras and Southern Mahratta.	198	18 1 1 21 37	Cabin interlocking Dutton's . . . Experimental . . . Key interlocking . . . List and Morse's .	332 8 8 183 296	51 2 4 1 ...	2,71,300 5,233 9,586 39,384 1,82,517	817 654 1,198 296 617
7	(a) & (b)	Nizam's Guaranteed State	46	1 1 3 1 2	Cabin interlocking Dutton's . . . Experimental . . . Grouped levers . . . Intermediate sidings controlled by token instrument.	66 8 36 8 4	2	42,295 3,517 20,376 4,553 2,600	641 439 816 1,518 650
8	(a) to (k)	North Western . . .	737	33 149 8 56 309	Bhoe Asal Cabin interlocking Experimental . . . Grouped levers . . . List and Morse's .	38 5,026 108 139 3,112	... 976 16 29 ...	20,493 30,15,600 51,000 55,600 11,45,150	621 600 472 400 368
9	(a) to (e)	Oudh and Rohilkhand . .	305	26 3 181 1	Cabin interlocking Grouped levers . . . List and Morse's . . . Wrench's . . .	1,366 83 1,975 2	290 12 7 ...	6,96,726 88,904 6,64,151 2,000	510 468 836 1,000
10	(a)	South Indian . . .	85	1 3 35	Cabin interlocking Grouped levers . . . Winter's . . .	18 11 296	8 ... 101	5,800 1,800 1,49,800	446 164 506
11	...	3' 3 1/2" GAUGE. Assam-Bengal . . .	143	4	Dutton's . . .	48	...	28,766	599
12	...	Bengal and North-Western.	336	2 9	Experimental . . . List and Morse's .	16 92	6 ...	7,524 55,057	470 598
13	...	Bengal Doocars . . .	31	...	...	...	...	...	...
14	...	Bhavnagar . . .	32	...	...	...	...	...	...
2	(f) to (i)	Bombay, Baroda and Central India.	330	15 1 86 7	Cabin interlocking Dutton's . . . Sydney Jones' . . . Whitney's . . .	330 20 872 353	... ... 8 ...	1,68,494 9,570 2,43,475 1,36,330	356 479 279 386
15	...	Burma . . .	305	29 12 82	Cabin interlocking List and Morse's . Simplex . . .	876 96 246	157	6,79,222 81,000 3,87,500	775 844 1,575
		Carried over . . .	4,258	2,160	...	35,298	4,185	1,95,83,847	...

APPENDIX 22—concl'd.

Railways on which points and signals were interlocked on the 31st March 1914.

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	Name of system of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		Brought forward	4,259	2,160	...	55,283	4,185	Rs. 1,95,83,847	Rs. ...
		3' 3½" GAUGE—concl'd.							
16	...	Dibru-Sadiya	37	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal	200	2	Cabin interlocking	157	48	1,72,666	1,099
17		Gondal-Forbandar	29	17	Dutton's	264	34	59,400	225
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	63	2	Grouped levers	29	...	22,000	758
18		Jamnagar	7	19	List and Morse's	228	...	1,03,913	455
19	(a) to (e)	Jodhpur-Bikaner	146	1	Cabin interlocking	49	6	36,546	746
20	...	Junagad	15	40	List and Morse's	81	8	1,98,720	2,453
6	(c) to (l)	Madras and Southern Mahratta.	315	3	Cabin interlocking	63	10	32,500	516
21	...	Morvi	13	...	...	...	...	...	...
24	(a) & (b)	Rohilkund and Kumaon.	97	2	Cabin interlocking	59	10	61,550	1,043
10	(b) to (v)	South Indian	299	6	Dutton's	73	...	40,550	555
25	...	Udaipur-Chitorgarh	11	2	Experimental	16	4	11,700	731
27	...	Arrah-Sasaram Light	16	17	Grouped levers	36	...	13,800	869
29	...	Baraset-Basirhat Light	26	25	List and Morse's	271	30	1,58,750	586
30	...	Barsi Light	23	117	Winter's	835	325	4,27,600	483
1	(b) to (h)	Bengal-Nagpur	108	...	...	...	...	...	...
31	...	Bowringpet-Kolar	3	...	...	...	...	...	...
32	...	Buxiarpore-Bihar Light	13	...	...	...	...	...	...
35	...	Champamer-Shivrajpur Light. . . .	7	...	...	...	...	...	...
36	...	Cutoh	6	...	...	...	...	...	...
37	...	Dehri-Bohtas Light. . . .	6	...	...	...	...	...	...
38	...	Dholpur-Bari	9	1	Experimental	2	...	1,986	993
3	(b)	Eastern Bengal	12	3	List and Morse's	3	...	3,181	1,060
2	(m) to (o)	Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajppla	57	...	...	...	...	...	...
40	...	Godhra-Lunavada	5	...	...	...	...	...	...
41	...	Jessore-Jhenidah Light	10	...	...	...	...	...	...
8	(l)	Kalka-Simla	20	...	...	...	...	...	...
8	(m) & (n)	Kohat-Thal and Nowshera Durgal	22	...	...	...	...	...	...
42	...	Madaya Light . . . .	...	...	...	...	...	...	...
10	(f) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri. . . .	15	...	...	...	...	...	...
21	...	Morvi	5	...	...	...	...	...	...
5	(g)	Murtajapur-Ellichpur	9	...	...	...	...	...	...
43	...	Nadiad-Kapadvanj	7	...	...	...	...	...	...
24	(c)	Powayan Light	8	...	...	...	...	...	...
44	...	Shahdara (Delhi)-Saharanpur Light. . . .	17	...	...	...	...	...	...
45	...	Tarkesur-Magra Light	16	...	...	...	...	...	...
46	...	Tespore-Balipara Light	7	...	...	...	...	...	...
8	(o)	Trans-Indus (Kalabagh-Bannu). . . .	14	...	...	...	...	...	...
		2' 0" GAUGE.							
47	(a)	Darjeeling-Himalayan	11	...	...	...	...	...	...
48	(g)	Gwalior Light	30	...	...	...	...	...	...
49	...	Howrah-Amra Light	25	1	Cabin interlocking	10	...	1,799	180
50	...	Howrah-Sheakhala Light	16	...	...	...	...	...	...
51	...	Jagadhri Light	1	...	...	...	...	...	...
52	...	Jorhat (Provincial)	12	...	...	...	...	...	...
5	(h)	Matheran Light	2	...	...	...	...	...	...
19	(f)	Pipar Road-Bhavi Light. . . .	4	...	...	...	...	...	...
		Total	6,032	2,418	...	87,509	4,650	2,09,30,008	...

* Information not available.

APPENDIX 23.

Railways on which block instruments were used for train signalling on the 31st March 1914.

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		5' 6" GAUGE.			Rs.	Rs.	
1	(a)	Bengal-Nagpur...	194	Neale's, single line	2,94,104	1,516	
			7	Theobald's Train Key, single line.	6,125	875	
			1	Webb and Thompson's, single line.	1,000	1,000	
2	(a) to (e)	Bombay, Baroda and Central India.	1	Preece's double line	440	440	
			28	Sykes' (L. & B.)	49,450	2,150	
			91	Tyer's Tablet, single line.	1,34,680	1,480	
			45	Tyer's three position, double line.	41,850	930	
3	(a)	Eastern Bengal...	108	Neale's, single line	1,83,608	1,782	
			26	Pryce and Ferreira's (L. & B.)	62,462	2,402	
			25	Pryce and Ferreira's, double line.	35,835	1,433	
4	...	East Indian ...	118	East Indian railway's, double line.	98,648	836	
			19	East Indian railway's (L. & B.)	22,724	1,196	
			88	East Indian railway's, single line.	74,712	849	
			131	Neale's, single line	1,53,925	1,175	
			61	Pryce and Ferreira's (L. & B.)	90,535	1,485	
			97	Train wire, single line. No token.	12,610	130	
			15	Tyer's Tablet, single line.	21,375	1,425	
5	(a) to (f)	Great Indian Peninsula.	207	Neale's, single line	2,27,700	1,100	
			154	Preece's, double line	84,700	550	
			61	Preece's, single line	33,550	550	
			71	Train wire, single line. No token.	21,300	300	
			41	Tyer's three position, double line.	34,850	850	
6	(a) & (b)	Madras and Southern Mahratta.	150	Theobald's Train Key, single line.	69,167	461	
			20	Winter's, double line	7,200	360	
7	(a) & (b)	Nizam's Guaranteed State.	18	Webb and Thompson's, single line.	27,000	1,500	
8	(a) to (k)	North Western ...	31	Tyer's two position (L. & B.)	1,00,750	3,250	
9	(a) to (c)	Oudh and Rohilkhand.	14	Neale's, single line	25,221	1,659	
10	(a)	South Indian ...	71	Theobald's Train Key, single line.	81,650	1,150	
11	...	Assam-Bengal ...	5	Neale's, single line	5,747	1,150	
12	...	Bengal and North-Western.	3	Neale's, single line	4,480	1,493	
			9	Tyer's Tablet, single line	13,967	1,552	
13	...	Bengal Doocars ...	...	...	...	...
14	...	Bhavnagar ...	2	Theobald's Train Key, single line.	1,207	603	
2	(f) to (l)	Bombay, Baroda and Central India.	215	Tyer's Tablet, single line	3,18,200	1,480	
			7	Tyer's three position, double line.	930	930	
15	...	Burma ...	88	Neale's, single line	1,06,612	1,211	
			10	Sykes' (L. & B.)	30,330	3,033	
			5	Theobald's Train Key, single line.	5,000	1,000	
			150	Train wire, single line. No token.	30,000	200	
			1	Tyer's Tablet, single line	1,600	1,600	
		Carried over ...	2,872	...	25,18,294	...	

APPENDIX 23—concl'd.

Railways on which block instruments were used for train signalling on the 31st March 1914

CLASSIFICATION NUMBER OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		Brought forward ...	2,372	...	Rs. 25,18,294	...	Rs.
16	...	8' 3½" Gauge—concl'd. Dibru-Sadiya . . .	...	...	...	...	...
3	(b) to (d)	Eastern Bengal . . .	64	Neale's, single line Tyer's Tablet, single line	1,13,078 68,702	1,767 2,795	
17	...	Gondal-Porbandar . . .	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	13	Webb and Thompson's, single line.	10,500	1,500	
18	...	Jamnagar . . .	...	...	...	...
19	(a) to (e)	Jodhpur-Pikaner . . .	...	...	...	...
20	...	Junagad . . .	...	...	...	...
			121	Roberts', single line . . .	66,308	548	
			2	Theobald's Train Key, single line.	922	461	
6	(c) to (l)	Madras and Southern Maharatta.	152	Train wire, single line. No token.	40,457	266	
			20	Winter's single line. No token.	9,200	460	
21	...	Morvi . . .	...	...	...	...
24	(a) & (b)	Rohilkund and Kumaon	...	...	...	...
10	(b) to (i)	South Indian . . .	147	Theobald's Train Key, single line.	1,69,050	1,150	
			98	Train wire, single line. No token.	14,400	150	
25	...	Udaipur-Chitorgarh . . .	...	...	...	...
		2' 6" Gauge.					
27	...	Arrah-Sasaram Light . . .	...	...	...	...
29	...	Baraset-Basirhat Light . . .	...	...	...	...
30	...	Barsi Light . . .	...	...	...	...
1	(b) to (h)	Bengal-Nagpur . . .	...	...	...	...
31	...	Bowringpet Kolar . . .	...	...	...	...
32	...	Bukhtiarpore-Bihar Light . . .	...	...	...	...
35	...	Champaner-Shivrajpur Light.	...	...	...	...
36	...	Cutch . . .	...	...	...	...
37	...	Dehri-Bohtas Light . . .	...	...	...	...
28	...	Dholpur-Bari . . .	4	Through wire, single line. No token.	400	100	
3	(b)	Eastern Bengal . . .	...	...	...	...
2	(m) to (o)	Gaekwar's Dabhol, Ko- samba-Zankhvav and Rajpipla.	...	...	...	...
40	...	Godhra-Lunavada . . .	...	...	...	...
41	...	Jessore-Jhenidah Light . . .	...	...	...	...
8	(l)	Kalka-Simla . . .	...	...	...	...
8	(m) & (n)	Kohat-Thal and Nowshera- Durgai.	...	...	...	...
42	...	Madaya Light . . .	...	...	...	...
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krish- nagiri.	13	Train wire, single line. No token.	1,950	150	
21	...	Morvi . . .	...	...	...	...
5	(g)	Murtajapur-Ellichpur . . .	8	Train wire, single line. No token.	2,400	300	
43	...	Nadiad-Kapadvanj . . .	...	...	...	...
24	(c)	Powayan Light . . .	...	...	...	...
44	...	Shahdara (Delhi)-Sabaran- pur Light.	...	...	...	...
45	...	Tarakesur-Magra Light . . .	...	...	...	...
46	...	Tezpur-Balipara Light . . .	...	...	...	...
8	(o)	Trans-Indus (Kalabagh- Bannu.)	...	...	...	...
		2' 0" Gauge.					
47	(a)	Darjeeling-Himalayan . . .	...	...	...	...
48	...	Gwalior Light . . .	...	...	...	...
49	...	Howrah-Amta Light . . .	...	...	...	...
50	...	Howrah-Sheakhala Light . . .	...	...	...	...
51	...	Jagadhri Light . . .	...	...	...	...
52	...	Jorhat (Provincial). . .	...	...	...	...
5	(h)	Matheran Light . . .	...	...	...	...
19	(f)	Pipar Road-Bhavi Light . . .	...	...	...	...
		Total . . .	3,038	...	30,09,661	...	

APPENDIX 24.

Train accidents and casualties on railways treated as one system during the Financial year 1913-14.

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents.	Other accidents.	Total number of accidents.	NUMBER OF PASSENGERS AND OTHERS. (Figures in italics represent persons who were not passengers.)		NUMBER OF RAILWAY SERVANTS.		TOTAL OF ALL CLASSES.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	2	3	4	5	6	7	8	9	10
1. Collisions between passenger trains or parts of passenger trains.	5	5	10	...	13	...	3	...	16
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . . .	25	35	60	32	{ 36 1 }	4	18	36	55
3. Collisions between goods trains or parts of goods trains.	15	91	106	2	{ 1 1 }	3	19	5	21
4. Collisions between light engines . . .	1	36	37	...	...	...	5	...	5
5. Passenger trains or parts of passenger trains leaving the rails . . .	31	265	346	1	{ 2 1 }	3	2	4	5
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . .	18	900	918	1	1	3	17	4	18
7. Trains or engines travelling in the wrong direction through points.	15	124	139	...	{ 12 1 }	4	12	4	25
8. Trains running into stations or sidings at too high a speed . . .	3	30	33	...	...	...	4	...	4
9. Trains running over cattle on the line . . .	9	7,457	7,466	1	...	...	2	1	2
10. Trains running over obstructions on the line . . .	36	213	249	12	18	4	4	16	22
11. Trains running through gates at level-crossings . . .	4	25	29	0	2	...	...	6	2
12. The bursting of boilers of engines . . .	...	1	1	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	1	278	279	...	...	1	...	1	...
Carried over ...	213	9,460	9,673	{ 34 21 }	{ 65 24 }	22	86	77	175

APPENDIX 24—concl'd.

Train accidents and casualties on railways treated as one system during the Financial year 1913-14.

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents.	Other accidents.	Total number of accidents.	NUMBER OF PASSENGERS AND OTHERS. (Figures in italics represent persons who were not passengers.)		NUMBER OF RAILWAY SERVANTS.		TOTAL OF ALL CLASSES.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	2	3	4	5	6	7	8	9	10
Brought forward	218	9,460	9,678	{ 34 21 }	{ 65 24 }	{ 22 }	{ 86 }	77	175
13. The failure of machinery, springs, etc., of engines	1	937	938	...	...	...	...	...	...
14. The failure of tyres	...	6	6	...	...	...	...	...	...
15. The failure of wheels	5	6	11	...	...	...	...	...	...
16. The failure of axles	5	61	66	1	1	...	4	1	5
17. The failure of brake apparatus	3	15	18	...	...	...	...	...	...
18. The failure of couplings	5	598	603	2	2	...	3	2	5
19. The failure of tunnels, bridges, viaducts, culverts, etc.	...	8	8	...	...	...	...	...	...
20. Broken rails.	1	245	246	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	32	127	159	19	20	5	2	24	2
22. Slips in cuttings or embankments	2	53	55	...	...	...	3	...	3
23. Fire in trains.	5	221	226	1	{ 1 2 }	5	1	6	4
24. Fire at stations, or involving injury to bridges or viaducts	6	76	82	2	1	...	10	2	11
25. Other accidents	34	1,063	1,097	1	{ 15 6 }	4	24	5	45
TOTAL	312	12,876	13,188	{ 58 23 }	{ 104 33 }	36	133	117	70

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

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		RAILWAY SYSTEM.	NUMBER OF SERVANTS EMPLOYED.			
Main head.	Sub-head.		Europeans.	Anglo-Indians.	Indians.	Total.
1	2	3	4	5	6	7
1	...	Bengal-Nagpur	684	815	98,526	99,975
2	...	Bombay, Baroda and Central India	816	866	58,230	59,912
3	...	Eastern Bengal	463	619	43,593	44,675
4	...	East Indian	1,712	1,248	98,843	101,803
5	...	Great Indian Peninsula	1,500	1,098	98,180	100,776
6	...	Madras and Southern Mahratta	303	1,747	41,639	43,739
7	...	Nizam's Guaranteed State	123	370	12,040	12,533
8	...	North Western	1,342	815	92,972	95,129
9	...	Oudh and Rohilkhand	296	326	26,674	27,296
10	...	South Indian	236	1,308	25,337	26,881
11	...	Assam-Bengal	85	241	8,804	9,180
12	...	Bengal and North-Western	155	244	23,924	24,333
13	...	Bengal Doocars	7	4	1,418	1,429
14	...	Bhavnagar	4	12	2,160	2,176
15	...	Burma	168	607	13,392	13,167
16	...	Dibru-Sadiya	18	...	1,500	1,513
17	...	Gondal-Forbandar	8	17	1,377	1,397
18	...	Jamnagar	1	...	283	284
19	...	Jodhpur-Bikaner	16	18	7,998	8,027
20	...	Junagad	1	6	663	670
21	...	Morvi	...	...	502	503
24	...	Rohilkund and Kumaon	57	16	4,935	5,008
25	...	Udaipur-Chitorgarh	2	...	364	368
27	...	Arrah-Sasaram Light	3	...	340	343
29	...	Baraset-Basirhat Light	...	8	430	433
30	...	Barai Light	7	36	922	967
31	...	Bowringpet-Kolar	1	1	96	98
32	...	Bukhtiarpore-Bihar Light	...	2	200	202
35	...	Champaner-Shivrajpur Light	1	...	146	147
36	...	Cutch	1	...	194	195
37	...	Dehri-Bohtas Light	1	...	195	196
38	...	Dholpur-Bari	2	...	157	159
40	...	Godhra-Lunavada	1	...	58	59
41	...	Jessore-Jhenidah Light	...	...	145	146
42	...	Madaya Light	...	...	5	5
43	...	Nadiad-Kapadvanj	1	...	184	185
44	...	Shahdara (Delhi)-Saharanpur Light	4	1	628	633
45	...	Tarkessur-Magra Light	...	1	266	267
46	...	Tezpur-Balipara Light	3	1	296	300
47	...	Darjeeling-Himalayan	19	16	1,083	1,118
48	...	Gwalior Light	2	1	275	278
49	...	Howrah-Amta Light	4	3	761	768
50	...	Howrah-Sheakhala Light	...	...	175	175
51	...	Jagadhri Light	...	...	50	50
52	...	Jorhat (Provincial)	1	...	262	263
TOTAL			7,988	10,437	615,269	633,694

APPENDIX 26.

Number of men enrolled in Railway Volunteer Corps on the 31st March 1914.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		Corps.	ENROLLED STRENGTH.							Sergeant Instructors furnished by the Army.	REMARKS.
Main head.	Sub-head.		EFFICIENTS.			Non-efficient.	Total number of volunteers of all nationalities in corps, including those on construction work.	Total number of European and Anglo-Indian employes on open lines of railway.			
			Officers.	Non-Commissioned officers.	Volunteers.						
1	2	3	4	5	6	7	8	9	10	11	
1	...	Bengal-Nagpur— <i>First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles</i> ...	41	127	1,115	19	1,303	1,419	10		
2	...	Bombay, Baroda and Central India— <i>First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles...</i>	58	181	1,151	12	1,403	1,682	16		
3	...	Eastern Bengal— <i>Eastern Bengal Railway Volunteer Rifles</i> ...	26	76	918	18	1,038	1,082	5		
4	...	East Indian— <i>East Indian Railway Volunteer Rifles</i> ...	72	215	2,231	50	2,568	2,960	17		
5	...	Great Indian Peninsula— <i>First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles</i> ..	52	219	1,579	51	1,901	2,596	12		
6	...	Madras and Southern Mahratta— <i>First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles</i> ...	48	166	1,751	11	1,976	2,050	17		
7	...	Nizam's Guaranteed State— <i>Hyderabad Volunteer Rifles</i> ...	10	28	223	5	266	493	2		
8	...	North Western— <i>First and Second Battalions, North Western Railway Volunteer Rifles</i> ...	47	132	1,441	6	1,626	2,157	10		
9	...	Oudh and Rohilkhand— <i>Oudh and Rohilkhand Railway Volunteer Rifles</i> ... <i>United Provinces Horse, Oudh Squadron</i> ...	20 2	80 ...	470 ...	5 ...	575 2	622	5		
10	...	South Indian— <i>South Indian Railway Volunteer Rifles</i> ...	30	94	1,186	18	1,328	1,544	9		
11	...	Assam-Bengal— <i>Assam-Bengal Railway Volunteer Rifles</i> ...	22	37	231	8	298	326	4		
12	...	Bengal and North-Western— <i>Bengal and North-Western Railway Volunteer Rifles</i> ... <i>United Provinces Horse, Gorakhpur Squadron</i> ...	19 3	46 5	267 32	13 2	345 42	899	4 1		
		Carried over ...	450	1,406	12,595	218	14,669	17,360	112		

APPENDIX 26—concl'd.

Number of men enrolled in Railway Volunteer Corps on the 31st March 1914.

CLASSIFICATION NO. OF RAIL- WAY (DETAILED IN "INDEX" TO APPENDIX 1).		Corps.	ENROLLED STRENGTH.					Total number of European and Anglo-Indian employes on open lines of railway.	Sergeant Instructors furnish- ed by the Army.	REMARKS.
Main head.	Sub- head.		EFFICIENTS.			Non-efficient.	Total number of volun- teers of all nationalities in corps, including those on construction work.			
			Officers.	Non-Commission- ed officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	450	1,406	12,595	218	14,669	17,860	112	
13	...	Bengal Doars—								
		<i>Northern Bengal Mounted Rifles, C. and G. Squadron</i> ...	...	...	4	...	4	11	...	
15	...	Burma—								
		<i>Burma Railways Volunteer Corps</i>	44	73	620	11	743	775	10	
19	...	Jodhpur-Bikaner—								
		<i>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	6	37	8	46	29	...	
24	...	Bohilkund and Kumaon—								
		<i>Bengal and North-Western Railway Volunteer Rifles</i> ...	4	9	54	...	67	73	...	
25	...	Udaipur-Chitorgarh—								
		<i>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles</i> ...	...	1	...	...	1	2	...	
30	...	Barsi-Light—								
		<i>Poona Volunteer Corps</i> ...	1	1	36	...	38	45	...	
35	...	Champaner-Shivrajpur Light—								
		<i>Great Indian Peninsula Railway Volunteer Rifles</i> ...	1	...	...	...	1	1	...	
40 & 43	...	Godhra-Lunavada and Nadiad-Kapad- vanj—								
		<i>Great Indian Peninsula Railway Volunteer Rifles</i> ...	1	...	...	...	1	2	...	
44	...	Shahdara (Delhi)-Saharanpur Light—								
		<i>North Western Railway Volunteer Rifles</i> ...	...	...	2	...	2	5	...	
45	...	Tarkessur-Magra Light—								
		<i>East Indian Railway Volunteer Rifles</i> ...	...	...	1	...	1	1	...	
47	...	Darjeeling-Himalayan—								
		<i>Northern Bengal Mounted Rifles, "A" and "B" Troops</i> ...	1	3	23	...	27	85	...	
52	...	Jorhat—								
		<i>Northern Bengal Mounted Rifles</i> ...	1	...	...	...	1	1	...	
		TOTAL ...	503	1,499	13,372	232	15,606	18,340	132	

APPENDIX 27.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1913-14.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		RAILWAY SYSTEM.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY ADMINISTRATION.				COST OF TOTAL FORCE TO THE RAILWAY ADMINISTRATION.		REMARKS.
Main head.	Sub-head.				Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per-mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . . .	57	1,047	55,810	82,522	14,780	1,52,612	55-90	0-61	
2	...	Bombay, Baroda and Central India.	195	1,965	1,24,057	2,02,047	32,005	3,58,109	103-22	0-02	
3	...	Eastern Bengal . . .	156	1,321	560	48,239	1,109	49,808	29-95	0-01	
4	...	East Indian . . .	140	2,795	1,12,930	1,93,122	63,874	3,69,926	136-12	0-02	
5	(a) to (f).	Great Indian Peninsula	52	1,551	1,04,840	1,53,724	27,080	2,85,644	96-32	0-01	
6	...	Madras and Southern Mahratta.	61	2,093	48,897	2,25,020	28,504	3,02,421	96-53	0-03	
7	...	Nizam's Guaranteed State.	11	508	25,956	68,089	5,155	99,230	125-12	0-04	
8	...	North Western . . .	...	2,154	8	2,65,647	2,334	2,67,089	51-00	0-01	
9	...	Oodh and Rohilkhand	...	547	...	50,651	2,043	53,297	32-23	0-01	
10	...	South Indian . . .	...	458	...	1,98,571	...	1,98,571	165-36	0-02	
11	...	Assam-Bengal . . .	12	319	21,365	20,562	6,859	48,786	60-10	0-02	
12	...	Bengal and North-Western.	51	684	8,269	80,233	1,916	90,418	44-59	0-01	
13	...	Bengal Doocars . . .	...	20	...	1,916	...	1,916	12-53	0-01	
14	...	Bhavnagar . . .	17	73	...	...	...	17,146	84-44	0-04	
15	...	Burma . . .	55	560	58,912	69,356	13,321	1,41,589	91-24	0-02	
16	...	Dibru-Sadiya . . .	1	11	1,188	1,978	27	3,193	34-89	0-01	
17	...	Gondal-Forbandar . . .	14	53	5,788	10,457	1,630	17,845	84-53	0-04	
18	...	Jamnagar . . .	1	8	...	...	...	4,119	81-95	0-05	
19	...	Jodhpur-Bikaner . . .	6	148	3,306	16,497	1,542	21,345	16-34	0-01	
20	...	Junagad . . .	6	19	3,378	3,533	1,266	8,177	72-09	0-05	
21	...	Morvi . . .	5	23	2,373	2,992	1,171	6,536	70-40	0-03	
24	...	Rohilkund and Kumaon	10	257	1,524	18,409	1,560	21,493	38-77	0-02	
30	...	Barsi Light . . .	...	16	270	3,821	170	3,761	33-00	0-02	
35	...	Champaner-Shivrajpur Light.	...	1	...	123	...	123	6-07	...	
37	...	Dehri-Bohtas Light . . .	...	6	432	...	...	432	18-12	...	
38	...	Dholpur-Bari . . .	...	10	...	453	...	453	15-93	0-02	
48	...	Gwalior Light . . .	1	47	360	4,320	172	4,852	19-41	0-01	
51	...	Jagadhri Light . . .	...	5	...	706	...	706	213-29	0-05	

APPENDIX 28.

Transactions of the Fine Funds for the financial year 1913-14.

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I).		RAILWAY SYSTEM.	ASSETS.				DISBURSEMENTS.						Balance on 31st March 1914.
Main head.	Sub-head.		Balance on 31st March 1913.	Fines and bonus forfeited during 1913-14.	Interest on balance.	Total.	Hospitals for sick employ- ees.	Compas- sionate allow- ances.	Schools.	Recrea- tion clubs.	Miscel- laneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	44,122	29,115	1,796	66,033	60	...	605	9,298	13,667	23,630	42,203
2	...	Bombay, Baroda and Central India	6,622	18,691	...	25,313	200	1,780	4,644	2,075	3,869	17,588	7,735
3	...	Eastern Bengal ^P .	849	17,765	96	18,710	...	60	435	9,911	2,069	12,498	6,212
4	...	East Indian	51,606	28,930	1,159	81,745	...	737	11,759	5,767	1,373	19,636	62,109
5	...	Great Indian Peninsula	5,447	26,929	239	32,615	...	3,250	3,222	3,868	11,681	26,541	6,074
6	...	Madras and Southern Mahratta	39,263	12,907	743	52,933	...	1,381	2,565	532	19,653	24,131	28,802
7	...	Nizam's Guaranteed State	26,039	2,323	1,132	29,494	...	...	...	...	1,560	1,560	27,934
8	...	North Western	24,105	37,716	900	62,721	690	1,410	...	14,085	4,731	20,916	41,805
9	...	Oudh and Rohilkhand	23,653	8,594	578	32,815	...	...	4,874	5,885	7,925	18,684	14,131
10	...	South Indian	83,049	2,323	2,515	88,387	...	208	3,758	2,303	21,308	27,577	60,810
11	...	Assam-Bengal	9,788	6,375	303	16,466	...	30	2,167	3,749	3,556	9,502	6,061
12	...	Bengal and North-Western	1,92,583	19,606	5,859	2,18,048	...	856	1,200	1,475	1,602	5,133	2,12,915
13	...	Bengal Doonars	5,590	1,303	143	6,976	...	...	300	957	366	1,643	5,333
14	...	Bhavnagar	2,392	327	76	2,695	...	...	...	...	143	143	2,552
15	...	Burma	4,053	13,167	...	17,220	...	...	...	9,116	5,093	14,214	3,006
17	...	Gondal-Porbandar	2,221	471	72	2,764	...	30	...	82	497	609	2,155
18	...	Jamnagar	418	155	15	588	...	...	...	...	...	...	588
19	...	Jodhpur-Bikaner	17,979	7,271	605	25,855	240	130	710	1,462	...	2,542	23,313
20	...	Junagad	918	94	27	1,069	...	...	...	180	8	183	686
21	...	Morvi	1,102	230	...	1,332	...	...	85	...	28	113	1,219
24	...	Rohilkund and Kumaon	55,207	2,433	1,696	59,536	...	...	...	637	1,806	2,493	57,043
25	...	Udaipur-Chitorgarh	713	91	...	804	...	...	...	...	28	28	776
30	...	Barsi Light	288	315	...	603	...	...	...	...	36	36	567
35	...	Champanor-Shivrajpur Light	48	9	...	57	...	...	...	...	...	...	57
37	...	Dehri-Bohtas Light	33	6	...	39	...	...	...	...	...	...	39
38	...	Dholpur-Bari	54	36	...	90	...	...	...	...	2	2	68
40	...	Godhra-Lunavada	...	2	...	2	...	...	...	...	...	...	2
41	...	Jessore-Jhenidah Light	...	45	...	45	...	...	...	...	...	...	45
43	...	Nadiad-Kapadvanj	...	14	...	14	...	...	...	...	...	...	14
45	...	Tarkesur-M a g r a Light	...	28	...	28	...	...	...	...	...	...	28
46	...	Tezapore-Balipara Light	45	32	...	77	...	...	59	...	...	59	138
47	...	Darjeeling-Himalayan	411	142	...	553	...	...	...	...	2	2	551
51	...	Jagadhri Light	49	62	...	111	...	...	...	...	...	...	111
52	...	Jorhat (Provincial)	626	140	19	785	...	...	...	...	61	61	724

Railway and Railway-aided schools on

CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I.)		RAILWAY SYSTEM.				RAILWAY					
Main head.	Sub-head.				Number of schools.	ATTENDANCE.				IN	
						Children.		Apprentices and workmen.		Balance of funds in hand on the 31st March 1913.	Government grant.
1	2	3	4	5	6	7	8	9	10		
						Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.	Rs.	Rs.
1	...	Bengal-Nagpur ...	{ European ...	...	10	520	395	...	...	9,801	17,622
			{ Indian ...	...	16	1,882	1,118	...	...	5,789	4,153
2	(a) to (e) & (m) to (o)	Bombay, Baroda and Central India	{ European ...	...	4	116	91	...	...	3,581	2,869
			{ Indian ...	...	3	180	102	23	20	187	197
3	...	Eastern Bengal ...	{ European ...	...	...	...	...	...	...	...	...
			{ Indian ...	...	9	223	190	532	209	...	...
4	...	East Indian ...	{ European ...	...	26	1,022	696	112	103	21,070	38,826
			{ Indian ...	...	72	3,339	2,462	5,116	1,595	21,896	9,295
5	(a) to (f)	Great Indian Peninsula	{ European ...	...	8	377	303	...	...	...	10,456
			{ Indian ...	...	...	...	...	...	...	...	...
6	...	Madras and Southern Mahratta...	{ European ...	...	19	782	542	...	...	...	11,218
			{ Indian ...	...	4	339	249	...	...	...	1,487
7	(a) & (b)	Nizam's Guaranteed State	{ European ...	...	2	56	42	...	...	...	...
			{ Indian ...	...	1	37	31	...	...	...	...
8	...	North Western ...	{ European ...	...	2	96	71	43	26	3,198	3,755
			{ Indian ...	...	27	76	63	2,742	670	2,654	...
9	...	Ondh and Rohilkhand	{ European ...	...	5	88	67	34	30	812	1,086
			{ Indian ...	...	3	19	15	136	36	...	...
10	(a)	South Indian	European	...	3	132	109	...	...	80	1,860
11	...	Assam-Bengal	Indian	...	...	...	...	...	...	...	...
12	...	Bengal and North-Western	{ European ...	...	2	54	37	...	...	3,573	2,225
			{ Indian ...	...	...	...	...	...	...	...	...
13	...	Bengal Dooras	Indian	...	...	...	...	...	...	...	...
14	...	Bhavnagar	Indian	...	2	38	29	...	...	61	...
2	(f) to (l)	Bombay, Baroda and Central India	{ European ...	...	9	226	166	88	79	2,796	5,819
			{ Indian ...	...	8	419	325	54	48	482	1,090
15	...	Burma ...	{ European ...	...	3	114	92	21	18	854	3,491
			{ Indian ...	...	2	183	180	27	26	2,911	4,875
16	...	Dibru-Sadiya	Indian	...	1	147	107	...	...	...	...
17	...	Gondal-Porbandar	Indian	...	1	74	60	...	...	...	...
19	...	Jodhpur-Bikaner	Indian	...	2	34	23	...	...	...	...
7	(o) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	{ European ...	...	3	101	75	...	...	...	...
			{ Indian ...	...	2	75	58	1	1	...	...
21	...	Morvi ...	Indian	...	1	33	30	...	...	...	...
10	(b) to (i)	South Indian	European	...	4	238	229	...	...	368	4,050
43	...	Tezpur-Balipara Light	Indian	...	1	...	...	14	4	...	...
Total					255	10,992	8,187	8,943	2,865	37,973	1,24,874

DIX 29.

the 31st March 1914.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						REMARKS.
COME.					Total expenditure.	Balance in hand on the 31st March 1914.	Number of schools.	AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
From Revenue.	From the Fine Fund.	School fees.	Miscellaneous receipts.	Total income.				Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
12,916	7	13,860	6,774	60,880	49,516	17,484	4	259	...	1,020	143	1,163	
10,769	455	6,876	1,725	29,767	22,895	6,872	...	...	...	...	...	...
6,140	1,265	1,794	571	16,220	11,685	4,535	29	79	...	3,924	...	3,924	
732	...	86	10	1,312	873	339	...	...	...	...	...	...
2,900	...	...	...	2,900	2,900	...	7	156	...	8,794	239	9,033	
...	...	...	...	...	...	...	15	749	...	2,559	166	2,725	
23,676	8,000	1,11,707	55,652	2,16,791	2,02,283	14,508	7	452	...	2,801	...	2,801	
5,676	2,869	20,682	2,565	62,263	41,750	20,524	2	643	...	...	890	890	
50,009	3,222	7,750	1,478	73,515	73,515	...	19	413	...	5,674	...	5,674	
...	...	...	...	...	...	...	8	464	...	1,887	...	1,837	
29,191	...	7,145	3,476	51,030	51,030	...	9	170	...	...	2,234	2,234	
3,043	...	891	...	5,421	5,421	...	3	212	...	...	331	331	
1,524	...	338	...	1,862	1,458	404	...	...	...	...	...	...
483	...	103	...	586	518	68	...	...	...	...	...	...
4,518	...	1,214	95	12,780	9,823	2,957	25	653	...	47,684	...	47,684	
8,472	...	...	...	11,126	6,920	4,206	6	272	10	5,838	...	5,838	
4,144	263	2,189	15	8,509	7,876	1,133	20	228	...	7,835	4,006	11,840	
863	136	...	...	499	499	...	5	170	23	1,927	470	2,397	
4,611	107	614	20	7,292	7,277	15	3	216	...	330	2,869	2,699	
...	...	...	...	...	...	...	5	146	...	...	2,167	2,167	
1,200	1,200	1,073	264	9,585	5,729	3,806	...	...	...	...	...	...
...	...	...	...	...	...	...	2	109	...	324	...	324	
...	...	...	...	...	...	...	2	65	...	395	300	695	
300	...	77	...	498	854	144	...	...	...	...	...	...
7,337	2,379	5,429	1,036	24,796	21,245	3,551	28	158	...	9,581	180	9,761	
3,097	220	2,419	188	7,446	6,982	514	4	517	...	1,267	600	1,867	
600	...	3,404	66	8,415	7,800	815	19	49	...	998	...	998	
1,965	...	2,898	90	12,789	9,637	3,102	24	75	...	1,223	...	1,223	
360	...	1,111	164	1,635	1,635	...	...	...	...	...	...	...
811	...	128	...	939	939	...	...	...	...	...	...	...
...	710	...	...	710	710	...	...	...	...	...	...	...
3,782	...	672	...	4,454	3,308	1,146	3	238	...	912	...	912	
1,404	...	228	...	1,632	1,368	234	9	669	...	1,822	...	1,822	
...	85	...	35	120	120	...	...	...	...	...	...	...
4,284	322	1,258	...	10,282	10,264	18	3	214	23	1,418	960	2,373	
...	59	...	...	59	59	...	...	...	...	...	...	...
1,94,867	21,299	1,93,346	74,174	6,46,033	5,59,648	86,385	261	7,439	53	1,08,178	15,084	1,23,257	

APPENDIX 30.

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 30—*contd.*

- (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 30—*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.
- (xv) 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 30—*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 $7\frac{1}{2}$ 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

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 Rajasthan, 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 Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

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

T. RYAN,

Secretary to the Railway Board.

Documents accompanying.

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

APPENDIX 30—*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 30—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 30—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 30—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 31.

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 (vii) 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, Chief 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 Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

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

T. RYAN,

Secretary to the Railway Board.