

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1883-84.

BY

COLONEL F. S. STANTON, R.E.,

DIRECTOR GENERAL OF RAILWAYS.

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PART II.

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SIMLA:  
GOVERNMENT CENTRAL BRANCH PRESS.

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1884.

15955

SIMLA :

PRINTED BY THE SUPERINTENDENT, GOVERNMENT CENTRAL BRANCH PRESS.

## PREFACE.

THE first portion of the Railway Administration Report for 1883-84 was submitted to the Government of India on the 26th May 1884, and contains a general summary of the more interesting features and results of the year's working.

The present volume, being Part II of the Director General's Report, has been compiled from the reports received from the various Local Governments and Administrations. It contains more detailed information for each individual line, and may be looked upon as supplementary to Part I, above referred to. Besides other information detailed in the list of contents, the appendices contain the audited half-yearly statistics of Indian Railways for the calendar year 1883.

The general arrangement is precisely similar to that adopted in Part II of last year's report, and seems to require no further explanation.

Since the close of the official year the following lengths of Railway have been opened for public traffic up to the end of August 1884:—

*Openings since 31st March 1884.*

Date.	Railway.	From	To	Miles.	Remarks.
2nd April 1884 ...	Bengal and North-Western Railway.	Gogra Ferry station	Bahraich ...	73	
14th April 1884 ...	Cawnpore-Farukhabad Railway.	Farukhabad ...	Kásganj ...	67	
22nd April 1884 ...	Bengal Central Railway.	Gobardánga ...	Bongong ...	11½	
2nd May 1884 ...	Assam Railway ...	Makum Junction ...	Margherita ...	31½	
Ditto ...	Ditto ...	Ditto ...	Dum-Duma ...	8½	
16th May 1884 ...	Northern Bengal State Railway.	Chirirbandar ...	Dinagepore ...	10½	
17th June 1884 ...	Jodhpore Railway ...	Pali ...	Towards Jodhpore	24	
Ditto ...	Amritsar-Pathankot Railway.	Dinanagar ...	Patháankot ...	15	
10th July 1884 ...	Kaunia-Dharla Railway.	Left bank, Dharla river	Jatrapur ...	4½	
1st July 1884 ...	Cawnpore-Farukhabad Railway.	Jumna Bridge ...	At Mutra ...	1½	
Ditto ...	Ditto	Kásganj ...	Hathras ...	36½	
July 1884 ...	Burma Railway ...	Pegu ...	Pyuntaza ...	41	
Ditto ...	Bombay, Baroda, and Central India Railway.	Syan Bridge ...	...	...	
Ditto ...	Rajputana-Malwa Railway.	Sipra Bridge ...	...	...	
Ditto ...	Great Indian Peninsula Railway.	Ajunta Bridge ...	...	...	
August 1884 ...	Southern Mahratta Railway, Eastern Deccan section.	Hotgi ...	Gadag ...	173½	For goods only.
Ditto ...	Mysore State Railway.	Bangalore ...	Tumkur ...	43½	

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20. Only those European and Native Mechanics employed in workshops are included under the definition of "Servant" who are on a monthly salary and who are subject to a month's notice before dismissal.

21. The Manager, Nizam's State Railway, should, in the case of transfers to or from his Provident Institution, inform the Comptroller General of the date on which the amount has been brought on or taken off his interest bearing balance, when steps will be taken by the Comptroller General to have the interest for the time of transfer added, in the first case, to that payable on the Nizam's State Railway Provident Institution account, and in the second case, to that payable on the Savings Bank account of the depositor in his new Bank.

22. (1) On a Depositor leaving the service of Government, his account shall be closed and a notice given to the depositor in writing, stating the amount at his credit, and informing him that unless the amount be withdrawn within certain periods, *viz.*—

For a balance of Rs. 10 or under, 1 year,  
For a balance over Rs. 10, 3 years,

it will be written off as a "dead account," and only repaid under orders of the Comptroller General.

(2) On a depositor ceasing to be a "servant" as defined in the rules, but still remaining in Government employ, his account shall be dealt with as follows:—

When the balance at the credit of the depositor is *less than Rs. 10*, notice shall be given to the depositor that his account will be closed, and that, if the balance be not claimed within one year from the date of such notice, it will be written off as a "dead account," and only repaid under orders of the Comptroller General.

When the balance at the credit of the depositor is *Rs. 10 or more*, the account shall not be closed, so long as the depositor remains in the service of Government, without the sanction of the Government under which the depositor may be serving after transfer; and during such time as the depositor is not a "servant" as defined in the rules, no deposit shall be accepted from him, but interest shall be allowed on the balance of the account until it is closed.

(3) All applications for the refund of sums written off as "dead accounts" must be forwarded to the Comptroller General, through the Secretary of the Provident Institution from which the amount has been written off.

23. Interest may be allowed on the balance at the credit of the estates of deceased depositors of the State Railway Provident Institution until these are withdrawn.

This procedure is in accordance with the provision of paragraph 42 of the Rules for District Savings Banks, read in connection with paragraphs 39 to 41, *vide* pages 143 and 144 of the Civil Account Code, Volume I.

24. The accompanying form of declaration is authorised to be adopted by depositors of the State Railway Provident Institution desiring to bequeath their deposits to relatives and others after death, in accordance with Rule XIII of the Rules of the Institution.

State Railway Provident Institution.

Form of Declaration.

I hereby declare the following to be the name and address of the person who, in the event of my death, will be entitled to receive payment of my deposit in the Railway Provident Institution, and I make this my will so far as regards such deposit.

Name \_\_\_\_\_

Address \_\_\_\_\_

Whether the above is }  
next-of-kin, or obtains the }  
deposit by bequest of de- }  
positor. } \_\_\_\_\_

Signed \_\_\_\_\_

Two witnesses to signature \_\_\_\_\_

Date \_\_\_\_\_



## APPENDIX F.

## STATEMENT SHOWING THE TRANSACTIONS OF THE FINE FUNDS ON THE SEVERAL STATE RAILWAYS FOR THE YEAR 1883-84.

Railways.	Amount at credit of the Fund on 1st April 1883.	Receipts during the year.	Total amount at credit of the Fund.	Disbursements during the year.	Balance on 31st March 1884.	REMARKS.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Punjab Northern ... ..	12,427 10 11	4,458 1 7	16,885 12 6	4,394 3 1	12,491 9 5	
Judus Valley ... ..	5,070 0 4	6,080 11 7	11,150 11 11	5,481 13 0	5,668 14 11	
Rajputana-Malwa (a) ... ..	6,051 1 9	11,055 2 8	17,106 4 5	14,189 12 4	2,916 8 1	
Wardha Coal ... ..	993 10 1	773 5 6	1,766 15 7	1,350 5 0	416 10 7	
Calcutta and South Eastern ... ..	404 0 0	177 0 0	581 0 0	136 0 0	445 0 0	
Nalhati ... ..	399 0 0	43 0 0	442 0 0	83 0 0	359 0 0	
Northern Bengal ... ..	758 0 0	2,418 0 0	3,176 0 0	2,045 0 0	1,131 0 0	
Tirhoot ... ..	1,971 0 0	595 0 0	2,566 0 0	661 0 0	1,905 0 0	
Cawnpore-Achnera ... ..	1,187 10 3	235 0 7	1,422 10 10	82 5 8	1,340 5 2	
Nagpur and Chhattisgarh ... ..	1,416 2 2	989 9 0	2,405 11 2	1,366 8 9	1,039 2 5	
British Burma State Railway ... ..	1,437 6 4	777 1 11	2,214 8 3	1,303 7 2	911 1 1	
Bhavnagar-Gondal ... ..	10 0 1	1,033 9 5	1,033 9 6	541 7 7	552 1 11	
Nizam's ... ..	645 5 0	525 15 9	1,171 4 9	1,036 13 0	134 7 9	
Mysore ... ..	162 9 6	167 12 2	330 5 8	148 1 9	162 3 11	

(a) The accounts of the past official year have not yet been closed, so the figures given above represent the transactions as far as known up to the end of that year.

(b) Includes Rs. 512, being the balance of the Fund on the Patna-Gya State Railway.

(c) Includes a sum of Rs. 15-1-2, being cost of seeds included in last year's transactions, but subsequently charged to Revenue estimates.

## APPENDIX G.

Statement showing the mileage of Railways during the year 1883 earning over 4 per cent.

Percentage of net earnings on total Capital outlay.*	Railway.	Mean mileage worked.	Total mean mileage worked.	Remarks.
Over 9 per cent....	Amroati ... ..	6	6	
Over 8 per cent....	East Indian ... ..	1,653	1,659	
Over 7 per cent....	Bombay, Baroda and Central India....	461	2,429	
	Eastern Bengal ... ..	160		
	Nagpur and Chhattisgarh ... ..	149		
Over 6 per cent....	Great Indian Peninsula ... ..	1,288	4,904	
	Rajputana-Malwa ... ..	1,187		
		2,475		
Over 5 per cent....	Northern Bengal ... ..	247	5,201	
	Darjelling-Himalayan....	50		
		297		
Over 4 per cent....	Sind, Punjab and Delhi ... ..	730	6,119	
	Rangoon and Irrawaddy Valley ... ..	161		
	Jodhpur ... ..	19		
	Khamgaon ... ..	8		
		918		

\* This is the outlay on open line only, including steam boat and suspense.

APPENDIX H.

Statement showing Railway Schools attended by Railway Employés and their children during 1883.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual Expenditure.	Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Government Grant.	Railway Grant.	Average school fees.	Total.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.						
<b>EAST INDIAN RAILWAY.</b>										
<i>Europeans and East Indians.</i>										
					Rs.	Rs. A.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
East Indian Railway School, Ranegunge.	15	18	...	...	288	300 0	504 0 0	1,092 0 0	1,000 0 0	
East Indian Railway School, Asansol.	48	42	...	...	792	870 0	1,776 0 0	3,438 0 0	3,418 11 0	
East Indian Railway School, Rampore Haut.	9	7	...	...	360	360 0	204 0 0	924 0 0	855 0 0	
East Indian Railway School, Sahebgunge.	19	16	...	...	360	360 0	324 0 0	1,044 0 0	1,211 0 0	Difference obtained by donations, subscriptions, &c.
East Indian Railway School, Jamalpur, for boys.	46	41	...	...	2,985	2,121 8	1,023 0 0	18,234 4 0	17,321 4 6	The expenditure is that of the whole school.
East Indian Railway School, Jamalpur, for girls.	...	21	...	...			1,143 0 0			
East Indian Railway School, Jamalpur, for apprentices.	...	...	37	30	...	240 0	721 12 0			
East Indian Railway School, Dinapur.	34	28	...	...	600	750 0	756 0 0	2,106 0 0	1,771 4 2	
East Indian Railway School, Buxar.	38	27	...	...	1,068	960 0	828 0 0	2,856 0 0	2,825 5 0	
East Indian Railway School, Moghalserai.	14	12	...	...	360	720 0	156 0 0	1,236 0 0	1,160 4 0	
East Indian Railway School, Cawnpore.	35	29	...	...	360	720 0	551 8 0	1,631 8 0	1,616 15 9	
Apprentices night School, East Indian Railway, Allahabad.	...	...	12	12	Nil	Nil	288 0 0	288 0 0	288 0 0	
East Indian Railway School, Tundia.	41	35	...	...	570	600 0	588 0 0	1,758 0 0	1,758 0 0	
East Indian Railway School, Aligarh.	21	17	...	...	360	360 0	253 0 0	978 0 0	1,236 7 5	* This does not include the Oudh and Rohilkhand grant of Rs. 25 per mensem.
East Indian Railway School, Ghazalbad.	19	18	...	...	360	600 0	219 12 0	1,179 12 0	1,757 0 0	† This does not include the Sind, Punjab and Delhi Railway grant of Rs. 60 per mensem.
<i>Natives.</i>										
Native Adult School, Howrah.	Nil	Nil	99	52	Nil	120	40 0 0	160 0 0	121 4 6	
Native Adult School, Burdwan.	...	...	34	18	...	120	18 3 0	138 3 0	120 0 0	

APPENDIX H—contd..

Statement showing Railway Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual Expenditure.	Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Government Grant.	Railway Grant.	Average School fees	Total.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.						
<b>EAST INDIAN RAILWAY.</b>										
<i>Natives—concl'd.</i>										
					Rs.	Rs. A.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
East Indian Rail- way aided A. V. School, Asansol.	13	10	...	...	...	120	72 0 0	192 0 0	...	
Native Adult School, Asansol.	9	4-62	160	11-2	...	120	84 0 0	204 0 0	120 0 0	
East Indian Rail- way aided A. V. School, Rampur Haut.	4	4	...	...	480	240	27 12 0	747 12 0	...	
Native Adult School, Rampur Haut.	Nil	Nil	71	37	...	120	33 9 6	153 9 6	137 8 0	
Native Adult School, Madhu- pur.	...	...	66	29-34	...	120	22 0 0	142 0 0	120 0 0	
Native Adult School, Nawa- dih.	19	10	148	28	...	120	90 3 0	210 3 0	120 0 0	
Night School, Rampur Haut.	8	2	3	2	...	180	...	...	180 0 0	
A. V. School, Sa- hebgunge.	13	8-8	...	...	234	192	226 } 154 }	806 0 0	745 0 0	
Native Adult School, Saheb- gunge.	...	...	47	14-5	...	120	7 2 0	127 2 0	137 2 0	
A. V. School, Ja- malpur.	161	142	...	...	888	420	2,824 12 0	4,132 12 0	...	
Native Adult School, Jawal- pur.	4	4	62	21	...	120	39 15 0	159 15 0	120 0 0	
A. V. School, Mo- ghaiserai.	7	7	...	...	...	192	83 5 0	275 5 0	252 0 0	
Native Adult School, Moka- meh.	4	2-67	35	21-68	Nil	120	18 9 0	138 9 0	120 0 0	
Native Adult School, Gya.	Nil	Nil	20	13-5	...	60	11 4 0	71 4 0	60 0 0	
Native Adult School, Dina- pur.	...	...	107	30-85	...	120	75 2 0	195 2 0	192 0 0	
Native Adult School, Buxar.	76	5	95	45-43	...	120	19 14 6	139 14 6	120 0 0	
Native Adult School, Moghol- serai.	Nil	Nil	55	34	Nil	120	24 3 0	144 3 0	120 0 0	
Native Adult School, Allaha- bad.	...	...	119	27-75	...	120	53 4 0	173 4 0	120 0 0	
Native Adult School, Sutna.	...	...	31	19-16	...	120	7 6 0	127 6 0	120 0 0	
Native Adult School, Jubbui- pur.	2	2	54	35-5	...	120	31 4 6	151 4 6	120 0 0	
Native Adult School, Cawn- pore.	...	...	79	35	...	120	60 6 6	180 6 6	142 5 0	
Native Adult School, Tundla.	12	11-3	149	59	...	120	104 2 6	224 2 6	120 0 0	
Native Adult School, Aligarh.	1	1	9	9	...	...	3 10 6	3 10 6	36 0 0	
Native Adult School, Ghazia- bad.	13	12	36	22-71	...	120	24 4 0	144 4 0	120 0 0	

## APPENDIX H—contd.

Statement showing Railway Schools attended by Railway Employés and their Children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual Expenditure.	Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Government Grant.	Railway Grant.	Average School-fees.	Total.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.						
<b>MADRAS RAILWAY.</b>										
Perambúr- ...	44	41.4	...	...	Rs. ...	Rs. 383	Rs. 642	Rs. 1,025	Rs. 1,025	The Railway schools are intended for European and Eurasian children only.  (a) Includes Rs. 764, rental of building, paid to the Great Indian Peninsula Railway Company, total outlay divided between the two Companies.
Jalárpét ...	34	31.8	...	...	...	1,064	379	1,443	1,525	
Pódanúr ...	43	29.5	...	...	...	362	446	1,308	1,399	
Gooty ...	20	17.9	...	...	...	387	199	556	559	
Raichoor ...	26	20.1	...	...	...	685	216	901	(a) 1,373	
Total ...	167	140.7	...	...	...	3,381	1,852	5,233	5,880	
<b>GREAT INDIAN PENINSULA RAILWAY.</b>										
Sholapur ...	26	16.96	...	...	Rs. 193	Rs. As. 423	Rs. As. (a) 188 0	Rs. A. P. 749 0 0	Rs. A. P. 561 0 0	(a) Rs. 16-10-8 average monthly fees.
Egutpoora ...	34	28.7	...	...	...	2,482 0	(b) 188 8	2,670 8 0	2,482 0 0	(b) Rs. 18-13-7 average monthly fees.
Lanowlee ...	69	58.46	...	...	595	2,952 0	(c) 445 8	3,992 8 0	3,547 0 0	(c) Rs. 40-8-0 average monthly fees.
Bhosawal Khandwa (Joint School) ...	37	27	...	...	226	2,681 0	(d) 303 12	3,210 12 0	2,907 0 0	(d) Rs. 27-9-10 average monthly fees.
	48	31	...	...	...	834 4	(e) 642 3	1,476 7 0	834 4 0	(e) Rs. 53-8-0 average monthly fees.
<b>BOMBAY BARODA AND CENTRAL INDIA RAILWAY.</b>										
Parel day School, Parel.	35.5	28.13	...	...	Rs. 131	Rs. As. 2,448 13	Rs. As. P. 351 15 2	Rs. As. P. 2,981 12 2	Rs. A. P. 2,682 0 5	Rs. 2,188—Pay of 5 Teachers. " 250—5 Xmas. treats. " 60—From 8 Railways Officers.
<b>SIND, PUNJAB AND DELHI RAILWAY.</b>										
Railway School, Moolbar ...	12	11	...	...	Rs. ...	Rs. 480	Rs. A. P. 189 0 0	Rs. A. P. 669 0 0	Rs. 649	
Railway School, Ghaziabad ...	9	8	...	...	180	600	86 4 0	866 4 0	816	
Railway School, Lahore ...	29	24	...	...	...	840	408 0 0	1,248 0 0	...	* Information not received.
Railway School, Saharanpur ...	37	35	...	...	480	480	1,200 0 0	2,160 0 0	2,060	
Fairlawn, Mussoorie ...	42	40	...	...	600	2,520	4,113 0 0	7,233 0 0	7,377	
<b>OUDE AND ROHILKHAND RAILWAY.</b>										
Charbagh Railway School, Lucknow.	20	...	...	...	...	† 540	475 8 0	1,015 8 0	...	† Salary of school Mistress @ Rs. 45 per mensem.
Railway Aided School, Allyghur.	7	...	...	...	...	‡ 300	124 0 0	424 0 0	...	‡ Aid given by Oude and Rohilkhand Railway @ Rs. 25 per mensem.

(c) Fees recovered from parents of the boys belonging to Great Indian Peninsula and the Rajputana-Malwa Railways, Rs. 315. Rajputana-Malwa Railway share of the school expenses for the year 1883, Rs. 327-3-0.

APPENDIX H—contd.

Statement showing Railway Schools attended by Railway Employés and their Children during 1883.

Name and location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.	Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Government grant.	Railway grant.	Average School fees.	Total.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.						
<b>PUNJAB NORTHERN STATE RAILWAY.</b>										
Punjab Northern State Railway, Native Adult School ...	...	...	2,386	1,124	...	Rs. ...	Rs. A. P. ...	Rs. A. P. ...	Rs. 540	
Punjab Northern State Railway, European School	122	107.34	...	...	...	1,200	143 0 0	1,343 0 0	1,343	
Total ...	122	107.34	2,386	1,124	...	1,200	143 0 0	1,343 0 0	1,883	
<b>INDUS VALLEY AND KANDAHAR STATE RAILWAY.</b>										
European Rail-way School, Mooltan.	2	2	...	...	Rs. 40 per mensem.	Rs. 2 per child of Railway employé.	Rs. 3 per mensem per child.	...	Not known	Joint School with Sind, Punjab and Delhi Railway. The children belonging to this Railway only are shown in this return.
European Rail-way School, Sukkur.	25	23	...	...	20 per mensem from Sukkur Municipality, and Rs. 238 for the year 1883-84 from the Government of Bombay.	2½ up to a maximum of Rs. 100.	2 per mensem per child.	...	2,000	
Railway night School, Sukkur.	...	...	95	30	...	20 per mensem.	As. 4 per mensem per child.	...	240	
European School, Kotri.	8	7	...	...	10 per mensem from Kotri Municipality.	2½ per child of Railway employé up to a maximum of Rs. 50.	2 per mensem per child.	...	800	
Punjabi School, Sukkur.	28	23	...	...	10 per mensem from Sukkur Municipality and 89 for the year 1883-84 from the Government of Bombay.	1 per child of Railway employé up to a maximum of Rs. 30.	1 to 1-8 per mensem per child per cent. on income of guardian.	...	1,000	
Railway night School, Jacobabad.	...	...	44	20	...	...	As. 4 per mensem per child.	...	120	
<b>RAJPUTANA-MALWA RAILWAY.</b>										
Mhow Railway School, Mhow.	14	9	...	...	...	Rs. A. P. 360 0 0	Rs. A. P. 270 0 0	Rs. A. P. 680 0 0	Rs. A. P. 770 0 0	Attendance improved under new School Mistress since January 1884.
Bandikui Railway School, Bandikui.	30.5	28	...	...	...	611 0 0	768 0 0	1,379 0 0	1,379 0 0	
Joint Railway School, Khandwa.	85	20	...	...	...	327 8 4	315 0 0	642 8 4	834 4 2	The School is supported by the two lines of Railways, viz., Great Indian Peninsula and Rajputana-Malwa Railways.
Neemuch Railway School, Neemuch.	23	21	...	...	...	137 8 0	163 8 0	306 0 0	306 0 0	The School opened from 1st August 1883, and the expenditure is given from that period only.

## APPENDIX H—contd.

Statement showing Railway Schools attended by Railway Employés and their Children during 1883—contd.

Name and location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.	Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Government grant.	Railway grant.	Average School Fees.	Total.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.						
<b>NORTHERN BENGAL STATE RAILWAY</b>										
Night School, Saidpur.	3	25	23	10.4	...	240 0 0	...	240	240 0 0	
European day School, Saidpur.	19	12	...	...	300	600 0 0	288 0 0	1,188 0 0	1,104 0 0	
High Class English School, Saidpur.	63	57	...	...	300	360 0 0	349 8 0	1,009 8 0	940 0 0	The roll includes the average number of 18 other boys who are not the children of Railway employés.
<b>TIRHOOT STATE RAILWAY.</b>										
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	
Night School, Samastipur.	...	...	20	5.56	...	140 0 0	...	140 0 0	...	Average annual schooling fees of these students.
Government Boarding School, Kurseong.	6	...	...	...	...	...	...	...	1,176 0 0	
Bengalee Infant School,* Nya Bazar, Durbhunga.	15	8	...	...	...	...	10	10 0 0	...	*This school was established in April 1882, by the Bengalee residents of Durbhunga, most of whom are the employés of Tirhoot State Railway for the education of their little boys and girls in English and Bengalee, and the school being maintained by local subscription, donations and schooling fees.
<b>CAWNPORE-ACHNERA STATE RAILWAY.</b>										
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	
Railway workmen's school established in March 1883.	10.3	10.2	12	5.2	...	68 3 10	...	68 3 10	68 3 10	Rs. A. P. Teacher's pay for 10 months @ 5, 50 0 0 Contingencies 18 3 10 Total ... 68 3 10

## BURMA STATE RAILWAY.

Nil.

There are no Railway Schools on this line. It is in contemplation to grant scholarships to a limited number of children of the poorer Railway employés to enable them to send their children to local schools in Rangoon.

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.				
<b>EAST INDIAN RAILWAY.</b>								
<i>Europeans and East Indians.</i>								
Free School, Calcutta ...	1	1	Nil	Nil	Nil	Unknown	Unknown	
La Martiniere, „ ...	5	5	...	...	...	...	...	
St. Joseph's, „ ...	8	8	...	...	...	...	...	
Girls' School, „ ...	4	3	...	...	...	...	...	
St. Xavier's College, Calcutta ...	8	6	...	...	...	...	...	
Do. day School, Calcutta ...	1	1	...	...	...	...	...	
Loretto Branch „ „ ...	2	2	...	...	...	...	...	
„ Girls' „ „ ...	1	1	...	...	...	...	...	
„ Convent „ „ ...	1	1	...	...	...	...	...	
Deveton College, Calcutta ...	2	2	...	...	...	Unknown	Unknown	
St. James' School, „ ...	3	3	...	...	...	...	...	
Moorghcehatta Orphanage, Calcutta ...	3	3	...	...	...	...	...	
St. Johns' School, Calcutta ...	2	2	...	...	...	...	...	
St. Chrysostum's School, Calcutta ...	1	1	...	...	...	...	...	
Parochial „ „ ...	1	1	...	...	...	...	...	
Calcutta boys' „ „ ...	1	1	...	...	...	...	...	
Rev. Welland's day School, Calcutta ...	5	5	...	...	...	...	...	
Cathedral Orphanage, Calcutta ...	2	2	...	...	...	...	...	
Entally Convent ...	1	1	...	...	...	Unknown	Unknown	
St. Agnes' School, Howrah ...	31	29	...	...	...	...	...	
St. Thomas' „ „ ...	22	16	...	...	360	542	902	
Bishop Milman's School, Howrah ...	4	4	...	...	360	...	...	
Mrs. Whitham's „ „ ...	6	6	...	...	...	Unknown	Unknown	
Mrs. Grose's „ „ ...	1	1	...	...	...	...	...	
St. Paul's School, Asansol ...	7	6	...	...	...	...	...	
Middle class, English School, Giridih ...	1	1	...	...	...	...	...	
High „ „ „ Puch- umba.	2	2	...	...	...	...	...	
Private School, Madhupur ...	12	8	...	...	...	Unknown	Unknown	
St. Michael's School, Bankipur ...	2	2	...	...	...	...	...	
St. Joseph's Convent, „ ...	3	3	...	...	...	...	...	



## APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1893—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway grant.	Average School Fees.	Total.	
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.				
<b>EAST INDIAN RAILWAY.</b>								
<i>Europeans and East Indians—concl'd.</i>								
St. Paul's School, Darjeeling ...	7	6	...	...	...	...	...	...
St. Joseph's Seminary, Darjeeling ...	4	4	...	...	...	...	...	...
Loretto Convent, " ...	1	1	...	...	...	...	...	...
All Saints' School, Allahabad ...	32	...	...	...	...	...	...	...
Convent " ...	27	...	...	...	...	...	...	...
Boys' High School, " ...	6	5	...	...	...	...	...	...
Girls' " " " ...	13	...	...	...	...	Unknown	Unknown	...
City free " " ...	11	10	...	...	...	...	...	...
St. Joseph's Seminary, Allahabad ...	3	2	...	...	...	...	...	...
Cannington Day School, " ...	3	2	...	...	...	...	...	...
Girls' High School, Cawnpore ...	2	2	...	...	...	...	...	...
LaMartiniere School, Lucknow ...	3	3	...	...	...	...	...	...
S. P. G. Mission, Delhi ...	1	1	...	...	...	...	...	...
Christ Church School, Jabalpur ...	7	6	...	...	...	...	...	...
St. Joseph's Convent School, Jabalpur.	22	12	...	...	...	...	...	...
Diocesan School, Naini Tal ...	5	5	...	...	...	Unknown	Unknown	...
Private " " ...	2	2	...	...	...	...	...	...
Mussoorie School ...	4	4	...	...	...	...	...	...
Lawrence Military Asylum, Murree	3	...	...	...	...	...	...	...
" " " Kasauli	1	1	...	...	...	...	...	...
<i>Natives.</i>								
Free Church Institution, Calcutta	2	2	...	...	Nil	Unknown	Unknown	...
Calcutta City School ...	6	6	...	...	...	...	...	...
" Metropolitan Institution ...	1	1	...	...	...	...	...	...
London Missionary Institution, Bhowanipur.	1	1	...	...	...	...	...	...
Bhowanipur English School ...	1	1	...	...	...	...	...	...

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.				
<b>EAST INDIAN RAILWAY.</b>								
<i>Natives—contd.</i>								
Bible School, Howrah	42	30	...	...	240	317 4 0	557 4 0	
Government School, Howrah	8	...	...	...	...	...	...	
Training Academy, "	3	3	...	...	...	...	...	
Khooroot Training Academy, Howrah	8	...	...	...	...	...	...	
Isoba Mondolye A. V. School, Howrah.	1	1	...	...	...	Unknown	Unknown	
Sulkia School, Howrah	8	...	...	...	...	...	...	
Ramkishnapore School, Howrah	2	2	...	...	...	...	...	
Batra " "	4	4	...	...	...	...	...	
Sibpore " "	10	10	...	...	...	...	...	
Satragachee " "	13	...	...	...	...	...	...	
Bagnan " "	1	1	...	...	...	...	...	
Serampore College, "	4	4	...	...	...	...	...	
Panechatty Government-aided School	2	2	...	...	...	Unknown	Unknown	
Augurparh " " "	2	2	...	...	...	...	...	
Belghoria " " "	1	1	...	...	...	...	...	
Beloor A. V. School	1	1	...	...	...	...	...	
Duckhinessur Government aided School.	1	1	...	...	...	...	...	
Bullabpur Government aided Vernacular School.	4	4	...	...	...	...	...	
Chatra School	2	2	...	...	...	...	...	
Bolootty School	2	2	...	...	...	...	...	
Chandernagore School	1	1	...	...	...	...	...	
Hooghly College	1	1	...	...	...	Unknown	Unknown	
Saroda Prasad Institution, Chukdighi	1	1	...	...	...	...	...	
Subarnopur A. V. School	2	2	...	...	...	...	...	
Patoolee English School	1	1	...	...	...	...	...	
Mahesh High English School	2	2	...	...	...	...	...	
Middle Class Vernacular School, Paligram—Burdwan District.	2	2	...	...	...	...	...	
Lakoordy Vernacular School	1	1	...	...	...	...	...	

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School fees.	Total.	
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.				
<b>EAST INDIAN RAILWAY.</b> <i>Natives—concld.</i>								
Bhagulpur Government School ...	1	1	...	...	...	...	...	...
Bhagulpur Anglo-Vernacular School	2	2	...	...	...	Unknown	Unknown	...
Jamalpur boys' and girls' mixed "	10	...	...	...	...	...	...	...
" Vernacular Patshala ...	8	...	...	...	...	...	...	...
Monghyr Government School ...	7	...	...	...	...	...	...	...
" A. V. School ...	24	...	...	...	...	...	...	...
" Infant " ...	9	...	...	...	...	...	...	...
" Zillah " ...	8	...	...	...	...	...	...	...
" Mission " ...	3	...	...	...	...	...	...	...
Daranagar School, Allahabad ...	1	1	...	...	...	Unknown	Unknown	...
Naraur " " ...	1	1	...	...	...	...	...	...
Mooteegunge Mission School, Allahabad.	1	1	...	...	...	...	...	...
Pawoni School, Allahabad ...	9	9	...	...	...	...	...	...
Andhun " " ...	1	1	...	...	...	...	...	...
Government High School, Allahabad	3	3	...	...	...	...	...	...
Muir Central College, Allahabad ...	1	1	...	...	...	...	...	...
Jumna Mission High School, "	2	2	...	...	...	...	...	...
Anglo-Bengallee Preparatory School, Allahabad.	2	2	...	...	...	...	...	...
Government Village School, Koilwara, Jabalpur District.	1	1	...	...	...	Unknown	Unknown	...
Marwara School, Marwara-Katni ...	3	3	...	...	...	...	...	...
<b>MADRAS RAILWAY.</b>								
642 Schools are attended by employés of all races and their children.	2,352*	1855-00	22	14-75	...	Rs. A. P. 0 9 2 per mensem.	...	* Of this number 435 are European and Eurasian paying on an average Rs. 1-2-2 each per mensem.
<b>SOUTH INDIAN RAILWAY.</b>								
30 Schools are attended by the children of European and Eurasian employés.	116	99-34	...	...	...	•	...	* Correct information not available.
258 Schools are attended by the children of Native employés.	566	"	...	...	...	•	...	

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School-fees.	Total.	
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.				
<b>GREAT INDIAN PENINSULA RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Cathedral High School, Bombay ...	4	...	...	...	...	...	...	
John Cannon High School, Do. ...	6	...	...	...	...	...	...	
Scottish High School, Do. ...	1	...	...	...	...	...	...	
Methodist School Do. ...	8	...	...	...	...	...	...	
B. E. S. School, Byculla ...	20	...	...	...	...	...	...	
Scottish High School, Do. ...	19	...	...	...	...	...	...	
Scottish School, Do. ...	1	...	...	...	...	...	...	
Byculla School ...	4	...	...	...	...	...	...	
St. Mary's Institution, Mazagaon ...	16	...	...	...	...	...	...	
St. Peter's School, Do. ...	4	...	...	...	...	...	...	
J. M. Convent, Do. ...	2	...	...	...	...	...	...	
Convent, Do. ...	1	...	...	...	...	...	...	
Methodist Episcopal School, Do. ...	2	...	...	...	...	...	...	
Candy School ...	2	...	...	...	...	...	...	
Grant Road School, Girgaum ...	1	...	...	...	...	...	...	
Church Mission School, Do. ...	2	...	...	...	...	...	...	
Trinity School, Do. ...	2	...	...	...	...	...	...	
J. F. N. S. and Society's Girls' School, Do. ...	1	...	...	...	...	...	...	
Indo-British Institution, Sonapur ...	7	...	...	...	...	...	...	
St. Joseph's Convent School, Bandora ...	2	...	...	...	...	...	...	
Roman Catholic Chapel School, Tanna ...	1	...	...	...	...	...	...	
Byramjee High School, Do. ...	1	...	...	...	...	...	...	
St. Francis de Sales School, Nagpur ...	3	...	...	...	...	...	...	
Convent, Bombay ...	6	...	...	...	...	...	...	
Convent, Parol ...	2	...	...	...	...	...	...	
Scottish Orphanage, Mahim ...	2	...	...	...	...	...	...	
Roman Catholic School, Jubbulpur ...	1	...	...	...	...	...	...	
Egutpoora ...	1	...	...	...	...	...	...	
Methodist School, Egutpoora ...	7	...	...	...	...	...	...	
Girls' School, Akola ...	1	...	...	...	...	...	...	
Roman Catholic School, Nagpur ...	3	...	...	...	...	...	...	
Convent, Do. ...	1	...	...	...	...	...	...	
Bishop School, Do. ...	1	...	...	...	...	...	...	
Christ Church School, Jubbulpore ...	26	...	...	...	600	...	...	
Convent, Do. ...	5	...	...	...	...	...	...	
Roman Catholic Boys' and Girls' School, Do. ...	2	...	...	...	...	...	...	
Bishop High School, Poona ...	2	...	...	...	...	...	...	
Victoria High School, Do. ...	4	...	...	...	...	...	...	
St. Xavier's School, Do. ...	2	...	...	...	...	...	...	
Roman Catholic Convent, Do. ...	2	...	...	...	...	...	...	
Convent, Secunderabad ...	2	...	...	...	...	...	...	
College School, Hyderabad ...	2	...	...	...	...	...	...	
La Martiniere College, Lucknow ...	1	...	...	...	...	...	...	
Howrah School ...	1	...	...	...	...	...	...	
Allahabad School ...	2	...	...	...	...	...	...	
Diocesan School, Naini Tal ...	2	...	...	...	...	...	...	
Christ Church School, Hurda ...	3	...	...	...	600	...	...	
<b>BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.*</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Civil Engineering College, Poona ...	1	1	...	...	230	273 0 0	503 0 0	
Cathedral High School, Fort ...	1	1.16	...	...	40	143 0 0	183 0 0	
St. Xavier's School, Esplanade ...	6	6	...	...	294	234 0 0	528 0 0	
St. Stanislaus Institution, Bandora ...	2	2	...	...	30	30 0 0	60 0 0	

The figures shown in columns "Railway grant" and "average school-fees" include boarding charges.

APPENDIX H—contd.

Statement showing Local and District Schools attended by the Railway Employes and their children during the year 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	*CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average daily attend- ance.	Number on the Rolls.	Average daily attend- ance.				
<b>BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—contd.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
St. Joseph's Convent School, Bandora.	6	3.75	...	...	368	410 0 0	778 0 0	
Young Ladies, Institution, Fort ...	1	1	...	...	30	30 0 0	60 0 0	
John Connon, High School, Fort ...	1	1.75	...	...	67	199 0 0	266 0 0	
B. E. Society School, Byculla ...	3	4.66	...	...	478	478 0 0	956 0 0	
Mission School Ahmedabad, Ahmedabad.	...	0.62	...	...	9	9 0 0	18 0 0	For 2½ months.
St. Mary's Institution, Mazagon ...	6	6	...	...	768	783 0 0	1,551 0 0	
Poona Convent, Poona ...	...	0.44	...	...	30	30 0 0	60 0 0	For 8 months.
High School Panchgani, Panchgani ...	...	1.83	...	...	380	415 0 0	745 0 0	For 11 months.
Convent Boarding School, Parel ...	...	1.04	...	...	158	181 0 0	319 0 0	
Scottish High School, Byculla ...	6	6	...	...	1,085	1,113 0 0	2,198 0 0	
Anglo-Indian School, Baroda ...	7	6.50	...	...	174	174 0 0	348 0 0	
Bishop High School, Poona ...	...	1.70	...	...	51	53 0 0	104 0 0	
St. Mary's School, Poona ...	1	2.25	...	...	53	106 0 0	159 0 0	
St. Peter's Girls' School, Mazagon ...	...	1	...	...	30	90 0 0	120 0 0	For 6 months.
Boys' High School, Lahore ...	...	0.50	...	...	51	80 0 0	131 0 0	Ditto.
Convent of Sacred Heart of Jesus and Mary, Lower Mahim ...	...	0.41	...	...	5	6 0 0	10 0 0	For 5 months.
<b>EASTERN BENGAL RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Albert College, Calcutta ...	3	3	...	...	...	96 0 0	96 0 0	
Ahiritala School do. ...	1	1	...	...	...	9 0 0	9 0 0	
Anglo-Vernacular School, Borah, 24-Pergunnahs.	1	1	...	...	...	6 0 0	6 0 0	
Anglo-Vernacular Aided School, Belghurriah.	1	1	...	...	...	6 0 0	6 0 0	
Aided School, Goorope, Burdwan ...	1	1	...	...	...	12 0 0	12 0 0	
Anglo-Vernacular School, Naihati ...	1	1	...	...	...	6 0 0	6 0 0	
Bara School ...	2	2	...	...	...	13 8 0	13 8 0	
Bacool Bagan School ...	1	1	...	...	...	3 0 0	3 0 0	
Bow Bazar Anglo-Vernacular School, Calcutta.	2	2	...	...	...	24 0 0	24 0 0	
Bow Bazar Christian Institution, Calcutta.	1	1	...	...	...	Free.	...	
Broughton's Institution, Calcutta ...	1	1	...	...	...	12 0 0	12 0 0	
Bengal Patsala, Rajpore, 24-Pergunnahs.	1	1	...	...	...	6 0 0	6 0 0	
Baradee School, Baradee ...	1	1	...	...	...	9 0 0	9 0 0	
Beliaghata School, 24-Pergunnahs...	3	3	...	...	...	30 0 0	30 0 0	
Calcutta Boys' School, Calcutta ...	3	3	...	...	...	98 0 0	98 0 0	
Convent School, Entally ...	2	2	...	...	...	528 0 0	528 0 0	
Campbell Cottage School, Calcutta ...	3	3	...	...	...	156 0 0	156 0 0	
Convent School, Darjeeling ...	4	4	...	...	...	1,212 0 0	1,212 0 0	
Camolpore School, Camolpore ...	3	3	...	...	...	18 0 0	18 0 0	
hogdaha School ...	3	3	...	...	...	18 0 0	18 0 0	
Chakdeges School ...	1	1	...	...	...	4 8 0	4 8 0	
City College, Calcutta ...	1	1	...	...	...	36 0 0	36 0 0	
Duff's School, Calcutta ...	1	1	...	...	...	12 0 0	12 0 0	
English Hallishabar School ...	14	2	...	...	...	96 0 0	96 0 0	
English School, Dugachai, Pubns ...	2	2	...	...	...	12 0 0	12 0 0	
English School, Dum-Dum ...	1	1	...	...	...	12 0 0	12 0 0	
English School, Goalundo ...	172	130	...	...	...	145 0 0	145 0 0	
Entally Institution, Ssuburb ...	1	1	...	...	...	6 0 0	6 0 0	
Entally Vernacular School ...	1	1	...	...	...	6 0 0	6 0 0	
Free Church Institution, Chinsur ...	2	2	...	...	...	15 0 0	15 0 0	
Fortabad Vernacular School ...	2	2	...	...	...	7 8 0	7 8 0	
Government School, Baraset ...	2	2	...	...	...	36 0 0	36 0 0	
Government School, Baraset ...	2	2	...	...	...	36 0 0	36 0 0	
Garden Reach School ...	2	2	...	...	...	36 0 0	36 0 0	
General Assembly's Institution, Calcutta.	1	1	...	...	...	36 0 0	36 0 0	
Government School, Krishnagar ...	1	1	...	...	...	12 0 0	12 0 0	
Girls' School, Hallishabar ...	2	2	...	...	...	6 0 0	6 0 0	

\* The figures shown in columns "Railway grant" and "average school-fees" include boarding charges.

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employes and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School-fees.		
	Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.		Rs.	Rs. A. P.	
<b>GREAT INDIAN PENINSULA RAILWAY.</b>								
Cathedral High School, Bombay ...	4	...	...	...	...	...	...	...
John Cannon High School, Do. ...	6	...	...	...	...	...	...	...
Scottish High School, Do. ...	1	...	...	...	...	...	...	...
Methodist School, Do. ...	8	...	...	...	...	...	...	...
B. E. S. School, Byculla ...	20	...	...	...	...	...	...	...
Scottish High School, Do. ...	19	...	...	...	...	...	...	...
Scottish School, Do. ...	1	...	...	...	...	...	...	...
Byculla School ...	4	...	...	...	...	...	...	...
St. Mary's Institution, Mazagaon ...	16	...	...	...	...	...	...	...
St. Peter's School, Do. ...	4	...	...	...	...	...	...	...
J. M. Convent, Do. ...	2	...	...	...	...	...	...	...
Convent, Do. ...	1	...	...	...	...	...	...	...
Methodist Episcopal School, Do. ...	2	...	...	...	...	...	...	...
Candy School ...	2	...	...	...	...	...	...	...
Grant Road School, Girgum ...	1	...	...	...	...	...	...	...
Church Mission School, Do. ...	2	...	...	...	...	...	...	...
Trinity School, Do. ...	2	...	...	...	...	...	...	...
J. E. N. S. and Society's Girls' School, Do. ...	1	...	...	...	...	...	...	...
Indo-British Institution, Senapur ...	7	...	...	...	...	...	...	...
St. Joseph's Convent School, Bandora ...	2	...	...	...	...	...	...	...
Roman Catholic Chapel School, Tanna ...	1	...	...	...	...	...	...	...
Byramjee High School, Do. ...	1	...	...	...	...	...	...	...
St. Francis de Sales School, Nagpur ...	3	...	...	...	...	...	...	...
Convent, Bombay ...	6	...	...	...	...	...	...	...
Convent, Parel ...	2	...	...	...	...	...	...	...
Scottish Orphanage, Mahim ...	2	...	...	...	...	...	...	...
Roman Catholic School, Jubbulpur ...	1	...	...	...	...	...	...	...
Egutpoora ...	1	...	...	...	...	...	...	...
Methodist School, Egutpoora ...	7	...	...	...	...	...	...	...
Girls' School, Akola ...	1	...	...	...	...	...	...	...
Roman Catholic School, Nagpur ...	3	...	...	...	...	...	...	...
Convent, Do. ...	1	...	...	...	...	...	...	...
Bishop School, Do. ...	1	...	...	...	...	...	...	...
Christ Church School, Jubbulpore ...	26	...	...	...	600	...	...	...
Convent, Do. ...	5	...	...	...	...	...	...	...
Roman Catholic Boys' and Girls' School, Do. ...	2	...	...	...	...	...	...	...
Bishop High School, Poona ...	2	...	...	...	...	...	...	...
Victoria High School, Do. ...	4	...	...	...	...	...	...	...
St. Xavier's School, Do. ...	2	...	...	...	...	...	...	...
Roman Catholic Convent, Do. ...	2	...	...	...	...	...	...	...
Convent, Secunderabad ...	2	...	...	...	...	...	...	...
College School, Hyderabad ...	2	...	...	...	...	...	...	...
La Martiniere College, Lucknow ...	1	...	...	...	...	...	...	...
Howrah School ...	1	...	...	...	...	...	...	...
Allahabad School ...	2	...	...	...	...	...	...	...
Diocesan School, Naini Tal ...	2	...	...	...	...	...	...	...
Christ Church School, Hurda ...	3	...	...	...	600	...	...	...
<b>BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.*</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Civil Engineering College, Poona ...	1	1	...	...	280	273 0 0	503 0 0	
Cathedral High School, Fort ...	1	1.16	...	...	40	143 0 0	183 0 0	
St. Xavier's School, Esplanade ...	6	6	...	...	294	294 0 0	588 0 0	
St. Stainslaus Institution, Bandora ...	2	2	...	...	30	30 0 0	60 0 0	

The figures shown in columns "Railway grant" and "average school-fees" include boarding charges.

APPENDIX H—contd.

Statement showing Local and District Schools attended by the Railway Employés and their children during the year 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average daily attendance.	Number on the Rolls.	Average daily attendance.				
<b>BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—contd.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
St. Joseph's Convent School, Bandora.	6	3.75	...	...	868	410 0 0	778 0 0	
Young Ladies, Institution, Fort ...	1	1	...	...	80	80 0 0	60 0 0	
John Connon, High School, Fort ...	1	1.75	...	...	67	199 0 0	266 0 0	
B. E. Society School, Byculla ...	3	4.66	...	...	478	478 0 0	956 0 0	
Mission School Ahmedabad, Ahmedabad.	...	0.62	...	...	9	9 0 0	18 0 0	For 2½ months.
St. Mary's Institution, Mazagon ...	6	6	...	...	768	783 0 0	1,551 0 0	
Poona Convent, Poona ...	...	0.44	...	...	30	80 0 0	60 0 0	For 6 months.
High School Panchgani, Panchgani ...	...	1.83	...	...	330	415 0 0	745 0 0	For 11 months.
Convent Boarding School, Parel ...	...	1.04	...	...	153	161 0 0	319 0 0	
Scottish High School, Byculla ...	6	6	...	...	1,085	1,113 0 0	2,198 0 0	
Anglo-Indian School, Baroda ...	7	6.50	...	...	174	174 0 0	348 0 0	
Bishop High School, Poona ...	...	1.70	...	...	51	53 0 0	104 0 0	
St. Mary's School, Poona ...	1	2.25	...	...	53	106 0 0	159 0 0	
St. Peter's Girls' School, Mazagon ...	...	1	...	...	30	80 0 0	120 0 0	For 6 months.
Boys' High School, Lahore ...	...	0.50	...	...	51	80 0 0	131 0 0	Ditto.
Convent of Sacred Heart of Jesua and Mary, Lower Mahim ...	...	0.41	...	...	5	5 0 0	10 0 0	For 5 months.
<b>EASTERN BENGAL RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Albert College, Calcutta ...	3	3	...	...	...	96 0 0	96 0 0	
Alhritala School do. ...	1	1	...	...	...	9 0 0	9 0 0	
Anglo-Vernacular School, Rerah, 24-Pergunnahs.	1	1	...	...	...	6 0 0	6 0 0	
Anglo-Vernacular Aided School, Belghurriah.	1	1	...	...	...	6 0 0	6 0 0	
Aided School, Goorope, Burdwan ...	1	1	...	...	...	12 0 0	12 0 0	
Anglo-Vernacular School, Naihati ...	1	1	...	...	...	6 0 0	6 0 0	
Bara School ...	2	2	...	...	...	13 8 0	13 8 0	
Bacool Bagan School ...	1	1	...	...	...	3 0 0	3 0 0	
Bow Bazar Anglo-Vernacular School, Calcutta.	2	2	...	...	...	24 0 0	24 0 0	
Bow Bazar Christian Institution, Calcutta.	1	1	...	...	...	Free.	...	
Broughton's Institution, Calcutta ...	1	1	...	...	...	12 0 0	12 0 0	
Bengalee Patsala, Rajpore, 24-Pergunnahs.	1	1	...	...	...	6 0 0	6 0 0	
Baradee School, Baradee ...	1	1	...	...	...	9 0 0	9 0 0	
Belinghata School, 24-Pergunnahs...	3	3	...	...	...	30 0 0	30 0 0	
Calcutta Boys' School, Calcutta ...	3	3	...	...	...	98 0 0	98 0 0	
Convent School, Entally ...	2	2	...	...	...	528 0 0	523 0 0	
Campbell Cottage School, Calcutta ...	3	3	...	...	...	156 0 0	156 0 0	
Convent School, Darjeeling ...	4	4	...	...	...	1,212 0 0	1,212 0 0	
Camolpore School, Camolpore ...	3	3	...	...	...	18 0 0	18 0 0	
hogdaha School ...	3	3	...	...	...	18 0 0	18 0 0	
Chakdegee School ...	1	1	...	...	...	4 8 0	4 8 0	
City College, Calcutta ...	1	1	...	...	...	36 0 0	36 0 0	
Duff's School, Calcutta ...	1	1	...	...	...	12 0 0	12 0 0	
English Hallishahar School ...	14	2	...	...	...	96 0 0	96 0 0	
English School, Dugachai, Fubna ...	2	2	...	...	...	12 0 0	12 0 0	
English School, Dum-Dum ...	1	1	...	...	...	12 0 0	12 0 0	
English School, Goalundo ...	172	130	...	...	...	145 0 0	145 0 0	
Entally Institution, Suburb ...	1	1	...	...	...	6 0 0	6 0 0	
Entally Vernacular School ...	1	1	...	...	...	6 0 0	6 0 0	
Free Church Institution, Chinsur... ..	2	2	...	...	...	15 0 0	15 0 0	
Fartabad Vernacular School ...	2	2	...	...	...	7 8 0	7 8 0	
Government School, Baraset ...	2	2	...	...	...	36 0 0	36 0 0	
Garden Reach School ...	2	2	...	...	...	36 0 0	36 0 0	
General Assembly's Institution, Calcutta.	1	1	...	...	...	36 0 0	36 0 0	
Government School, Krishnagar ...	1	1	...	...	...	12 0 0	12 0 0	
Girls' School, Hallishahar ...	2	2	...	...	...	6 0 0	6 0 0	

\* The figures shown in columns "Railway grant" and "average school-fees" include boarding charges.

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employes and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average Daily Attendance.	Number on the Rolls.	Average Daily Attendance.				
<b>EASTERN BENGAL RAILWAY—contd.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Government Aided School, Rajarhat, Bistoopur.	2	2	...	...	...	9 0 0	9 0 0	
Government Aided School, Chandernagore.	1	1	...	...	...	13 8 0	13 8 0	
Government Aided School, Hatgatcha, Hooghly.	1	1	...	...	...	6 0 0	6 0 0	
Government Boarding School, Kurseong, Darjeeling.	5	...	...	...	...	...	...	
Hare School, Calcutta	4	4	...	...	...	192 0 0	192 0 0	
Hooghly College, Chinsurah	2	2	...	...	...	66 0 0	66 0 0	
Hooghly Branch School	2	2	...	...	...	48 0 0	48 0 0	
Haliahahar Government School	3	3	...	...	...	27 0 0	27 0 0	
Higher Class English School, Ranaghat.	1	1	...	...	...	18 0 0	18 0 0	
Higher Class English School, Angarpara.	1	1	...	...	...	6 0 0	6 0 0	
Higher Class English School, Comercolly.	2	2	...	...	...	36 0 0	36 0 0	
Hughli Collegiate School	1	1	...	...	...	36 0 0	36 0 0	
Ichafa School	1	1	...	...	...	24 0 0	24 0 0	
Ichhapur School	2	2	...	...	...	15 0 0	15 0 0	
Ichhapur Vernacular School	1	1	...	...	...	6 0 0	6 0 0	
Kalna Mission School	1	1	...	...	...	6 0 0	6 0 0	
Kidderpore Vernacular School	1	1	...	...	...	6 0 0	6 0 0	
Kooshtea School, Kooshtea	3	3	...	...	...	24 0 0	24 0 0	
Kooshtea Patsala	1	1	...	...	...	3 0 0	3 0 0	
Krishnagar College	1	1	...	...	...	12 0 0	12 0 0	
Lady School, Kalighat	2	2	...	...	...	24 0 0	24 0 0	
London Missionary School, Bhawanipore.	1	1	...	...	...	12 0 0	12 0 0	
Loretto Convent, Calcutta	2	2	...	...	...	168 0 0	168 0 0	
Metropolitan Institution, Calcutta	4	4	...	...	...	120 0 0	120 0 0	
Mahesh School	1	1	...	...	...	24 0 0	24 0 0	
Moorgehatta School, Calcutta	2	2	...	...	...	96 0 0	96 0 0	
Middle Class School, Bongong	1	1	...	...	...	4 8 0	4 8 0	
Nimtolla Patsala, Calcutta	3	3	...	...	...	18 0 0	18 0 0	
Northbrook School, Calcutta	1	1	...	...	...	12 0 0	12 0 0	
Normal School, Chinsurah	1	1	...	...	...	6 0 0	6 0 0	
Nawpara Middle Class School, Sub-Division Barrackpore.	1	1	...	...	...	6 0 0	6 0 0	
Old Church School	1	1	...	...	...	24 0 0	24 0 0	
Old Church Day School	2	2	...	...	...	432 0 0	432 0 0	
Oodibari School, Oodibari	1	1	...	...	...	9 0 0	9 0 0	
Presidency School, Calcutta	2	2	...	...	...	42 0 0	42 0 0	
Pataldanga School, Calcutta	2	2	...	...	...	24 0 0	24 0 0	
Pratt's Memorial School, Calcutta	3	3	...	...	...	146 0 0	146 0 0	
Private School, Barrackpore	1	1	...	...	...	75 0 0	75 0 0	
Preonagar School	1	1	...	...	...	3 0 0	3 0 0	
Pangsa School, Panga	1	1	...	...	...	6 0 0	6 0 0	
Private School, Chandernagore	3	3	...	...	...	36 0 0	36 0 0	
Private School Talatia, 24-Pergunnahs.	2	2	...	...	...	12 0 0	12 0 0	
Patsala, Kalighat	1	1	...	...	...	3 0 0	3 0 0	
Panihati Vernacular School	1	1	...	...	...	6 0 0	6 0 0	
Reverend Thoburn's School, Calcutta	2	2	...	...	...	84 0 0	84 0 0	
Reverend Hall's School, Calcutta	1	1	...	...	...	26 0 0	26 0 0	
Rajah's School, Burdwan	2	2	...	...	...	24 0 0	21 0 0	
Sanscrit College, Calcutta	1	1	...	...	...	36 0 0	36 0 0	
Sampooker School, Calcutta	1	1	...	...	...	18 0 0	18 0 0	
Shahapur Patsala	1	1	...	...	...	3 0 0	3 0 0	
Suburban School, Suburb	1	1	...	...	...	12 0 0	12 0 0	
Sreedhurpar School	1	1	...	...	...	6 0 0	6 0 0	
St. Joseph's School, Calcutta	7	7	...	...	...	768 0 0	768 0 0	
St. Paul's School, Calcutta	9	9	...	...	...	216 0 0	216 0 0	
St. Xavier's College Calcutta,	4	4	...	...	...	228 0 0	228 0 0	
St. Chrysostom's School, Calcutta	2	2	...	...	...	72 0 0	72 0 0	
St. Joseph's Convent, Chandernagore.	1	1	...	...	...	480 0 0	480 0 0	
Sulkea School	1	1	...	...	...	12 0 0	12 0 0	
Sreedhur Bungshidhur School, Chunarpoore and Barrackpore.	2	2	...	...	...	15 0 0	15 0 0	
Shibpore College	1	1	...	...	...	240 0 0	240 0 0	
Tala School, Suburb	1	1	...	...	...	6 0 0	6 0 0	
Training Academy, Calcutta	5	5	...	...	...	48 0 0	48 0 0	



APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average daily Attendance.	Number on the Rolls.	Average daily Attendance.				
<b>EASTERN BENGAL RAILWAY—concl'd.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Uttarparah Government School ...	1	1	...	...	...	Free.	...	
Vernacular School, Kaikhali ...	2	2	...	...	...	12 0 0	12 0 0	
Vernacular School, Calcutta ...	4	4	...	...	...	24 0 0	24 0 0	
Vernacular School, Gobindpore, 24-Pergunnahs.	1	1	...	...	...	3 0 0	3 0 0	
Vernacular School, Bongong ...	2	2	...	...	...	6 0 0	6 0 0	
Vernacular School, Hallishabar ...	2	2	...	...	...	12 0 0	12 0 0	
Vernacular School, Shamnagar ...	1	1	...	...	...	6 0 0	6 0 0	
Vernacular Patsala, Rungpore ...	1	1	...	...	...	12 0 0	12 0 0	
Village Patsala, Chandernagore ...	2	2	...	...	...	24 0 0	24 0 0	
Vernacular School, Dum-Dum ...	1	1	...	...	...	6 0 0	6 0 0	
Vernacular School, Kalighat ...	1	1	...	...	...	6 0 0	6 0 0	
<b>SIND, PUNJAB AND DELHI RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
St. Patrick's School, Kurrachee ...	15	13	...	...	...	132 0 0	132 0 0	
St. Joseph's School, Kurrachee ...	17	11	...	...	...	125 0 0	125 0 0	Three children are free and for 2 others nothing, has been paid during the whole year.
Diocesan boys' School, Naini Tal ...	1	1	...	...	...	Rs. 20 per unit and extras.	...	
St. James' School, Lahore { Male	14 } 7	17	...	...	...	423 0 0	423 0 0	
Female								
St. Georges' College, Mussoorie ...	3	3	...	...	...	90 per mensem		
Private School, Dalhousie ...	2	2	...	...	...	16 per mensem		
Boys' High School, Allahabad ...	1	1	...	...	...	20 per mensem		
Grammar School, Kurrachee ...	3	3	...	...	...	9 per mensem		
Girls' High School, Allahabad ...	1	1	...	...	...	15 per mensem		
Girls' High School, Cawnpore ...	2	2	...	...	...	51 per mensem		
Mayo School, Simla ...	3	3	...	...	...	10 per mensem		
Stokes' School, Mussoorie ...	2	2	...	...	...	92 per mensem		
Boys' High School, Lahore ...	3	3	...	...	...	17 per mensem		
St. Thomas' College, Murree ...	2	2	...	...	...	45 per mensem		
St. Fidelis' School, Mussoorie ...	2	2	...	...	...	20 per mensem		
St. John's Private School, Meerut ...	3	3	...	...	...	6 per mensem		
Educational Society, Bombay ...	2	2	...	...	...	50 per mensem		
Girls' School, Kurrachee ...	1	1	...	...	...	1 per mensem		
Zenana School, Bombay ...	2	2	...	...	...	20 per mensem		
Alexandra School, Amritsar ...	3	3	...	...	...	15 per mensem		
Government Zilla school, Muzaffarnagar.	3	3	...	...	...	9 annas per mensem.		
Mission School, Delhi ...	1	1	...	...	...	4 per mensem		
Mission School, Lahore ...	3	3	...	...	...	4 per mensem		
Convent School, Mussoorie ...	2	2	...	...	...	80 per mensem		
Convent School, Simla ...	2	2	...	...	...	40 per mensem		
Convent School, Naini Tal ...	2	2	...	...	...	45 per mensem		
Convent School, Lahore ...	4	4	...	...	...	30 per mensem		
Convent School, Murree ...	4	4	...	...	...	72-8 per mensem		
Woodstock School, Landour ...	1	1	...	...	...	40 per mensem		
La Martinere College, Lucknow ...	7	6	...	...	...	163 per mensem		
La Martinere College, Calcutta ...	2	2	...	...	...	59 per mensem		
Lawrance Military Asylum, Sanawar ...	2	2	...	...	...	Free.		
Miss Goodwin's School, Mussoorie ...	7	6	...	...	...	165 per mensem		
Bishop Cottons School, Simla ...	1	1	...	...	...	36 per mensem		
Auckland House, Simla ...	1	1	...	...	...	30 per mensem		

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average daily Attendance.	Number on the Rolls.	Average daily Attendance.				
<b>ODDH AND ROHILKHAND RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Private School, Lucknow ...	4	...	...	...	...	132 0 0	132 0 0	
La Martineero College, Lucknow ...	10	...	...	...	...	1,236 0 0	1,236 0 0	
Church Mission School, Lucknow ...	3	...	...	...	...	24 0 0	24 0 0	One free.
Christ Church School, Lucknow ...	1	...	...	...	...	...	...	Free.
Loretto House Schools (Convent) Lucknow.	13	...	...	...	...	2,196 0 0	2,196 0 0	
Girls' High School, Cawnpore ...	3	...	...	...	...	572 0 0	572 0 0	
Memorial School, Cawnpore ...	1	...	...	...	...	192 0 0	192 0 0	
Girls' High School, Allahabad ...	3	...	...	...	...	520 8 0	520 8 0	
Old Church Day School, Calcutta ...	1	...	...	...	...	...	...	Free.
St. Xavier's College, Calcutta ...	2	...	...	...	...	720 0 0	720 0 0	
St. Mary's Convent, Naini Tal ...	2	...	...	...	120	264 0 0	384 0 0	One free.
Diocesan School, Naini Tal ...	24	...	...	...	1,104	5,064 0 0	6,168 0 0	
High School, Naini Tal ...	3	...	...	...	...	540 0 0	540 0 0	
Boarding School, Dehra Doon ...	2	...	...	...	...	...	...	Free.
St. Joseph's Seminary, Darjeeling ...	3	...	...	...	...	504 0 0	504 0 0	
Loretto House School, Darjeeling ...	1	...	...	...	120	420 0 0	540 0 0	
Lawrence Military Asylum, Kasauli ...	5	...	...	...	...	192 0 0	192 0 0	One free.
Private School, Bareilly ...	1	...	...	...	...	240 0 0	240 0 0	
<b>PUNJAB NORTHERN STATE RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Rawalpindi Mission School ...	2	...	...	...	...	9 0 0	9 0 0	
Rawalpindi Government School ...	3	...	...	...	...	21 0 0	21 0 0	
Bengal Government School ...	2	...	...	...	...	12 0 0	12 0 0	
Delhi Government School ...	2	...	...	...	...	24 0 0	24 0 0	
Lahore Government School ...	6	...	...	...	...	81 0 0	81 0 0	
Jullunder Government School ...	2	...	...	...	...	12 0 0	12 0 0	
Muree School ...	2	...	...	...	...	32 0 0	32 0 0	
Mussoori School ...	3	...	...	...	...	118 0 0	118 0 0	
Gujranwala Government School ...	2	...	...	...	...	16 0 0	16 0 0	
Amritsar Government School ...	2	...	...	...	...	33 0 0	33 0 0	
Kamoki Government School ...	1	...	...	...	...	3 0 0	3 0 0	
Gujrat Government School ...	1	...	...	...	...	3 0 0	3 0 0	
Lahore Mission School ...	2	...	...	...	...	9 0 0	9 0 0	
Sialkot Mission School ...	5	...	...	...	...	65 0 0	65 0 0	
Jhelum Government School ...	2	...	...	...	...	48 0 0	48 0 0	
Cawnpore Private School ...	4	...	...	...	...	1,200 0 0	1,200 0 0	
Bombay School ...	1	...	...	...	...	85 0 0	85 0 0	
Lahore High School ...	1	...	...	...	...	5 0 0	5 0 0	Plus 12 for boarding.
<b>INDUS VALLEY AND KANDAHAR STATE RAILWAY.</b>								
Vernacular School, Bombay ...	1	...	...	...	...	1-0 per mensem	...	
High School, Bombay ...	1	...	...	...	...	3-0 per mensem	...	
District School, Rohitak ...	2	...	...	...	...	Free.	...	
Lawrence Memorial Asylum, Murree ...	2	...	...	...	...	13-8 per mensem	...	Includes Boarding and Lodging.
St. Thomas' College, Murree ...	3	...	...	...	...	30-0 per mensem	...	Includes Boarding and Lodging.
Convent, Murree ...	2	...	...	...	...	16-0 per mensem	...	Includes Boarding and Lodging.
Grammar School, Kurrachee ...	3	...	...	...	...	...	...	2 at Rs. 3-4 per mensem. 1 at Rs. 35 per mensem. Includes Boarding and Lodging.
St. Patrick's School, Kurrachee ...	3	...	...	...	...	2-0 per mensem	...	
Mission School, Kurrachee ...	1	...	...	...	...	...	...	
Boys' High School, Lahore ...	2	...	...	...	...	17-8 per mensem	...	1 at Rs. 19 } per mensem. 1 at Rs. 16 } Includes Boarding and Lodging.
Government School, Lahore ...	4	...	...	...	...	0-10 per mensem	...	

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883.

Name and Location of School.	ATTENDANCE				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School fee.	Total.	
	Number on the Rolls.	Average Daily Attendance.	Number on the Rolls.	Average Daily attendance.				
<b>INDUS VALLEY AND KANDAHAR STATE RAILWAY—concl'd.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Government Anglo-Vernacular School, Larkana.	2	...	...	...	...	0-4 per mensem	...	
Vernacular School, Laki	1	...	...	...	...	0-4 per mensem	...	
Government High School, Hyderabad, Sind.	5	...	...	...	...	2-0 per mensem	...	
Mission School, Hyderabad, Sind.	1	...	...	...	...	...	...	
Aided School, Hyderabad, Sind.	2	...	...	...	...	0-12 per mensem	...	
Anglo-Vernacular School Hyderabad, Sind.	1	...	...	...	...	0-8 per mensem	...	
La Martinere Girls' School, Lucknow.	2	...	...	...	...	20-0 per mensem	...	Includes Boarding and Lodging.
Belmont Convent, Mussoori	1	...	...	...	...	30-0 per mensem	...	
Anglo-Vernacular School, Sukkur	9	...	...	...	...	0-5 per mensem	...	Includes Boarding and Lodging.
Mahomedan School, Sukkur	3	...	...	...	...	1-0 per mensem	...	
Government School, Mooltan.	6	...	...	...	...	0-6 per mensem	...	
Cantonment School, Mooltan.	1	...	...	...	...	0-2 per mensem	...	
Anglo-Vernacular School, Phillour.	2	...	...	...	...	0-2 per mensem	...	
Urdu School Bilja, District Jullunder	1	...	...	...	...	0-2 per mensem	...	
Mission School, Jullunder.	1	...	...	...	...	1-0 per mensem	...	
Urdu School, Mitrawali, District Sialkot.	2	...	...	...	...	0-1 per mensem	...	
Village School, Bhoma Boga, District Gurdaspur.	1	...	...	...	...	Free.	...	
Mission School, Shujabad	1	...	...	...	...	Free.	...	
District School, Chiniote, District Jhang.	1	...	...	...	...	0-12 per mensem	...	
Government School, Jhelum	1	...	...	...	...	0-8 per mensem	...	
Government Vernacular School, Rohri	3	...	...	...	...	0-3 per mensem	...	
Branch Vernacular School, Rohri	2	...	...	...	...	1 at Rs. 0-3 per mensem, and 1 Free.	...	
Government Vernacular School, Kotri	1	...	...	...	...	2-0 per mensem	...	
Government High School, Shikarpur	1	...	...	...	...	...	...	
Government Vernacular School, Shikarpur.	1	...	...	...	...	...	...	
Zilla School, Kasur	2	...	...	...	...	0-2 per mensem	...	
Government School, Delhi	1	...	...	...	...	0-8 per mensem	...	
<b>RAJPUTANA-MALWA RAILWAY.</b>								
					Rs. A. P.	Rs. A. P.	Rs. A. P.	
Mount Abu School, Mount Abu	22	20	...	...	3,423 15 0	2,575 8 11	5,999 2 11	This school is attached to the Lawrence School, Mount Abu.
Bengali School, Ajmera	33	24	...	...	25 0 0	316 0 0	341 0 0	The Railway grant Commenced from 1st December 1883, at Rs. 25 per mensem.
Ajmere Diocesan School, Ajmere	24	19	22	16	493 0 0	720 0 0	1,213 0 0	The Railway grant was at the rate of Rs. 2 per child attending the day school. The night class grant was at the rate of Rs. 3 each first ten, and Rs. 1-8-0 each second ten, reckoned on average daily attendance. From the 1st March 1884, this school has been transferred to the Rajputana-Malwa Railway, together with the Government grant of Rs. 100 per mensem.

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICE AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average Daily Attendance.	Number on the Rolls.	Average Daily Attendance.				
<b>RAJPUTANA-MALWA RAILWAY—concl'd.</b>								
United Presbyterian Church of Scotland Mission School, Bandikui	30	25	...	...	Rs. ...	Rs. A. P. 156 0 0	Rs. A. P. 156 0 0	The expenses of the school amount to Rs. 762 for the year, and have so far been borne by Mission. The school is making progress and more efficient assistants are considered necessary. In recognition of the service the Mission has been rendering the school, the Manager has sanctioned chargeable to the Fine Fund a capitation grant of 8 annas per Railway child per mensem.
<b>WARDHA COAL STATE RAILWAY.</b>								
Zillah School, Hinganghat	1	1	...	...	Rs. ...	Rs. A. P. ...	Rs. A. P. ...	None of the Upper Subordinates, Drivers and Guards have children in India, out of the limits of the line who attended Schools during 1883.
Anglo-Vernacular School, Warora	5	5	...	...	Nil	12 12 0		
Village School, Nagri	2	2	...	...				
Total	8	8	...	...		12 12 0	12 12 0	
<b>CALCUTTA AND SOUTH-EASTERN AND NALHATI STATE RAILWAYS.</b>								
<i>Calcutta and South-Eastern State Railway—</i>					Rs.	Rs. A. P.	Rs. A. P.	
Presidency College, Calcutta	1	1	...	...	...	144 0 0	144 0 0	
Presidency School, Calcutta	2	2	...	...	...	72 0 0	72 0 0	
City School, Calcutta	2	2	...	...	...	72 0 0	72 0 0	
Bowbazar Government Aided Vernacular School	1	1	...	...	...	12 0 0	12 0 0	
Potaidanga Vernacular School	2	2	...	...	...	24 0 0	24 0 0	
Krishnagore School	2	2	...	...	...	72 0 0	72 0 0	
<i>Nalhati State Railway.</i>								
Loretto Convent, Intally	2	2	...	...	...	48 0 0	48 0 0	
Chausstour, Calcutta	3	3	...	...	...	72 0 0	72 0 0	
Roy Dhunput Singh Bahadur's Middle Class School, Azimgunge	4	4	...	...	...	86 0 0	86 0 0	
Bood Singh, Bissen Chand Doodarie's General School, Azimgunge	2	2	...	...	...	...	...	Free School.
<b>NORTHERN BENGAL STATE RAILWAY.</b>								
Boarding School, Kurseong	...	...	...	...	...	...	...	3 children attended this School.
Calcutta Schools	Can not be filled in for want of sufficient information.							19 children attended Calcutta Schools.
Other District Schools	...	...	...	...	...	...	...	33 children attended Schools in other Districts.

APPENDIX H—contd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—contd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School Fees.	Total.	
	Number on the Rolls.	Average daily Attendance.	Number on the Rolls.	Average daily Attendance.				
<b>TIRHOOT STATE RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Raj School Durbhunga ...	2	...	...	...	...	...	...	
Government School, Mozufferpore ...	2	...	...	...	...	...	...	
Do. Santipur ...	1	...	...	...	...	...	...	
Boys' and Girls' Schools, Calcutta ...	6	...	...	...	...	...	...	
Bankipore Convent ...	1	...	...	...	...	...	...	
Government Aided School, Dinapore ...	1	...	...	...	...	...	...	
Normal School, Hooghly ...	1	...	...	...	...	...	...	
Agra College ...	2	...	...	...	...	...	...	
Zillah School, Bhagalpore ...	1	...	...	...	...	...	...	
Government Aided School, Jamgram ...	2	...	...	...	...	...	...	
Do. Chandernagore ...	1	...	...	...	...	...	...	
Local School, Bettiah ...	3	...	...	...	...	...	...	
Do. Madhoobun ...	1	...	...	...	...	...	...	
<b>CAWNPORE-ACHNERA STATE RAILWAY.</b>								
Government School, Cawnpore ...	3	3	...	...	...	...	...	
Mission School, ditto ...	6	6	...	...	...	...	...	
Memorial School, ditto ...	1	1	...	...	...	...	...	
Cantonment Hindi School ditto ...	1	1	...	...	...	...	...	
Tahsil School, ditto ...	1	1	...	...	...	...	...	
Diocesan Boys' School, Naini Tal ...	4	4	...	...	...	...	...	
Agra School ...	2	2	...	...	...	...	...	
Muttra School ...	6	6	...	...	...	...	...	
Do. Local School ...	3	3	...	...	...	...	...	
Jait Government School ...	10	9	...	...	...	...	...	
Lobhan Local School ...	4	3	...	...	...	...	...	
Farakhabad Vernacular School ...	1	1	...	...	...	...	...	
Lucknow School ...	4	4	...	...	...	...	...	
Fatehgarh School ...	4	4	...	...	...	...	...	
<b>NAGPUR AND CHHATTISGARH STATE RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Grant-in-aid School, Seetabuldee ...	4	4	...	...	...	13 8 0	...	
Free Church Institution, Nagpur ...	4	4	...	...	...	24 12 0	...	
Bishop School, Nagpur ...	1	1	...	...	...	12 0 0	...	
Local Mahratti Girl School, Nagpur ...	3	3	...	...	...	9 0 0	...	
Private School near Jooma Darwaja, Nagpur ...	1	1	...	...	...	Free.	...	General Department.
Urdu Private School, Seetabuldee ...	1	1	...	...	...	1 8 0	...	
Roman Catholic School, Seetabuldee ...	1	1	...	...	...	6 0 0	...	
Urdu Private School, Sadar Bazar ...	2	2	...	...	...	6 0 0	...	
Free Church Mission School, Seetabuldee ...	1	1	...	...	...	6 12 0	...	
St. Francis de Sales School, Nagpur ...	2	2	...	...	...	12 0 0	...	
Mission School, Seetabuldee ...	1	1	...	...	...	3 0 0	...	
Zilla School Kamptee ...	2	2	...	...	...	6 12 0	...	Engineering Department.
At School in Boubay ...	4	4	...	...	...	240 0 0	...	
Jaggernath School, Dacca, Bengal ...	1	1	...	...	...	24 0 0	...	
Normal School, Hyderabad ...	1	1	...	...	...	6 0 0	...	
Free Church Institution, Nagpur ...	1	1	...	...	...	6 0 0	...	
St. Francis de Sales School, Nagpur ...	11	11	...	...	...	12 0 0	...	
St. Joseph's Convent, Nagpur ...	2	2	...	...	...	12 0 0	...	
Grant-in-aid School, Seetabuldee ...	2	2	...	...	...	3 0 0	...	
Temple Bazar School, do. ...	1	1	...	...	...	3 0 0	...	
Andhra Sabha School, do. ...	1	1	...	...	...	3 0 0	...	
Hansapoori School, Nagpur ...	9	9	...	...	...	4 0 0	...	
Jooma Darwaja School, Nagpur ...	1	1	...	...	...	2 0 0	...	
Sadar Bazar School do. ...	1	1	...	...	...	1 8 0	...	
Guddee Gudam School, Seetabuldee ...	1	1	...	...	...	1 8 0	...	
Budhwari School, Nagpur ...	1	1	...	...	...	3 0 0	...	
Private School near Empress Mills ...	1	1	...	...	...	3 0 0	...	
Roman Catholic School, Kamptee ...	1	1	...	...	...	Not known	...	Four of these are Europeans, 2 Eurasians and 5 Natives. Locomotive, carriage and Wagon Departments.

APPENDIX H—concl'd.

Statement showing Local and District Schools attended by Railway Employés and their children during 1883—concl'd.

Name and Location of School.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.			Remarks.
	CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School fees.		
	Number on the Rolls.	Average daily Attendance.	Number on the Rolls.	Average daily Attendance.		Total.		
<b>NAGPUR AND CHHATTISGARH STATE RAILWAY—concl'd.</b>								
						Rs. A. P.	Rs. A. P.	
Private School, Kamptee ...	1	1	...	...	...	Not known.	...	
Zillah School, do. ...	1	1	...	...	...	3 0 0	...	
Roman Catholic School, Bombay ...	1	1	...	...	...	Not known.	...	
Private School, Bombay ...	2	2	...	...	...	Do.	...	
Anglo-Jewish School in Kludak, Bombay.	1	1	...	...	...	12 0 0	...	
Varli School, Bombay ...	1	1	...	...	...	6 0 0	...	
Mission School, Mhow ...	1	1	...	...	...	Free.	...	
Art School in Calcutta ...	1	1	...	...	...	100 0 0	...	
Government School, Rai Bareilly ...	1	1	...	...	...	Not known.	...	
Private School, Ahmadnagar ...	3	3	...	...	...	Do.	...	
Zillah School Bhandara ...	1	1	...	...	...	Do.	...	
Lawrence Military Asylum School, Kasauli.	2	2	...	...	...	Do.	...	
Roman Catholic School, Kamptee ...	4	4	...	...	...	384 0 0	...	(a) Includes boarding expenses.
Bishop School, Nagpur ...	1	1	...	...	...	12 0 0	...	
Nun's School, Nagpur ...	2	2	...	...	...	6 9 0	...	
Roman Catholic School, Nagpur ...	1	1	...	...	...	12 0 0	...	Traffic Department.
Do. do. do. ...	2	2	...	...	...	36 0 0	...	
Zillah School, Kamptee ...	1	1	...	...	...	3 12 0	...	
Private School do. ...	3	3	...	...	...	17 0 0	...	
Anglo-Vernacular School, Bhosawal ...	1	1	...	...	...	3 0 0	...	
Total ...	93	93	...	...	...	1,014 0 0	1,014 0 0	
<b>BURMA STATE RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Diocesan School, Rangoon ...	7	7	...	...	...	3 1 0 0	17 0 0	Day Scholars.
Methodist School, Rangoon ...	4	4	...	...	...	2 3 0 0	46 0 0	2 Day Scholars and 2 Boarders.
St. Paul's Brothers' School, Rangoon ...	6	6	...	...	...	2 20 0 0	30 0 0	5 Day Scholars and 1 Boarder.
Convent School, Rangoon ...	6	6	...	...	...	4 1 0 0	34 0 0	4 Day Scholars and 2 Boarders.
Government High School, Rangoon ...	3	3	...	...	...	3 0 0 0	9 0 0	Day Scholars.
St. John's College, Rangoon ...	1	1	...	...	...	15 0 0 0	15 0 0	Boarder.
Municipal School, Rangoon ...	4	4	...	...	...	0 8 0 0	2 0 0	Day Scholars.
Lutherian Mission School, Rangoon ...	2	2	...	...	...	1 0 0 0	2 0 0	Ditto.
Infants' School, Insein ...	4	4	...	...	...	4 0 0 0	16 0 0	Ditto.
<b>HIS HIGHNESS THE NIZAM'S STATE RAILWAY.</b>								
					Rs.	Rs. A. P.	Rs. A. P.	
Brigade School and Orphanage, Secunderabad.	8	...	...	...	Nil.	...	...	
Pata Sala, Secunderabad ...	43	39	...	...	As. 4 per child per month.	...	...	

N.B.—In addition to the above two children of Mr. Doran, Permanent-way Inspector, are boarders at the La. Martenare, Calcutta, paying per mensem Rs. 31-8 to the Boy's and Rs. 18 to the Girl's School.

The amounts shown in the column "Average School fees" represent monthly fees.

## APPENDIX J.

Terms for working and maintaining the State Branch Lines by the East Indian Railway Company.

**THIS INDENTURE** made the 24th day of April 1884 **BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA** (hereinafter called "The Secretary of State") of the one part and the **EAST INDIAN RAILWAY COMPANY** (hereinafter called "The Company") incorporated by an Act passed in the 13th year of Her present Majesty intituled "An Act for incorporating the East Indian Railway Company and for other purposes connected therewith" of the other part.

**WHEREAS** by the East Indian Railway Company Purchase Act 1879 hereinafter called the Act of 1879 the parties hereto were authorised and empowered to enter into and to carry into effect Contracts for the following (amongst other) purposes: the maintenance management use and working of the East Indian Railway as therein defined the use by the Company of running powers and other facilities and accommodation of whatever description that any other Railway Company or the Secretary of State might at any time have power to grant to the Company the maintenance and management of Railways in connection with but not forming part of the said East Indian Railway and the use and working of such Railways and the conveyance of traffic thereon.

**AND WHEREAS** by an Indenture dated the 22nd day of December 1879 and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter called the Principal Contract) being a Contract for the maintenance management use and working by the Company of the said East Indian Railway the expression "the Undertaking" was defined to mean the said East Indian Railway or so much thereof as should on the 1st day of January 1880 be handed over to the Company for the purposes of the now reciting Indenture together with any improvements alterations and additions of whatever description that might from time to time be made therein or thereto by or with the sanction of the Secretary of State (which meaning is intended by the use of the same expression in this Contract) and it was (amongst other things) agreed that the Secretary of State might require the Company to work any auxiliary or branch railways of the same gauge in connection with any Railway forming part of the Undertaking whether constructed by the Company or not either as Agents of the Secretary of State or as part of the Undertaking as the Secretary of State might determine upon such terms and conditions as might in each case be agreed upon.

**AND WHEREAS** the Secretary of State has constructed at the cost of the revenues of India certain Railways in connection with and of the same gauge as the Undertaking which said Railways are two of the Railways specified in the schedule hereunto annexed and are therein numbered respectively 1 and 3.

**AND WHEREAS** the Sindia State Railway (the other of the Railways specified in the said Schedule) takes its departure from the Cantonment Station of the Rajputana State Railway at Agra which last mentioned Railway joins the Agra Branch of the Undertaking at its terminus on the left bank of the River Jumna opposite to Agra.

**AND WHEREAS** a communication between the said Sindia State Railway at the said Cantonment Station and the Undertaking has been furnished by a Railway of the same gauge as the Undertaking laid down over the said Rajputana State Railway from the said Cantonment Station to the said terminus on the said Agra Branch of the Undertaking. And in order to make effectual the said communication between the said Sindia State Railway and the Undertaking the Secretary of State has agreed to give and secure to the Company running powers or such other facilities as may be agreed upon over the said portion of the said Rajputana State Railway in manner hereinafter provided.

**AND WHEREAS** the Secretary of State has under the power in that behalf reserved to him by the Principal Contract required the Company to work the said Sindia State Railway and the said other Railways in the said Schedule mentioned (which said Sindia State Railway and other Railways with the buildings and fixed machinery thereto belonging are hereinafter referred to as the State Lines) and the Company have agreed so to do upon the terms and conditions hereinafter appearing.

**AND WHEREAS** the Secretary of State has agreed to pay over as required to the Company to be expended by them on the State Lines such sums of money as may be necessary in order to place the State Lines respectively in such good and sufficient working order and condition as the Secretary of State and the Company may agree to be expedient having regard to the traffic to be expected thereon and has agreed to pay such sums to the Company when required as hereinafter provided.

**AND WHEREAS** the State Lines are already in the hands of the Company and are now worked by them.

**NOW** this Indenture witnesseth and it is hereby agreed and declared as follows:—

1. So far as possible the provisions of this Contract shall be deemed to have come into operation in and to have taken effect as from the 1st day of January 1883.

APPENDIX J—*contd.*

2. The Secretary of State will pay to the Company at such times and in such amount, as may be agreed upon such sum or sums as may be necessary in order to place the State Lines in such good and sufficient working order and condition as the Secretary of State and the Company may agree to be expedient having regard to the traffic to be expected thereon the amount so to be provided and paid by the Secretary of State to be settled and agreed upon between the Secretary of State and the Company before the 30th day of June 1884. The works necessary for the above mentioned purpose to be proceeded with and continued with reasonable expedition until the same are complete. No moneys provided by the Secretary of State under this article shall be deemed to be moneys provided in respect of the Undertaking nor shall they be entered in any of the accounts of the Undertaking nor shall the Secretary of State receive interest thereon out of the receipts of the Undertaking and the Company will expend and apply all moneys received by them under this article in or towards placing the State Lines in such good and sufficient working order as aforesaid to the satisfaction of the Secretary of State so far as such moneys shall suffice.

3. If and whenever after the State Lines shall have been placed in such good and sufficient working order and condition as aforesaid any moneys shall be required by the Company for any purpose properly chargeable to capital account in connection with any of the State Lines and sanctioned or required by the Secretary of State the Secretary of State will provide such moneys for the Company. The Secretary of State will also provide for the Company any land that may at any time be required for any of the State Lines upon the like terms and conditions as are by the Principal Contract prescribed in respect of land to be provided by the Secretary of State for the Undertaking.

4. All moneys which shall be provided for the Company by the Secretary of State under the last preceding article and the value of all land that shall be provided by the Secretary of State under the last preceding article shall for all purposes be deemed to be moneys advanced for the Undertaking and shall respectively be entered in the accounts of the Undertaking accordingly.

5. The Secretary of State shall during the continuance of this Contract and unless and until he shall hand-over and give possession to the Company of so much of the said Rajputana State Railway as is situate between the said cantonment station at Agra and the said terminus of the Company on the said Agra Branch of the Undertaking on the left bank of the river Jumna reserve and secure to the Company such running powers over the same and all such facilities as may be necessary or convenient for establishing and at all times keeping open and available a direct and sufficient communication for the passage of the Company's trains between the said Cantonment Station and the said terminus of the Company upon such terms and conditions as may from time to time be agreed on between the Secretary of State and the Company.

6. During the continuance of this Contract the Company shall maintain the State Lines and keep the same supplied with rolling stock plant and machinery as if they were part of the Undertaking and shall manage use and work the State Lines and shall convey traffic thereon upon under and subject to (save as is by this Contract otherwise expressly provided) the like terms conditions and restrictions as are by the Principal Contract prescribed in respect of the management use and working of the Undertaking by the Company and the conveyance of traffic thereon by them and in respect of the supervision and control of the Company by the Secretary of State and in all respects not otherwise provided for by this Contract the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have execute enjoy put in force and be subject to the like rights powers authorities privileges provisions regulations duties and obligations as are by the Principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively Provided always that nothing in this Contract contained shall operate so that the said State Lines shall form part of the Undertaking.

7. The conditions with respect to the provision of a police force and the provision and use of telegraphs and telegraphic appliances shall be the same as are by the Principal Contract prescribed with reference to the same matters respectively in respect of the Undertaking.

8. The Company shall keep a distinct and separate account of the gross receipts of each of the State Lines to be called "The State Railway Working Account." Such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year or to such other day as the Secretary of State may at any time under the provision in that behalf in the Principal Contract contained prescribe for making up the Revenue Account of the Undertaking.

9. All questions as to the incidence of expenditure between capital and revenue shall be settled upon the same principles and in case of difference in the same manner as by the Principal Contract prescribed with respect to the Undertaking. Provided nevertheless that any items of expenditure properly chargeable to capital in accordance with such principles may at the discretion of the Secretary of State be charged to revenue but so that the aggregate expenditure charged to revenue on account of such items shall not exceed in any half-year a sum of rupees equal in amount to the number of miles of each State Line separately which during such half-year shall be worked by the Company multiplied by 15.



APPENDIX J—*concl'd.*

10. All costs charges and expenses incurred by the Company in connection with the maintenance management use any working of the State Lines and the conveyance of traffic thereon properly chargeable to Revenue Account shall be paid out of the gross receipts of the Undertaking and so far as possible out of the gross receipts of the half-year to which they are properly attributable and in each half-year there shall be deducted from the gross receipts of each State Line such sum as shall bear the same rate per cent. to the gross receipts of such State Line as the aggregate working expenses of the Undertaking together with the said costs charges and expenses incurred in connection with the State Lines of the same half-year shall bear to the aggregate gross receipts of the Undertaking during such half-year and the amount so deducted shall be credited to the respective departmental working accounts of the Undertaking and the balance of such receipts after making the said deduction shall in the accounts of the Undertaking be brought to the credit of net revenue.

11. The Secretary of State or the Company may determine this Contract at the end of five years from the 1st day of January 1883 on giving one clear year's notice in writing to the other party hereto of his or their intention so to do and at any time after the expiration of the said five years on giving a like notice and upon any such notice as aforesaid being given on the 31st day of December on which such notice shall expire the Company shall give the Secretary of State possession of the State Lines and all plans books surveys sections printings writings and documents whatsoever in anywise connected therewith and thereupon this Contract shall determine without prejudice to the rights of either party against the other in respect of any covenants herein contained which may have been previously broken.

12. Unless this Contract shall be determined under the last preceding Article it shall run concurrently with the Principal Contract and shall determine on the determination of the Principal Contract without prejudice nevertheless to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

13. If this Contract shall be determined by the Secretary of State or the Company under the provisions of Article 11 any moneys which may have been entered in any accounts of the Undertaking under Article 4 whether moneys advanced under Article 3 or the value of land provided under that article shall be forthwith written off the account of the Undertaking on which they may appear at the date of such determination and after such determination the Secretary of State shall not receive any interest on any such moneys out of the receipts of the Undertaking.

14. All questions that may at any time be in issue between the Secretary of State and the Company shall be referred for decision and decided according to the nature of the question in issue in the same manner and with like incidents in all respects as provided by the Principal Contract in respect of questions of the like nature in connection with the Undertaking.

IN WITNESS whereof SIR FREDERICK JAMES HALLIDAY, K.C.B., and the HON'BLE EDMUND DRUMMOND, being two Members of the Council of India have hereunto set their hands and seals and the EAST INDIAN RAILWAY COMPANY have hereunto caused their common seal to be affixed the day            and year first above written.

## THE SCHEDULE.

- 1.—DILDARNAGAR BRANCH RAILWAY.
- 2.—SINDIA RAILWAY.
- 3.—PATNA-GYA RAILWAY.

## APPENDIX K.

## Contract between the Secretary of State and the Bengal and North-Western Railway Company.

**AN AGREEMENT** made this 20th day of October 1882 between the Secretary of State in Council of India (hereinafter called "the Secretary of State") of the one part and Craven Hildesley Dickens, of Lexham Gardens in the County of Middlesex, a Lieutenant-General in Her Majesty's Army and Companion of the Most Exalted Order of the Star of India of the other part.

Whereas the said Craven Hildesley Dickens and divers other persons contemplate the immediate formation and establishment of a Joint Stock Company with an English domicile a nominal capital of not less than the sum of two millions two hundred thousand pounds and powers sufficient to enable it to undertake carry out and fulfil all the works duties and liabilities which under the Indenture set out in the schedule hereto (hereinafter called "the Scheduled Contract") would have to be executed carried out and performed by the Company party thereto and have requested the Secretary of State to enter into such undertaking as on his part hereinafter contained which he has consented to do.

Now these presents witness that the Secretary of State doth hereby undertake with the said Craven Hildesley Dickens that if prior to the 12th day of December 1882 a Joint Stock Company shall be incorporated by special Act of the Parliament of the United Kingdom, or duly registered under the provisions of the Companies Acts 1862 to 1880 in either case with an English domicile a nominal capital of not less than the sum of two millions two hundred thousand pounds and powers sufficient to enable it to undertake carry out and fulfil all the works duties and liabilities which under the Scheduled Contract would have to be executed carried out and performed by the Company party thereto and if the Company to be so incorporated or registered shall prior to the first day of February 1883 duly and formally execute in duplicate an Indenture identically in the words and figures of the Scheduled Contract with the addition thereto only of the date of the Indenture and shall on or prior to the said first day of February 1883 deliver to the Secretary of State the said Indenture in duplicate duly and formally executed by the Company the Secretary of State (will at any time afterwards at the request of the said Craven Hildesley Dickens to be testified by some writing under his hand execute and deliver the same Indenture which shall thereupon become binding upon the parties thereto. In witness whereof Colonel Henry Yule, C. B., and Sir Frederick James Halliday, K. C. B., being two members of the Council of India and Craven Hildesley Dickens have hereunto set their hands the day and year first above written.

## THE SCHEDULE ABOVE REFERRED TO:

**THIS INDENTURE** made the \_\_\_\_\_ day of \_\_\_\_\_ 1882 between the Secretary of State in Council of India of the one part and the Bengal and North-Western Railway Company limited of the other part.

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

## INTERPRETATION OF TERMS.

1. In this contract the expression "the Secretary of State" means the Secretary of State in Council of India. The expression "the Company" means the Company party to these presents. The expression "the earnings of the Company" means the gross earnings and moneys to be derived by any means by or on behalf of the Company from or in respect of its general undertaking contemplated by this Contract so far as existing from time to time (except share and borrowed capital and so much of the said gross earnings and moneys derived as aforesaid as ought to be attributed to capital account) and includes the gross earnings and moneys to be derived from the working by the Company of any telegraphs, or telegraphic appliances of which the Secretary of State shall for the time being allow the Company the use and from the charges by the Company of tolls under the 36th section of this Contract and from the working by the Company of any ferries and also all payments to be made by the Secretary of State to the Company for services which shall be performed by the Company for him but shall not include moneys derived from the investment or other employment by the Company of the earnings of the Company not receivable by the Secretary of State under section 39 of this Contract and not distributed by way of dividend among the Shareholders.

## APPENDIX K—contd.

## DURATION OF CONTRACT.

2. This contract shall unless previously determined under provisions for the purpose hereinafter contained terminate on the 31st day of December 1931 by efflux of time.

## CONSTRUCTION OF RAILWAY.

3. The Company shall by the 31st day of December 1887 on the Secretary of State at the reasonable request of the Company duly providing the land requisite for the purpose construct and open for public traffic on a route to be selected and determined by the Secretary of State a line of railway from Sonapore near Patna in the province of Bengal to Barnich in Oudh with a branch *via* Gazipur to Benares a branch to Nawabganj and a branch to Byram Ghat (which line of railway and branches are hereinafter collectively called "the said railway") together with all such stations station yards offices warehouses houses for employes machinery conveniences and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation tempest or otherwise. The railway to be constructed by the Company under this section shall be of the metre gauge and shall in general structural character conform in all respects with the now established standard of railways in India on that gauge.

## NOTIFICATION OF ROUTE OF RAILWAY.

4. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

## SITUATION OF STATIONS &amp;C.

5. The Secretary of State shall have power to determine the situation and dimensions of all stations station yards offices warehouses houses for employes conveniences and works to be constructed in connection with or as part of the said railway.

## AS TO EXISTING SURVEYS &amp;C.

6. The Secretary of State having caused various surveys and plans to be made and works to be executed with the view of facilitating and expediting the construction of the said railway will allow the Company to have the benefit of the same surveys plans and works but the Company shall discharge all the now existing obligations and liabilities of the Secretary of State under contracts for the execution of works relating to or connected with the construction of the said railway or any part or parts thereof and shall within three calendar months after the Secretary of State shall have signified in writing to the Company the cost to him of the said surveys plans and works refund the amount to the Secretary of State by payment thereof into such Government Treasury in India as the Secretary of State shall appoint for that purpose.

## LAND.

7. The Secretary of State shall from time to time at the reasonable request of the Company provide free of cost to the Company the land requisite for the construction of the said railway and for the stations station yards offices warehouses houses for employes conveniences and works necessary or proper for the purposes of the same railway and shall give to the Company possession of the land so provided. The Company shall from time to time upon the requisition of the Secretary of State re-deliver possession to him of any such of the land of which he shall have given possession to the Company under this section as shall not be necessary to be retained permanently or temporarily by the Company for any purposes connected with this Contract.

8. The Company shall be entitled to possession until the 31st day of December 1931 unless this Contract shall be previously determined under the provisions hereinafter contained or if this Contract shall be so previously determined then until the day on which this Contract shall terminate of such of the land of which the Secretary of State shall give to the Company possession under the provisions of this Contract as shall be permanently required for the purposes of the said railway and the Secretary of State will guarantee as against all claimants the possession of the land by the Company but shall not be required to show any title thereto. Provided that nothing in this section contained shall be construed to exonerate the Company from its obligations under the 7th section of this Contract or to deprive the Secretary of State of any power conferred on him by that section.

## TELEGRAPHS.

9. The Secretary of State may from time to time construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the said railway or any part or parts thereof or any land or works belonging thereto and may maintain and work the same electric

APPENDIX K—*contd.*

telegraphs and telegraphic appliances as he shall think fit and may erect maintain make do and execute on the said railway or on any lands or works belonging thereto all such buildings machinery works acts and things as he shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this section on the said railway or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said railway or any part or parts thereof as he shall require for persons employed by him in or about or in connection with the construction maintenance working or inspection of the electric telegraphs and telegraphic appliances mentioned in this section or any buildings or works appertaining thereto.

10. The Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said railway or any part or parts thereof and shall keep the same electric telegraphs and telegraphic appliances in good repair and in good working order and condition and the Company shall from time to time upon demand pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Government Telegraph Department for rent maintenance and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under this section have allowed the Company the exclusive use. All amounts paid by the Company under the stipulation last hereinbefore contained shall be included amongst working expenses.

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

POLICE.

12. The Secretary of State shall provide and maintain for the purposes of so much of the said railway as shall for the time being have been opened for public traffic such a force of police as the Company with the approval of the Secretary of State shall from time to time require with the qualification that in case of difference between the Secretary of State and the Company as to the force of police required for the preservation of law and order the determination of the question shall rest with the Secretary of State. The cost of providing and maintaining the force of police provided and maintained under this section shall be borne as to three-tenths by the Secretary of State as part of the general expenditure of the Government of India and as to the remaining seven-tenths by the Company and the Company shall from time to time on demand by the Secretary of State pay into such Government Treasury in India as the Secretary of State shall appoint for the purpose the amount which the Secretary of State shall from time to time state to be due to him from the Company in respect of the force of police provided and maintained under this section. All amounts paid by the Company under the stipulation last hereinbefore contained shall be included amongst working expenses.

13. If the Company shall so desire the Secretary of State will provide and maintain at the cost exclusively of the Company such a force of police as with the approval of the Secretary of State the Company shall from time to time require for the protection of so much of the projected railway as shall for the time being be under construction.

EQUIPMENT WITH ROLLING STOCK.

14. The Company shall with reasonable speed equip the said railway when constructed with rolling stock plant and machinery of good quality and adequate in quantity to work the said railway.

OPENING FOR TRAFFIC.

15. The Company may from time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that any part of the said railway is fit for the conveyance of passengers and goods and properly equipped with rolling stock plant and machinery open the same part for public traffic and shall open the said railway throughout for public traffic when and so soon as such an inspecting officer as aforesaid shall have certified that the same railway throughout is fit for the conveyance of passengers and goods and properly equipped with rolling stock plant and machinery.

APPENDIX K—*contd.*

## MAINTENANCE OF THE RAILWAY AND PROTECTION OF PASSENGERS AND THE PUBLIC.

16. The Company shall keep the said railway or so much thereof as shall for the time being have been opened for public traffic and the stations and other works belonging thereto in good repair in good working condition and sufficiently supplied with rolling stock plant machinery and stores.

17. The Company shall keep the rolling stock and fixed and moveable machinery and plant for the time being belonging to the said railway and to every part thereof which shall for the time being have been opened for public traffic in good repair and in good working condition.

18. The Company shall maintain a sufficient staff for the purposes of so much of the said railway as shall for the time being have been opened for public traffic.

19. The said railway and all the stations and other works rolling stock fixed and moveable machinery and plant from time to time belonging thereto shall at all times be open to inspection by any officer or officers acting on behalf of the Secretary of State and the Company shall afford to every such officer all such facilities as he shall reasonably require to enable him to inspect any of the particulars open to inspection under this section.

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

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

22. The Secretary of State may from time to time after the said railway shall have been opened throughout for public traffic by notice in writing require the Company to carry out any reasonable alteration improvement or addition which may in his opinion be necessary for the safety of passengers or of the public or for the effectual working of the railway to be made in or to any part of the said railway or any of the stations or works belonging thereto. Such notice shall specify the alteration improvement or addition required and shall also in general terms describe the works to be executed for the purposes of effecting the same. On receiving any such notice the Company shall with all reasonable speed execute the works described therein the Secretary of State providing free of cost to the Company and giving to the Company possession of any land that may be requisite for the purpose of such works the land so soon as in the possession of the Company to be as between the Secretary of State and the Company subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract had it been land of which possession was given to the Company by the Secretary of State for the original construction of the said railway or of works necessary or proper for the purposes thereof. If and as often as the Company shall fail to execute or complete to the satisfaction of the Secretary of State and within a reasonable time the works prescribed in any such notice as mentioned in this section the Secretary of State may execute or complete the execution of the works and the works so executed or completed by the Secretary of State shall be taken to by the Company as works belonging to the said railway and the Company and the Secretary of State shall subject to the proviso next hereinafter contained respectively be in the like relative positions in respect to such works as they respectively would have been in had the works been completed by the Company. Provided always and it is hereby declared that the Company shall refund to the Secretary of State all expenditure incurred by him in the exercise of the powers conferred on him by this section and shall from time to time on demand pay into such Government Treasury in India as he shall from time to time appoint for the purpose the amount which the Secretary of State shall from time to time state to be due to him from the Company in respect of such expenditure as last aforesaid.

## AS TO WORKING THE RAILWAY AND FARES SPECIAL SERVICES &amp;c.

23. From and after the time when the said railway shall have been opened throughout for public traffic until this Contract shall terminate by efflux of time or otherwise the Company shall keep the same railway so opened and work the same and carry on thereon the business of common carriers of passengers and goods and in particular will unless hindered or prevented from so doing by accident or any other matter not within its own control run daily

APPENDIX K—*contd.*

from each extremity of the said line of railway to be constructed from Sonapore to Baraic and of the said several branches respectively to the other extremity of the same line of railway and the same several branches respectively at least one train carrying passengers. The operation of this section shall from time to time be suspended so far as it shall be impossible for the Company to fulfil the obligations of the same section without breach of the stipulations contained in the 20th section of this Contract.

24. The Secretary of State may from time to time if he shall think any alteration or improvement in the working by the Company of the said railway or any part thereof necessary for the safety of passengers or of the public or for the effectual working of the railway require the Company to effect such alteration or improvement and the same shall thereupon be effected by the Company.

25. The Company shall charge such rates and fares for the carriage of goods and passengers on the said railway or so much thereof as shall for the time being have been opened for public traffic as may from time to time be fixed by the Company subject to the approval of the Secretary of State Provided that the Secretary of State may require the charges for the conveyance of salt and coal and food grains to be reduced to any rate not below one-fifth of a pie per maund per mile for full wagon-loads carried not less than 100 miles and may also require passengers to be conveyed at any rate not below two pies per mile in closed carriages provided with seats.

26. All services which the Secretary of State may require the Company to perform for the Post Office by way of conveyance over the said railway or any portion thereof of mails as defined by the Post Office Act or Acts for the time being in force in India or the conveyance over the said railway or any portion thereof of Post Office servants when on duty shall be performed by the Company free of charge.

27. All services (other than the services mentioned in the last preceding section) which the Secretary of State shall require the Company to perform for the Post Office the Military Department the Police Department or any Department of State not specifically mentioned in this section or for High Government Officials in relation to the said railway or any portion thereof by way of conveyance or transport or incidental thereto shall be performed by the Company on the same general conditions as may for the time being be in force on State Railways of the metre gauge and at such rates of payment as may be approved by the Secretary of State. The services to which the conditions and rates last aforesaid are to apply shall include the conveyance of troops and sailors Military and naval establishments horses and other animals used for military purposes and guns Military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatsoever Provided that nothing in this section contained shall be construed to over-ride the provisions previously in this Contract contained as to the furnishing the Secretary of State with free passes for certain persons employed by him.

28. The Company shall convey over the said railway or so much thereof as shall for the time being have been opened for public traffic gold and silver bullion and coin and copper coin belonging to the Secretary of State and the persons in charge thereof at special rates to be from time to time agreed upon between the Secretary of State and the Company.

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

30. The Company will not as between members of the general public make or give any undue or unreasonable preference or advantage to or in favor of any particular person or company or any particular description of traffic in any respect whatsoever or subject any particular person or company or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

RUNNING POWERS FACILITIES AND ACCOMMODATION FOR OTHER RAILWAY COMPANIES AND FOR THE STATE AS TO STATE RAILWAYS.

31. The Secretary of State will so far as he may from time to time consider it desirable for the public convenience endeavour to obtain for the Company on reasonable terms and conditions powers to form such junctions as the Secretary of State may approve with railways belonging to other railway companies or to the State and to run the trains of the Company on such other railways.

32. The Secretary of State may from time to time require the Company to allow the use of the said railway or any part or parts thereof for the passage of engines and trains belonging to other railway companies or to State railways upon the payment of reasonable tolls and under reasonable conditions and restrictions.

33. The Secretary of State may from time to time require the Company to allow the use of any of the stations belonging to the said railway for the accommodation of the traffic of any other railway company or of any State Railway upon the payment of reasonable tolls and under reasonable conditions and restrictions.

## APPENDIX K—contd.

34. The Secretary of State may from time to time require the Company to make reasonable arrangements for the interchange of traffic and rolling stock with railways belonging to other companies or to the State and for through booking.

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

## POWER TO LEVY TOLLS ON BRIDGES.

36. If the Company shall with the approval of the Secretary of State provide on any of its bridges roadways for foot passengers cattle or carts the Company shall have the right to charge during the continuance of this Contract tolls on the traffic over such roadways according to tariffs to be arranged between the Secretary of State and the Company.

## FERRIES.

37. The Company may with the approval of the Secretary of State from time to time during the continuance of this Contract establish any ferry for the accommodation of the traffic of the said railway. Every such ferry to be equipped with boats and fixed and moveable machinery and plant of good quality and adequate in quantity to work the same ferry. The Secretary of State shall from time to time give to the Company free of cost to the Company possession of such land as shall be requisite for the purposes of any ferry which the Company shall with his approval establish for the accommodation of the traffic of the said railway and the land so soon as in the possession of the Company shall be subject as between the Secretary of State and the Company as nearly as may be *mutatis mutandis* and having regard to the purposes for which possession thereof shall be delivered to the Company to the stipulations and provisions to which it would have been subject under this Contract had it been land of which possession was given to the Company by the Secretary of State for the original construction of the said railway or of works necessary or proper for the purposes thereof. The Company may with the approval of the Secretary of State work for purposes other than the accommodation of the traffic of the said railway any ferry which shall have been established by it.

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

## PARTICIPATION OF SECRETARY OF STATE IN PROFITS.

39. The earnings of the Company attributable to the period of 12 calendar months ending the 31st day of December 1838 and to every subsequent period of 12 calendar months ending on the 31st day of December shall be applied as follows (that is to say)—

- (1.) In the first place in payment of working expenses attributable to the period to which the earnings relate.
- (2.) In the next place in payment of any undischarged working expenses attributable to any previous period or periods.
- (3.) In the next place in or towards payment of the interest on the Borrowed Capital (if any) of the Company including any arrears of such interest.
- (4.) In the next place in or towards payment to the Company of a sum equal to the sum to which interest would amount at the rate of 6 per cent. per annum on the aggregate amount which for the time being shall have been *bond fide* paid up on such of the Share Capital of the Company as shall for the time being have been issued computed for the period of 12 calendar months as regards such parts of the last-mentioned aggregate amount as shall have been paid up prior to the commencement of the period of 12 calendar months to which the earnings for the time being dealt with relate and computed on all other parts of the same aggregate amount from the respective times at which the parts shall respectively have been paid up down to the end of the period of 12 calendar months to which the earnings for the time being dealt with relate.
- (5.) The surplus (if any) shall belong as to one-half to the Secretary of State and as to the other half to the Company and the Company shall pay to the Secretary of State either in England or India as the Company may elect the amount to which the Secretary of State shall for the time being have become entitled under this section within 30 days after the ascertainment of the amount. If for the purposes of this sub-section it should be requisite to convert sterling money into Indian currency or Indian currency into sterling money the conversion shall be effected at the market rate of the day for bills drawn on India payable on demand.

APPENDIX K—*contd.*

## RESTRICTIONS ON CAPITAL AND ON BORROWING POWERS.

40. The Company shall not during the continuance of this Contract without the sanction in writing of the Secretary of State first obtained at any time increase its Share or Stock Capital.

41. The total indebtedness of the Company in respect of Borrowed Capital shall not at any time exceed the sum of £800,000 except during any period in regard to which the Secretary of State may sanction the indebtedness of the Company in respect of Borrowed Capital being of any larger specified amount in which case the specified amount shall not be exceeded during the period. The restrictions imposed by the preceding portion of this section shall not preclude the Company from borrowing money for the *bond fide* purpose of paying off previously existing indebtedness of the Company in respect of Borrowed Capital to an amount equal to the extent of the money so borrowed provided the money borrowed be *bond fide* applied to the purpose last aforesaid as to which however no person lending or advancing money to the Company shall be concerned to see. No money shall without the previous sanction of the Secretary of State be borrowed by the Company at a discount or at a premium or on terms of the Company paying to the lender a larger capital sum than that actually borrowed from him by the Company. The Company shall not without the sanction of the Secretary of State pay interest at a rate higher than 5 per cent. per annum on any moneys borrowed by or owing from it but this stipulation shall not necessitate the sanction of the Secretary of State to the payment of interest by the Company at any reasonable rate on any sums which the Company may borrow for *bond fide* temporary purposes.

## ACCOUNTS STATISTICS AND AUDIT.

42. The Company shall keep a Capital Account and a Revenue Account and shall also keep all such accounts and all such details and statistics of its traffic as are required by the Secretary of State to be kept by the Indian Railway Companies working railways under the supervision of the Secretary of State and in the forms in which the Secretary of State requires the accounts statistics and details of traffic last aforesaid respectively to be kept and the Company shall at its own cost render the Capital Account and Revenue Account and all accounts statistics and details of traffic kept by it under the section to the Secretary of State at such times as he shall from time to time require.

43. In the Capital Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to Capital provided that the Company may during the original construction of the railway and works specified in the 3rd section of this Contract but for no period subsequent to the 31st December 1887 if authorized so to do by its constitution pay out of Capital any sums by way of interest on the amounts from time to time *bond fide* paid up on the issued Share Capital of the Company not amounting with the net interim earnings of the Company to more than 4 per cent. per annum on the sums in respect of which the interest is paid and may in like manner also pay out of Capital any sums by way of interest on the Capital for the time being borrowed by the Company under the provisions of section 41 of this Contract. The moneys paid out of Capital under this section may be charged to Capital Account as part of the original cost of construction.

44. In the Revenue Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to revenue except so much of the expenditure last aforesaid as may under the section last hereinbefore contained be attributable to Capital.

45. In any case where any question may or might arise as to whether any expenditure is to be treated in the whole or in part as a charge on Capital or how the same is to be dealt with the question shall be determined on the general principle that capital besides bearing the cost of the original construction and completion of the said railway and the stations station yards offices warehouses houses for employes fixed machinery conveniences and works belonging thereto and of the original equipment of the said railway and its appurtenances with rolling stock plant and moveable machinery and the cost of establishing any ferries which shall with the approval of the Secretary of State be established by the Company during the continuance of this contract for the accommodation of the traffic of the said railway and of the original equipment of every such ferry with boats and fixed and moveable machinery and plant and of the provision of every such roadway mentioned in the 36th Section of this contract as shall be so provided with the approval of the Secretary of State is to bear the cost of new works of additional rolling stock plant boats and fixed and moveable machinery and of substantial improvements of and additions to old works rolling stock plants and boats and fixed and moveable machinery and that the cost of repairs restorations renewals and replacements is to be charged to Revenue Account. No portion of the salary or allowances of any member of the permanent supervising or other administrative staff of the Company accrued subsequently to the time when the said railway shall have been opened throughout for public traffic shall be charged to Capital although such member may have been employed partly or wholly in directing or superintending work which is so chargeable and no expenses incurred



## APPENDIX K—contd.

by the Company subsequently to the time when the said railway shall have been opened throughout for public traffic in connection with the engagement from England or the passage from or to England of any person in the Company's service shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital and have been actually employed upon such work. All the expenses of the Company properly incurred up to the time when the said railway shall have been opened throughout for public traffic exclusive of working expenses attributable to such part of the said railway as shall for the time being have been opened for public traffic but inclusive of all costs of and incidental to the formation and registration of the Company shall be chargeable to capital.

46. The accounts of the Company in relation to its expenditure and receipts in India England and elsewhere shall from time to time be audited on behalf of the Secretary of State as well as on behalf of the Company and the Company shall produce to the Auditors or Auditor all vouchers books accounts papers and documents of the Company necessary for the purpose of audit and afford to them or him all facilities requisite for the performance of their or his duties. Amongst the functions of the Auditors or Auditor shall be included the duty of seeing that the revenue of the Company is properly applied from time to time in discharging working expenses and keeping down the interest on the Capital debt of the Company. Any correction made in the accounts by any person or persons who shall be acting as joint Auditors or joint Auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any Auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts and the Company shall object to the alterations the matter in difference shall be referred for final decision to two persons one to be named by the Secretary of State and the other to be named by the Company and in case such two persons shall be unable to agree then to a referee to be named by them the same two persons. The necessary costs of the audit shall be defrayed by the Company and included in working expenses.

## WORKING EXPENSES.

47. Working expenses shall include all costs and expenses incurred by the Company in or about or in connection with the maintenance management and working of so much of the said railway as shall for the time being have been opened for public traffic and the maintenance management and working of any ferries for the time being open for public traffic which shall with the approval of the Secretary of State have been established by the Company during the continuance of this Contract for the accommodation of the traffic of the said railway and the maintenance and management of any roadways on the traffic of which the Company shall pursuant to this Contract be for the time being entitled to charge tolls also all costs and expenses in any portion of this Contract stipulated to be included amongst working expenses and in general all reasonable expenses proper to be allowed out of revenue in connection with the maintenance management and carrying on of the undertaking contemplated by this Contract to be established and carried on by the Company. Neither any payment made by the Company to any reserve fund established for any purpose nor the cost of any force of police provided by the Secretary of State for the protection of any part of the said railway in course of construction or of any ferry which shall not have been opened for public traffic shall be included amongst working expenses but the cost of such police shall be charged to Capital as part of the cost of construction.

## MISCELLANEOUS PROVISIONS.

48. The Company shall not during the continuance of this Contract without the sanction in writing of the Secretary of State first obtained engage in or carry on or apply capital to any business other than the business provided by this Contract to be carried on by the Company and business incidental or subsidiary thereto or participate or co-operate with any person company or corporation in carrying on any business other than as aforesaid.

49. The Company shall not within the period of 12 calendar months immediately preceding the 31st day of December 1931 or if notice shall be given by the Secretary of State to the Company conformably with the provisions hereinafter contained by or under which this Contract will terminate on the 31st day of December 1932 or the 31st day of December 1932 within the period of 12 calendar months immediately preceding either one of the two days last aforesaid on which this Contract will terminate sell or otherwise alienate any rolling stock rails fixed or moveable machinery fixtures boats plant articles or other property belonging or appropriated to or to the working of the said railway or any part thereof or to or to the working of any road-ferry which shall have been established by the Company or to or to the working of any roadways on the traffic using which the Company shall be entitled under this Contract to charge tolls. If any property shall be sold or alienated by the Company in contravention of this section the Company shall forthwith pay to the Secretary of State the value of the property so sold or alienated.

50. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

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51. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or any ferry or roadway to be established under this Contract or the profits of the said railway or of any such ferry or roadway as last aforesaid of any Act of the Indian Legislature of general applicability for the time being in force and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

52. Any notice determination decision direction requirement requisition demand appointment certificate expression of opinion approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries or by a Secretary of the Government of India or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

53. The registered office of the Company shall at all times during the continuance of this Contract be situate in London or Westminster.

54. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State and shall keep at the said office in India an authorized Agent or Committee of Agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract and to whom the Secretary of State and the Government of India and such officer or officers as last aforesaid may pay moneys for the use or on behalf of the Company and all drafts drawn and receipts given by the said Agent or Committee of Agency or under his or their authority on behalf of the Company in relation to this Contract or to any payment made or matter arising under or out of or by virtue of this Contract shall be binding on the Company and every notice to be given to the Company save the several notices mentioned in the next succeeding section shall be sufficiently given if left at the said office in India or personally served on the said Agent or any member of the said Committee of Agency.

## AS TO TERMINATION OF THE CONTRACT AND MATTERS CONSEQUENT THEREON.

55. The Secretary of State may by giving to the Company in England not less than 12 calendar months' previous notice in writing of such determination (which notice is hereinafter referred to as "Notice of purchase") determine this Contract either on the 31st day of December 1912 or on the 31st day of December 1932. Also if the said railway shall not have been opened throughout for public traffic by the 31st day of December 1887 or if there shall be any breach on the part of the Company (whether by act omission or default) of any of the stipulations or provisions of this Contract on the part of the Company to be performed or observed and the Company shall fail to effectually remedy any such default or any such breach of any of the stipulations or provisions of this Contract as previously in this section mentioned within six calendar months after notice in writing to remedy the same shall have been given to the Company in England by the Secretary of State he may on the expiration of the six calendar months last aforesaid determine this Contract by giving to the Company notice in writing of such determination hereinafter referred to as "Notice of Determination." And it is hereby declared that at the time at which this Contract shall terminate by efflux of time or by or under notice of purchase or notice of determination, the Company shall without acquiring the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specially provided deliver to the Secretary of State possession of all land of which he shall have given to the Company possession under or for any purposes of this Contract (so far as not then already restored to the Secretary of State) together with the stations station yards offices warehouses houses for employes machinery conveniences works bridges (inclusive of roadways referred to in the 36th Section of this Contract) rails fixtures and plant then erected or being on the land to be delivered up under this section or in anywise belonging to the said railway or any part thereof or to any ferry or ferries then established or in course of establishment under this Contract and also deliver to the Secretary of State all rolling-stock moveable machinery boats plant and articles belonging or appropriated either as regards purposes of construction or maintenance or establishment or working or otherwise to the said railway or any part thereof or any of the works or adjuncts thereof inclusive of any such roadways as previously mentioned in this section or to any ferry or ferries then established or in course of establishment under this Contract and the then existing stock of stores appropriated whether for purposes of construction maintenance establishment working or otherwise to the said railway or to any of the adjuncts thereof inclusive as last aforesaid or to any part of the equipment thereof or to any ferry or ferries then established or in course of establishment under this Contract or to any part of the equipment thereof and all plans books surveys sections printings writings and documents whatsoever in anywise connected with or with the construction or maintenance of the said railway or any part thereof or any of the works or adjuncts thereof inclusive as last aforesaid or with or with the

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establishment or maintenance of any such ferry as last aforesaid. And also deliver to the Secretary of State any telegraphs telegraphic appliances or other chattels belonging to the Secretary of State and then in possession of the Company in relation to this Contract. All the particulars mentioned in this section shall at the time when the Secretary of State shall under this section become entitled to the delivery thereof so far as not then already belonging to him become his absolute property free both as between the Secretary of State and the Company and the Secretary of State and the incumbrancers from all incumbrances whatsoever created by the Company it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this contract shall be in the possession of the Company whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract either by efflux of time or notice of purchase or notice of determination and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of him or it by the other party hereto.

56. In case this Contract shall terminate by efflux of time the Secretary of State shall within four calendar months from the time at which this Contract shall so terminate pay to the Company in London out of the revenues of India such a sum of money as shall be the fair value of such rolling stock moveable machinery and plant boats and stores belonging to the Company as shall pursuant to the section last hereinbefore contained be delivered by the Company to the Secretary of State (the said fair value to be determined by arbitration in case of dispute).

57. In case this Contract shall terminate by notice of purchase the Secretary of State shall within four calendar months from the time at which this Contract shall terminate pay to the Company in London out of the revenues of India a sum of money equal to twenty-five times the excess of the average yearly amount of the earnings of the Company during the five years immediately preceding the time at which this Contract shall terminate over the average aggregate sum to which the working expenses of the Company and share of surplus (if any) belonging to the Secretary of State under the 5th sub-section of the 39th section of this Contract amount yearly during the same five years.

58. If this Contract shall terminate either by notice of purchase or by efflux of time the Secretary of State shall deduct from the moneys which would but for this proviso become payable to the Company under either of the last two preceding sections any amount owing to him by the Company at the time of the termination of this Contract. Also in case at the time when this Contract shall terminate by notice of purchase the said railway or any ferry or ferries which shall have been established under this Contract together with the equipment of rolling stock boats fixed and moveable machinery plant and stores delivered to the Secretary of State by the Company shall not be in all respects in good working condition and either in respect to quality or quantity commensurate with the expenditure of capital by the Company in respect to the same premises or in case at this time when this Contract shall terminate by efflux of time the said railway or any such ferry or ferries as before mentioned in this section together with the equipment of fixed machinery and plant delivered to the Secretary of State by the Company shall not be in all respects in good working condition and either in respect to quality or quantity commensurate with the expenditure of capital by the Company in respect to the same premises the Secretary of State may deduct from the amount to become payable by him to the Company under either such of the last two preceding sections as may ultimately come into operation the expenditure (to be ascertained by arbitration in case of difference) necessary to remedy the defects of condition and equipment or such of them as may exist.

59. In case the Secretary of State shall determine this Contract by notice of determination he shall within four calendar months from the time when this Contract shall terminate pay to the Company in London out of the revenues of India the fair value of all such rolling stock moveable machinery and plant boats and stores belonging to the Company as shall pursuant to the previous provisions of this Contract be delivered by the Company to the Secretary of State on the termination of this Contract and also the sum which shall at the time of the termination of this Contract be the fair value of the said railway so far as constructed and of the fixed machinery and plant belonging thereto or to any ferries or ferry established or then in course of establishment by the Company under this Contract (exclusive however of all telegraphs and telegraphic machinery and plant) less the value at the same time of the sum last hereinbefore mentioned treated as a reversionary sum absolutely payable on the 31st day of December 1881 the rate of interest employed in calculating the reversionary value to be 3½ per cent. per annum. The fair value of property for purposes of this section shall in case of difference between the Secretary of State and the Company be ascertained by arbitration and shall be calculated on the basis of the original cost thereof and without reference to the profits earned by the undertaking of the Company whilst worked by it or to expectations of future profits to be derived by working the said railway or any ferry. Provided that the Secretary of State shall be

## APPENDIX K—concl'd.

at liberty to deduct any amount that may be owing by the Company to him at the time of the termination of this Contract from any moneys that may under the previous provisions of this section become payable by him to the Company.

60. Any such clear balance of money as shall under the conjoint operation of the 56th and 58th sections of this Contract or of the 57th and 58th sections of this Contract or under the 59th section of this Contract become payable by the Secretary of State to the Company shall carry interest in favour of the Company at the rate of 4 per cent. per annum to be computed from the time when this Contract shall terminate down to the time of payment of tender of the clear balance by or on behalf of the Secretary of State to the Company and the Secretary of State shall pay to the Company in London out of the revenues of India any interest accrued under this section in favour of the Company with the capital money in respect of which the interest shall have become payable.

## CHANGE OF CURRENCY.

61. If in any case not herein otherwise or specially provided for it shall be requisite to convert into Indian currency sterling money or into sterling money Indian currency the conversion shall be made at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn by him on India during the half-year ending either the 30th day of June or 31st day of December immediately preceding the half-year ending the 31st day of December or 30th day of June in which the conversion requires to be effected or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year by reference to the rates of exchange obtained during which the rate of conversion ought to be regulated then at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller-General at Calcutta.

## ARBITRATION.

62. If any dispute question or controversy shall at any time arise between the Secretary of State and the Company touching this Contract or any clause or thing herein contained or the construction hereof or any matter connected with this Contract or the operation of the same or the rights duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall unless special provision shall have been made in this Contract for the settlement of the matter so in difference be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Common Law Procedure Act 1854 or any subsisting statutory modification thereof and upon every such reference the arbitrators and umpire shall respectively have power to examine witnesses upon oath or affirmation and either to fix settle and determine the amount of costs of the reference and award respectively or incidental thereto to be paid by both parties or by either party or to direct the same to be taxed either as between solicitor and client or otherwise and to direct and award where and by and to whom such costs shall be paid and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of the High Court of Judicature at Fort William in Bengal on the application of the Secretary of State or of the Company and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

## APPENDIX L.

## Working Agreement between the Madras Railway and the Southern Mahratta Railway.

1. This Agreement shall be considered as having effect from the 1st January 1884, and shall be subject to revision from time to time, but shall remain in force until the expiration of not less than six months' notice from either Railway to cancel it, such notice to expire only on the 30th June or 31st December in any year.
 

Commencement and expiration of agreement.
2. All descriptions of traffic are to be booked through between such stations of the two Railways as may from time to time be arranged between the Traffic Managers.
 

Through booking on both Railways.
3. The interchange of traffic in accordance with this Agreement will include traffic to or from other Railways with which either contracting Railway has established, or may hereafter establish, through booking.
 

Interchange of traffic.
4. The Agent and Manager of the Madras Railway Company shall appoint a joint staff to deal with all the through and local traffic, coaching, and merchandise of the two lines at Bellary Junction Station, with the signalling and marshalling of trains, and with all other service necessary for the joint working of the station.
 

Madras Railway appoint staff.
5. No permanent increase shall be made to the numbers or salaries of the joint staff without the concurrence of the Agent of the Southern Mahratta Railway, but in the event of stress of traffic necessitating immediate increase to this staff, the Agent of the Madras Railway Company shall make temporary arrangements, subject to the subsequent approval of the Agent of the Southern Mahratta Railway.
 

Increase to joint station staff.
6. The servants of both Railways, when engaged within station limits, shall be under the orders of the joint station staff.
 

Servants to obey joint staff.
7. Each Railway to have equal rights in respect of the use of the joint staff and of such portion of the station premises as may, in the opinion of the Chief Engineers of the two Railways, be necessary for the use of the joint staff. The staff at Bellary Junction must carry out the instructions of the properly authorized officers of each Railway with reference to traffic for the respective lines.
 

Equal rights.
8. The cost of the erection of, and all other expenditure upon, capital account, for the parts of the joint station at Bellary Junction which are used in common by both Railways, having been fixed by Agreement, the capital cost of all future alterations and additions to such parts of the joint station as are used in common by both Railways, is to be ascertained and agreed upon, from time to time, by the Chief Engineers of the two Railways, and sanctioned by the Agents before the money is spent, and the capital thus required and agreed upon is to be paid by the Madras Railway who shall receive from the joint station expenses account an annual rent of seven and a half per cent. to cover interest and maintenance.
 

Joint station capital charges.
9. Each Railway will supply at its own cost all materials for its own gauge, required for construction and maintenance of the line at the junction station; but the charge for labor on maintenance shall be fixed on a mileage charge to be settled by the Chief Engineers of the two Railways.
 

Maintenance.
10. Each Railway to provide at its own cost all stores, stationery, and accommodation which may be required for its own exclusive use, and will make its own arrangements for cleaning and greasing its own vehicles at the junction station.
 

Special accommodation and greasing of vehicles.
11. The rent, the cost of the joint station working, including stores, staff, and all expenses which, in accordance with this Agreement, are to be charged against the joint station expenses, shall be paid by the two Railways in proportion to the amount of traffic, local and through, of each Railway using the station, is to be ascertained by taking the total of each Railway's local traffic of all sorts, whether paid or to pay, and the proportion due to each Railway respectively on all through traffic. All sums realized by the sale of lost property, unclaimed goods, licenses, &c., collected at Bellary Junction are to be credited to the joint station expense account.
 

Rent of joint station.
12. As soon as the Southern Mahratta Railway trains pass within the distant signal at the west end of the Bellary Junction Station, they are to be under the direction of the joint station staff, and for the purposes of this Agreement the liabilities of the Madras Railway Company shall commence at that point.
 

Trains when under direction of Madras Railway.

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13. Any breach of rules and regulations by servants of the Southern Mahratta Railway, within the Bellary Junction Station, will be dealt with by the Traffic Managers of the two Railways, and in case of dispute as to the interpretation of the rules and regulations of the Madras Railway, the matter shall be referred to the Agent of the Madras Railway, whose decision shall be final.  
Dispute about rules how to be decided.
14. The Madras Railway shall be solely responsible for accidents or injury to rolling stock or traffic, within the Bellary Junction Station limits arising from any default of the joint station, and for any loss arising from undue delay or obstructions to traffic caused by any acts, whether of commission or omission, of the joint station staff.  
Accidents and injury at joint station.
15. Unless the account of the cost of the repairs of damaged stock be sent to the Railway responsible for the amount within three months of the time after the damage occurred, the claim is forfeited.  
Account of repairs to be furnished within three months.
16. Letters upon the joint business of the two Railways between the Station Masters or Officers of both Railways will pass free by the trains of both Railways.  
Letters on joint business.
17. Through invoices will be sent by passenger train under cover addressed to the "Station Master" at Bellary Junction from both Railways.  
Through invoices how sent.
18. The Joint Station Master will be responsible for having the Invoices copied at Bellary Junction Station, and the originals forwarded to their destination by the first opportunity.  
Invoices, record and disposal of.
19. Invoices of either of the Railways are to be accepted at the joint station as correctly representing the weight and quantities of the goods, unless the loads have been interfered with; and in such cases the actual contents and their condition must be ascertained and recorded by the Joint Station Master; failing this, the forwarding Railway's Invoice is to be accepted.  
Invoices how and when to be accepted.
20. The minimum weight to be despatched by goods train (except parts of a consignment exceeding that weight) is 14 seers, which will be charged as 20 seers. Packages weighing less than 14 seers will be booked and charged as parcels.  
Minimum weights by goods train.
21. Traffic booked or invoiced by either of the two Railways to or from Bellary Junction is to be considered as local traffic.  
Bellary Local Traffic.
22. The Bellary Junction Station books shall be kept by the joint staff, but all such books, and all through goods shall be at all times open to inspection by any authorized officer of either Railway.  
Joint Staff to keep all books.
23. The instructions of each Railway as to the charges on traffic for their respective lines will be furnished to the joint station staff and must be acted upon with reference to each of the Railways respectively.  
Joint Staff to act upon instructions from each Railway.
24. The through rates and fares shall be the sum of the rates and fares of each Railway respectively between Bellary Junction and the stations concerned. No terminal shall be charged upon through traffic by either Company. The rates and fares shall be supplied by each Railway to the other from time to time.  
Through rates and fares.
25. In the case of minimum charges on goods, the lines interested in the traffic shall be treated as one, and the amount actually paid shall be divided by mileage.  
Division of minimum charges.
26. Advice of all changes shall be sent on or before the 20th of each month, and of alterations consequent thereon by the receiving Railway not later than the end of the month. Advices so sent become operative one month after the 1st of the month following the date of advice. Printed advices (12 copies or such other number as may be agreed on) shall be sent only once a month to all Railways with which there is through booking, a "Nil" form being sent when no alteration is proposed.  
Advice of change, when to be made.
27. Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding Railway shall be responsible, namely:—  
Receiving Railway responsible for all charges.  
Exceptions to above.
- (a) Charges on live stock of every description.
- (b) Charges on all perishable articles booked either as goods or parcels.

## APPENDIX L—contd.

- (c) Charges on Commissariat, Ordnance, and Government medical stores booked on Credit Note or prepaid.
- (d) Passenger fares, freight on passengers' luggage, carriages, &c., and charges for insurance.
- (e) Charges on all articles booked and carried with owner.
28. The receiving Railway shall not reduce below the charge mentioned in the Invoice or through way bill without consent of the forwarding Railway, except in case of overcharges, the evident result of errors in classification or computation of freight.
- Altering Invoices at destination.
29. In the case of parcels, if an undercharge is detected by the receiving Railway, the amount of the undercharge should be entered in the "To Pay" column. If an undercharge or overcharge is detected in a goods invoice, it should be noted in the Undercharge or Overcharge columns; but in no case should the "Paid" or "To Pay" entries be altered.
- Undercharge on parcels and goods.
30. The distances between Bellary Junction and the stations of each Railway respectively shall be supplied by each Railway to the other, but the actual amounts to be charged by each Railway upon through traffic shall be furnished by the other Railway in the form of station to station rates, in order to avoid any calculation of charges according to distance by stations.
- Station to station rates.
31. All Railway service telegrams shall invariably be paid for with the exception of those connected with the traffic business.
- Railway telegrams.
32. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month. All items not accounted for during the half-year should be adjusted in supplementary statements.
- Termination of half-years.
33. Goods claims shall be borne by the Railway in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion.
- Adjustment of claims.
- (a) In every case of loss or damage of goods, which has not been reported by the receiving Railway within 24 hours after it has been ascertained, the liability rests exclusively with the Railway failing to report.
- (b) In the division of sums paid in compensation for loss or damage, when the amount paid is divided within limits less than those between which the goods were invoiced, the mileage charges received for the distance over which the lost goods could not have been conveyed, are to be deducted from the amount of the claim.
- (c) In the case of transhipped goods, the compensation for loss or damage is borne by the Railway whose line intervenes between the point at which the goods were last seen uninjured in the wagons and the point at which the loss or damage happened, or was first discovered and reported.
- (d) In cases of loss or damage to goods it is the duty of the receiving Station Master, where the loss or damage is discovered, to advise the station at which such goods were invoiced as well as the station of transhipment, if any.
- (e) In cases of goods being missing, it is the duty of the original forwarding station to issue circulars to all stations up to the point at which the loss was discovered.
34. The transhipment of all goods interchanged between the Railways at Bellary Junction shall be performed by the Madras Railway Company either by a Contractor or by day labour, and the cost of the same shall be divided equally between the two Railways. Either Railway shall be allowed 24 hours for transhipment, and if wagons are not released within that time, the usual demurrage penalty will be enforced.
- Transhipment at Bellary Junction.
35. If, at any time, either Railway shall find itself unable from any cause to receive and forward all the traffic tendered or likely to be tendered by the other Railway, it shall be competent for the receiving Railway to give notice of not less than 7 days to the said other Railway, of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.
- Notice when traffic exceeds power of despatch.
36. Weights.—2 lbs. is equivalent to 1 seer.  
 82.29 " " to 1 maund.  
 27.22 maunds " " 1 ton.
- Definition of weights.

APPENDIX L—*contd.*

37. Fractions of a maund on luggage and baggage are to be charged as follows,  
*viz.* :—  
 Fractions or parts of a maund on luggage.

From 1 to 5 seers will be charged as 5 seers.			
6,	10	10	10
11	15	15	15
16	20	20	20
21	25	25	25
26	30	30	30
31	35	35	35
36	seers	1	maund.

38. In calculating charges, fractions of an anna above 5 pies are charged as one anna, and this rule applies not only to the gross charge made to the public, but also to each Railway's proportion, as well as to Government and private baggage booked on a Warrant.  
 Fractions of an anna.

39. If men apply for appointments in any department of either Railway, who have been in the service of the other line, they shall not be taken on without communication with the head of the department with which they were connected or such other line, so that he may have an opportunity of stating whether there is any reason why they should not be allowed to join another Railway.  
 Servants of one Railway not to be entertained by the other Railway without consent.

40. The Audit Offices of the two Railways shall exchange weekly division sheets, each Railway to have in division its own rates and fares as quoted for through traffic in accordance with paragraph 24 (except in the case of insurance and traffic divisible by mileage between the Railways concerned), and shall account for all inwards through traffic within six weeks from the date the invoices pass Bellary Junction. A monthly settlement of accounts, based on division sheets, bills, and statements as rendered and declared, shall be made by transfer adjustment, on the understanding that all errors which may be in them will be adjusted without delay in subsequent accounts by the responsible Railway.  
 Settlement of accounts.

41. Parcels are charged over both Railways on the through mileage, unless otherwise arranged, and all receipts from parcels are divided by mileage; where fractions of one anna occur, the larger fraction shall absorb the smaller and be charged as one anna; when the fraction is even, the forwarding Railway shall become entitled to the benefit of the anna, but actual mileage proportion is to be credited when any Company gets less than one anna.  
 Division of charges on parcels.

42. The exact weight of goods shall always be given in the invoices.  
 Weight of goods.

43. The method of charging for fractions of a maund when consignments are despatched by goods train, will be as follows, *viz.* :—  
 Fractions of a maund on goods traffic.

14 seers will be charged as 20 seers.			
21	30	30	30
31	1	1	maund.
41	10	10	seers.
51	20	20	20

44. The receiving station shall be debited with the amount actually invoiced "to pay," and the overcharge shall be recoverable only through the Traffic Manager, after communication between the two Railways.  
 Overcharges.

45. Undercharges shall be shown in the Undercharge column, or at foot, in the weekly Abstracts, as well as in the Invoices.  
 Undercharges.

46. Undercharges on consignments whether "paid" or "to pay" unless booked under credit note will be debited to the receiving station with the exception of items included in para. 27.

47. The weekly traffic statements shall contain divisions of receipts realized in the respective periods only, all adjustments of incorrect divisions or charges and of refunds being made through weekly error statements; such error statements to be accepted by the two Railways before being incorporated into the accounts current.  
 Weekly traffic statements.

48. Horse traffic if booked on H. C. D. ticket and charged at coaching tariff rate, shall be considered as coaching traffic, but if booked on a Goods Invoice as goods traffic, and all live stock traffic shall be shown on separate abstracts. The charges on parcels, horses, carriages, dogs, and live stock to be prepaid.  
 Horse traffic.

49. In all refunds the proportion to be borne by each Railway shall be noted by the Traffic Department.  
 Refunds.



APPENDIX L—*concl.*

50. All errors of calculation made by forwarding stations in booking luggage, parcels, horses, carriages, and dogs, as well as goods, when such errors do not exceed annas two, pies five, shall not be subject to adjustment. This rule should apply to errors made in apportioning the mileage charges due to each Railway.
51. All overcharges arising, in coaching and goods, from apparent error in classification or computation of freight, shall be credited to the Railway which collects the freight.
- Overcharges.
52. Each forwarding Railway to render to the other weekly returns showing the other Railway's proportion of its passenger, troops, luggage, horses, carriages, and dogs, special train, extra troop train, and live stock receipts.
- Weekly statements.
53. Goods and parcels traffic shall also be divided weekly, each Railway taking its proportion.
- Goods and parcels.
54. Each Railway as soon as it is in possession of the Invoices will divide all the received traffic, parcels and goods in order to save time; the Invoices will then be sent to the forwarding Railway, by whom the accounts will be examined, after which the Invoices will be returned.
- Invoices.
55. In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for arbitration, to be conducted in the ordinary way.
- Arbitration on disagreement.

## APPENDIX M.

## Working Agreement between the Bengal and North-Western and the Oudh and Rohilkhand Railway Companies.

## CLAUSE 1.

Memorandum of Agreement dated 20th March 1884, made between the Oudh and Rohilkhand Railway Company (hereafter called the Oudh and Rohilkhand Railway) and the Bengal and North-Western Railway Company (hereafter called the Bengal and North-Western Railway) for interchange of goods and parcel traffic.

## CLAUSE 2.

This Agreement will come into force on the 2nd April 1884 (and continue till the 5th June 1884).\*

## CLAUSE 3.

Goods and parcels traffic of every kind shall be freely interchanged between the two Railways with such special restrictions as may be, from time to time, agreed to by the Traffic Managers of the two railways and subject to the conditions laid down below:—

- (a) All packages of less than 14 seers in weight are to be booked through as parcels.
- (b) The minimum charge upon goods traffic booked through is to be as for 20 seers and no less charge is to be made than 8 annas.
- (c) No less charge than 3 annas is to be made upon parcels traffic booked through.
- (d) The minimum charge for goods and parcels is to be divided in mileage proportion.

## CLAUSE 4.

Passengers, Live Stock, and Carriages shall not be booked through.

## CLAUSE 5.

Packages weighing more than 2 tons or exceeding 12 feet in length by 5 feet 6 inches in breadth by 6 feet high outside measurements shall not be booked through, except by special arrangement.

## CLAUSE 6.

If at any time either line should find itself unable to receive and forward all the traffic tendered or likely to be tendered to it by the other line, it shall be competent for the receiving line to give notice of not less than 14 days to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

But with reference to through traffic for the East Indian and connected Railways, the notice to be given by the Oudh and Rohilkhand Railway to the Bengal and North-Western Railway shall, as regards the period of such notice and the amount of traffic which the Oudh and Rohilkhand Railway may agree to receive, be regulated by the notice which the former line may receive from the East Indian Railway and by any limitation on the amount of traffic which the East Indian Railway will take over at its several junctions with the Oudh and Rohilkhand Railway.

## CLAUSE 7.

Each Railway is to supply the other from time to time with the rates and fares between Fyzabad and their respective stations. The through rates and fares are to be in all cases the sum of the rates and fares of each Railway to Fyzabad, plus cartage charges between the two lines.

## CLAUSE 8.

Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted, for which the forwarding Railway shall be responsible.

- 1st.—Charges on all perishable articles booked as either goods or parcels.
- 2nd.—Charges on Commissariat and Ordnance stores booked as prepaid.
- 3rd.—Charges for insurance.

\* The words within brackets have been altered as follows "and continue until further notice."

## APPENDIX M—contd.

## CLAUSE 9.

The receiving Railway shall not reduce the stated weight or alter the description of articles or the charges below what is mentioned in through Way Bill without the consent of the forwarding Railway, but cases of error in rate or calculation may be corrected.

## CLAUSE 10.

Before any alteration of rate or fare or classification affecting through traffic can be made by either Railway, advice of the proposed change shall be sent to the other Railway on or before the 20th of any month, and of alterations consequent thereon by the receiving Railway not later than the end of that month. Advices so sent to operate one month after the 1st of the month following the date of advice.

## CLAUSE 11.

Claims for compensation are to be settled and paid by the Railway, in whose custody the loss or damage occurred.

## CLAUSE 12.

When the responsibility for loss or damage to goods or parcels cannot be satisfactorily determined, the claim to be paid by both Railways by mutual consent of the Traffic Managers, in proportion to the length the goods or parcels may have been carried by each Railway.

## CLAUSE 13.

To afford the earliest opportunity of check, all damages or deficiencies must be at once brought to the notice of the officials of the two Railways in such manner as may be agreed upon by the Traffic Managers.

## CLAUSE 14.

An official of the Bengal and North-Western Railway will be stationed at Fyzabad to receive and hand over goods and their invoices to the Oudh and Rohilkhand Railway. This official will be communicated with, in cases coming under the operations of clauses 12 and 13.

## CLAUSE 15.

Telegrams relating to joint business may be interchanged free between the two Railways.

## CLAUSE 16.

The division of the receipts on through traffic is to be carried out weekly by the Audit Offices of the two Railways without reference to the end of a month.

## CLAUSE 17.

The weekly Accounts are to be made up to Saturdays inclusive and settlements are to be made monthly in accounts which are to be closed on the last Saturday of each month, and each Railway is to have in such division its own rates and fares, except in the case of minimum charges, which are to be divided as provided in paragraph (d), clause 3, on the understanding that all accounts be accepted as rendered and errors brought to notice adjusted in subsequent accounts.

## CLAUSE 18.

Each Railway shall maintain transshipment books at Fyzabad, showing all goods and parcels booked through and these books shall be open to the inspection of the officials of either Railway.

## CLAUSE 19.

The principles of this Agreement may be extended by each Railway to any other Railway which may be from time to time working in connection with it, the two Railway parties to this Agreement being responsible to each other for all through traffic so forwarded, as if it were traffic from their own lines respectively.

APPENDIX M—*concl'd.*

CLAUSE 20.

All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Railways cannot agree shall be referred to the Agent, Oudh and Rohilkhand Railway, and the Agent, Bengal and North-Western Railway, and in case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway, to call for an arbitration to be conducted in the usual way.

CLAUSE 21.

This Agreement to be subject to the sanction of Government and the Board of Directors of both Railway Companies.

## APPENDIX N.

**AGREEMENT** between the East Indian and the Rajputana-Malwa Railways for interchange of Coaching and Goods Traffic *via* Agra and *via* Delhi, and for the joint working of the Coaching Traffic at Delhi Station and of the Coaching Traffic on the Rajputana-Malwa Railway broad gauge line from Agra East Bank to Agra Fort, including Agra Fort Station.

## CLAUSE I.

(a)—This Agreement shall come into force on and from the except when otherwise  
Duration of Agreement, stated, in supersession of previous Working Agreements, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway desiring to revise or cancel it, except as regards any clauses in respect of which a shorter term of notice is specially fixed.

(b)—In this Agreement, the broad gauge line from Agra East Bank to Agra Fort shall be considered as worked in respect of coaching traffic for the East Indian Railway, and for all other traffic from Agra East Bank to Agra Cantonment as worked for the Sindia State Railway.

## CLAUSE II.

(a)—Traffic of all kinds with the exceptions indicated in clause III shall be booked between any station on the East Indian Railway and branches  
Extent of through booking, and any station on the Rajputana-Malwa Railway *via* Agra and *via* Delhi, except such small stations as may be excluded by the Traffic Managers of the two lines, and excepting also Calcutta, the booking to which station shall be in accordance with the arrangements to be notified from time to time by the East Indian Railway.

(b)—At Agra, the junction for coaching traffic shall be Agra Fort, and for through goods traffic the East Indian Railway station on the East Bank of the Jumna.

## CLAUSE III.

(a)—Packages weighing more than 8 tons, or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high outside measurement,  
Excepted articles, shall not be booked through, except by special arrangement.

(b)—But the restriction as to length shall not include girders, long timber, &c., which can be carried on bolster trucks.

(c)—Live stock shall not be booked through except by special agreement.

## CLAUSE IV.

The distances between the junction stations and the other stations on the two Railways, for computing charges shall be those given in the  
Distances and rates. published tariffs of the respective Railways; and the rates and fares to be charged by either Railway shall be furnished in lump sums in the form of station to station rates, and not at mileage rates, for subsequent computation by stations.

## CLAUSE V.

The through rates, fares, and charges shall be the sum of the local rates, fares and charges of the two Railways to the junction stations—or  
Through rates. the rates and fares applicable to through booking, where such rates and fares are specially provided—as published in the printed tariff of each Railway; and shall in the case of goods include terminal and cartage charges if any.

## CLAUSE VI.

No alteration of rate, classification, rules or conditions applying to through traffic shall be made by either Railway without the notice re-  
Notice of alteration of rates, &c. quired by Minute 74 of the Proceedings of the Conference of 1882.

## CLAUSE VII.

(a)—The minimum weight of goods for charge shall be half a maund.  
Minimum weight and charge.

(b)—The minimum charge for goods shall be eight annas in through booking divisible in mileage proportion.

APPENDIX N—contd.

CLAUSE VIII.

(a)—The Rajputana-Malwa Railway shall provide and be responsible for the labor and appliances necessary for transhipment of through goods at all junctions. The cost of this work shall be equally divided between the East Indian and Rajputana-Malwa Railways, subject to agreement as to rates, and provided that no charge shall be made to the public except by previous agreement.

(b)—No East Indian Railway wagon, or wagons belonging to any Railway working in connection with the East Indian Railway shall be detained under load beyond 24 hours after arrival at the transhipment platform; and should any wagon be so detained, it shall be subject to a charge for demurrage at the rate of one anna per ton of carrying capacity per hour. The calculation of penalty charges to commence from the first complete hour after expiry of this period, fractions of hours being disregarded.

CLAUSE IX.

To protect the Rajputana-Malwa Railway from risk or loss arising from undue delay on the part of the East Indian Railway in providing wagons for loading, the East Indian Railway shall be liable to a penalty of one anna per hour per ton of such goods booked through to stations of the East Indian Railway or connected Railways, as the East Indian Railway may fail to provide wagons for after 24 hours' notice, such penalty to be leviable up to the time the East Indian Railway wagons become available for loading at the transfer platform.

The calculation of penalty charges to be made as in the case of clause IX.

CLAUSE X.

After forty-eight hours all through consignments in the transhipment sheds shall be at the risk of the Railway on to which they are booked through, unless wagons shall have been provided.

CLAUSE XI.

As far as Agra East Bank and Delhi are concerned, rent at the rate of 7½ per cent. per annum on half the capital cost, to include maintenance and renewals, shall be paid to the owning Railway by the other for all platforms, sidings, buildings, &c., and including the value of all furniture, equipment, appliances, &c., in the tranship yards.

CLAUSE XII.

(a)—Each Railway shall be responsible for collecting all charges due to the other on all received traffic, with the exceptions noted below, for which the forwarding Railway shall be responsible:—

1st.—Charges on live stock of every description.

2nd.—Ditto on all articles printed in italics in the East Indian Railway goods tariff, booked either as goods or parcels.

3rd.—Ditto on Commissariat or Ordnance Stores, booked as prepaid.

4th.—All errors under Re. 1 either way, in freight paid by credit note and all undercharges in freight paid by ledger account.

5th.—Undercharges in fares of passenger tickets, freight on passenger luggage, and in charges for insurance.

6th.—Charges on all articles booked and carried with owner.

7th.—Undercharges on Specie, Palanquins and Carriages booked by passenger train.

(b)—The Receiving Railway shall not reduce below the charge mentioned in the invoice or through way bill without the consent of the forwarding Railway, except in the case of over charges, the evident result of errors in classification or computation of freight.

CLAUSE XIII.

Telegrams.

Telegrams on the joint business of the two Railways shall be interchanged free.

APPENDIX N—*contd.*

## CLAUSE XIV:

The Audit Offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges as quoted for through traffic in accordance with clause VI except in the case of minimum and other charges common to both lines which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Delhi or Agra junctions. A monthly settlement of accounts based on division sheets, bills, and statements are rendered shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

Division of receipts.

## CLAUSE XV.

All claims in connection with through traffic shall be settled by the Railway in whose custody the loss or damage occurred, and when this cannot be ascertained with certainty, the claim shall be paid in-mileage proportion, but in such cases the consent of both Railways shall be obtained before settlement is made.

Settlement of claims.

## CLAUSE XVI.

If at any time either line should find itself unable either from want of vehicle stock or engine power or from any other cause to receive, and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice [of not less than 14 days] to the said other line of the maximum quantity, it will be prepared to receive and forward and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

Notice of restriction of traffic.

## CLAUSE XVII.

Through traffic to or from either Railway shall have no preference in any respect over traffic tendered for despatch locally at Agra or Delhi.

No preference for through traffic.

## CLAUSE XVIII.

The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

Definition of "week" and half-year.

## CLAUSE XIX.

The day shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night. Part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day, and Good Friday shall be treated as ordinary working-days.

Definition of day and Railway time.

## CLAUSE XX.

(a)—Through traffic shall be understood in all cases to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this Agreement, through from any station on one of the two contracting lines or any line beyond, to any station on the other or any line beyond.

Definition of through traffic.

(b)—Traffic booked or invoiced by either of the two Railways to or from Delhi, or to and from the junctions mentioned in the 2nd (b) paragraph of clause III is not to be considered as through traffic.

## CLAUSE XXI.

The principle of this Agreement shall be extended by each Railway to any other Railway working in connection with it, the two Railways, parties to the Agreement, being responsible to each other for all through traffic so forwarded.

Extension to other Railways.

APPENDIX N—*contd.*

CLAUSE XXII.

(a)—The East Indian Railway shall undertake free of charge all Coaching work now performed for the Rajputana-Malwa Railway by the joint staff at Delhi passenger station and the Rajputana-Malwa Railway shall similarly perform free of charge all Coaching work for the East Indian Railway at Agra Fort.

(b)—A nominal rent of Re. 1 per annum shall be paid by the Rajputana-Malwa Railway to the East Indian Railway in respect of the accommodation for Coaching traffic at Delhi station, and the same rent shall be paid by the East Indian Railway to the Rajputana-Malwa Railway in respect of the accommodation for Coaching traffic at Agra Fort Station.

(c)—The East Indian Railway shall pay to the Rajputana-Malwa Railway, the equivalent of one mile's charge on all Coaching traffic other than parcels and dogs booked to and from Agra Fort Station, in consideration of the use by the former Railway of the length of broad gauge line between Agra East Bank and Agra Fort.

CLAUSE XXIII.

The Rajputana-Malwa Railway shall appoint the joint staff to deal with the through and local Passenger and other Coaching traffic at Agra Fort. The cost of such establishment shall be borne by the Rajputana-Malwa Railway.

CLAUSE XXIV.

The East Indian Railway Company shall haul broad gauge Coaching vehicles for all its traffic over the State Railway broad gauge lines and bridge between Agra East Bank and Agra Cantonment Station, and shall provide free of charge such shunting power as may be necessary for the movement of broad gauge vehicles.

CLAUSE XXV.

The East Indian Railway shall appoint the joint staff, to deal with the through and local Passenger and other Coaching traffic of the two lines at Delhi, the cost of such establishment shall be borne by the East Indian Railway.

CLAUSE XXVI.

The responsibility for faults of omission or commission by the staff at joint stations shall be accepted by the Railway appointing the staff.

CLAUSE XXVII.

The necessary arrangement for the examining, cleaning, and greasing of vehicles of all descriptions shall be made and agreed to between the Carriage Departments of the respective lines.

CLAUSE XXVIII.

Each line shall supply at all junction stations passenger and other tickets for booking to its own stations, as well as printed forms, and shall lamp its own trains.

CLAUSE XXIX.

The expense of maintenance and renewal of station premises, sidings, &c., shall be borne by the line to which they belong.

CLAUSE XXX.

The half-yearly authorizations of establishment for the transshipment platforms shall be approved by both Railways. In case, however, of unforeseen pressure of traffic, the Traffic Managers of the two Railways may agree to a temporary increase of establishment.

CLAUSE XXXI.

(a)—The joint Station Master shall be equally subject to the orders of the Traffic Managers of the two Railways for the special work of each line as affecting the joint station: he shall perform such duties as are demanded of Station Masters on each Railway, and shall render all working and Audit Returns which are required.



APPENDIX N—*concl'd.*

(b)—The station premises, working and books shall be open to inspection by the officers of either Railway.

## CLAUSE XXXII.

In the event of any arrangement being made by the Secretary of State for India, affecting the present system of working the broad gauge Coaching traffic to and from Agra Fort, the arrangement regarding such working as come to in the present agreement, shall be subject to modification on one month's notice.

## CLAUSE XXXIII.

All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the East Indian Railway, and the Manager of the Rajputana-Malwa Railway, and in case of any difference of opinion between the two Railways as to construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for an Arbitration to be conducted in the ordinary way.

APPENDIX O.

Agreement between the Cawnpore-Achnera State and the Rajputana-Malwa Railways for interchange of Coaching and Goods Traffic, and interchange of Rolling stock *via* Achnera, and for the Joint Working at Achnera station.

CLAUSE I.

This Agreement shall come into force on and from the 1st July 1884, except where otherwise stated, and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway desiring to revise or cancel it, except as regards any clauses in respect of which a shorter term of notice is specially fixed.

Duration of Agreement.

CLAUSE II.

Traffic of all kinds with the exceptions indicated in clause III shall be booked *via* Achnera, between any station on the Cawnpore-Achnera State Railway and any station on the Rajputana-Malwa Railway, except such small stations as may be excluded by the Traffic Superintendents of the two lines.

Extent of through booking.

CLAUSE III.

Packages weighing more than 8 tons, or exceeding 24 feet long by 7 feet 4 inches broad, by 6 feet 11 inches high, outside measurement, shall not be booked through except by special arrangement.

Excepted articles.

(a)—But the restriction as to length shall not include girders, long timber, &c., which can be carried on bolster trucks.

CLAUSE IV.

The distances between the junction stations and the other stations on the two Railways for computing charges shall be those given in the published tariffs of the two Railways, and the rates and fares to be charged by either Railway shall be furnished in lump sums in the form of station to station rates, and not at mileage rates for subsequent computation by stations, except in those cases in which an equal mileage charge on through distance is specially agreed to.

Distances and rates.

CLAUSE V.

The through rates, fares, and charges shall be the sum of the local rates, fares, and charges of the two Railways to the junction stations (or the rates and fares applicable to through-booking, where such rates and fares are specially provided), as published in the printed tariff of each Railway, and shall in the case of goods include terminal and cartage charges if any.

Through rates.

CLAUSE VI.

No alteration of rate, classification rules, or conditions applying to through traffic shall be made by either Railway, without the notice required by Minute 74 of the Proceedings of the Conference of 1882.

Notice of alteration of rates, &c.

CLAUSE VII.

The minimum weight of goods for charge shall be half a maund.

Minimum weight and charge.

(a)—The minimum charge for goods shall be eight annas in through-booking divisible in mileage proportion.

CLAUSE VIII.

Each Railway shall be responsible for collecting all charges due to the other, on all received traffic with the exceptions noted below for which the forwarding Railway shall be responsible:—

Responsibility for charges.

1st.—Charges on live stock of every description.

2nd.—Charges on all articles printed in italics in the Rajputana-Malwa Railway goods tariff booked either as goods or parcels.

## APPENDIX O—contd.

3rd.—Charges on Commissariat or Ordnance Stores booked as prepaid.

4th.—All errors under Re. 1 either way in freight paid by credit note and all undercharges in freight paid by ledger account.

5th.—Undercharges in fares of passenger tickets, freight on passengers' luggage, and in charges for insurance.

6th.—Charges on all articles booked and carried with owner.

7th.—Undercharges on Specie, Palanquins, and Carriages booked by passenger train.

(a)—The Receiving Railway shall not reduce the charge mentioned in the invoice or through way bill without the consent of the Forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

## CLAUSE IX.

Telegrams.

Telegrams on the joint business of the two Railways shall be interchanged free.

## CLAUSE X.

The Audit Offices of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and charges as quoted for through traffic in accordance with clause V, except in the case of minimum or other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Achnera junction. A monthly settlement of accounts based on division sheets, bills, and statements as rendered shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay in subsequent accounts by the responsible Railway.

## CLAUSE XI.

All claims in connection with through traffic shall be settled by the Railway in whose custody the loss or damage occurs, and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion, but in such cases settlement shall not be made by one Railway without the consent of the other.

## CLAUSE XII.

If at any time either line should find itself unable, either from want of vehicle stock or engine power, or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line, to give notice (of not less than 14 days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified. This is not, however, intended to prevent special arrangements being made in case of any accidental interruption rendering the passage of traffic impossible.

## CLAUSE XIII.

The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered: one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of the month.

## CLAUSE XIV.

The day in all cases is to be reckoned as 24 hours commencing at 12 o'clock at night, part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day, and Good Friday shall be treated as ordinary working days.

## CLAUSE XV.

Through traffic shall be understood in all cases to mean Coaching and Merchandise traffic which may be booked or invoiced in accordance with the terms of this agreement through from any station on one of the two contracting lines, or any line beyond, to any station on the other or any line beyond.

APPENDIX O—contd.

(a)—Traffic booked or invoiced by either of the two railways to or from Achnera is not to be considered as through traffic.

CLAUSE XVI.

The principle of this agreement shall be extended by each railway to any other railway, working in connection with it; the two railways parties to the agreement, being responsible to each other for all through traffic so forwarded.

*Extension to other railways.*

CLAUSE XVII.

Rolling stock shall be exchanged in accordance with the rules prescribed for metre-gauge Railways by the Government of India, Public Works Department, Circular No. XXII Railway, of 27th July 1883.

*Interchange of rolling stock.*

(a)—Only such rolling stock as shall be approved by the authorities of either railway shall be received over at the junction; and it shall be in the power of the authorities of each line to refuse to receive any rolling stock which may, for any reason, be considered unfit to run on the receiving railway.

(b)—The cost of transshipment of goods from the vehicles of one line into vehicles of the other line at the junction, which is rendered necessary by the unsuitability of the rolling stock of either line for exchange, shall be paid by the railway owning the unsuitable stock.

CLAUSE XVIII.

Open trucks containing damageable goods shall not be sent from one railway to the other without such notice as will admit of efficient arrangements being made for sheeting, if necessary.

*Open trucks accepted only by special arrangements.*

CLAUSE XIX.

Terms for hire of engines and vehicles, and for shunting power on special occasions, shall be settled from time to time by the two managements.

*Hire of engines and vehicles.*

CLAUSE XX.

Such records of interchange of traffic and stock shall be kept at Achnera Junction Station as may be agreed to by the two Traffic Superintendents.

*Records at Junction.*

CLAUSE XXI.

The entire Coaching and Goods work of the two Railways at Achnera Junction shall be performed for the two lines by the Rajputana-Malwa Railway on the following terms:—

*Achnera Junction.*

(a)—The Rajputana-Malwa Railway shall appoint a joint staff to deal with all the through and local traffic, Coaching and Merchandise, of the two lines at Achnera Junction; and the cost of the joint station working, including Staff, Stores, Stationery, Police, &c., shall be apportioned between the two lines as follows:—

(i)—Salaries of Staff and Police, including the transshipment of goods and the labor employed in shunting and marshalling trains as also the cost of Stores, Stationery, &c., for station use, including oil for lighting purposes; and all damages to stock within the Achnera yard:—the Cawnpore-Achnera State Railway to pay half the total cost, the other half being borne by the Rajputana-Malwa Railway.

CLAUSE XXII.

(a)—Each Railway shall supply the lamps and other running Stores necessary for its own trains as well as the tickets, way bills, and other station forms necessary for its own particular purposes as also the menial staff for its own running rooms.

*Forms and Stores for trains, &c.*

(b)—The Rajputana-Malwa Railway shall provide staff and oil for cleaning, lighting, and lubricating the vehicles attached to all trains, and the staff necessary for the examination of all stock. The Cawnpore-Achnera Railway to pay all such expenses in connection with Coaching trains; the expenses of goods trains to be equally divided.

## APPENDIX O—concl'd.

## CLAUSE XXIII.

For the shunting and marshalling of its own trains and vehicles in the Achnera yard, each Railway shall provide its own engine power and drivers, subject to the control of the joint staff, unless otherwise arranged.

Engine power for shunting.

## CLAUSE XXIV.

The cost of erecting the Achnera station buildings, goods sheds, and all premises and staff quarters which are used for traffic purposes by both Railways, and of such alterations and additions as may be from time to time required to be used in common by both Railways, is to be ascertained and recorded; and the plans and estimates of future alterations and additions are to be agreed upon from time to time between the two Railways before any new work is commenced. The expenditure thus agreed upon and incurred is to be provided by the Rajputana-Malwa Railway, and an annual rental at the rate of  $7\frac{1}{2}$  per cent. upon the total amount spent from time to time, less the actual cost of Achnera Station and yard as it stood on the 1st January 1882 is to be charged to Joint Station Expenses' Account payable by both Railways in equal proportion. This charge to include all ordinary maintenance and renewal.

Rent for joint station, &c.

## CLAUSE XXV.

The Joint Station Master shall be equally subject to the orders of the Traffic Superintendents of the two Railways for the special work of each line as affecting the Joint Station; he shall perform such duties as are demanded of Station Masters on each Railway, and shall render all Working and Audit Returns which are required.

Joint Station Master equally under orders of two Railways.

## CLAUSE XXVI.

The station premises, working, and books shall be open to inspection by the officers of either Railway

Books open for inspection.

## CLAUSE XXVII.

The staff of the Cawnpore-Achnera State Railway are, while in the limits of the Achnera Station, to obey and be bound by all the rules and regulations, and also all instructions which may be from time to time in force, and which may be issued by the authorities of the Rajputana-Malwa Railway.

(b)—The Rajputana-Malwa Railway is to have the same control over the staff of the Cawnpore-Achnera State Railway, while within the limits of the Achnera Station, as if they were the staff of the Rajputana-Malwa Railway itself.

## CLAUSE XXVIII.

All damages or losses which either of the Railways may sustain, or be put to in consequence of the Joint Station Staff, whether arising from carelessness or otherwise, shall be charged as follows:—

Responsibility for faults or omissions on part of joint staff.

- (i) In through traffic in equal proportions by the two Railways.
- (ii) In local traffic to the Railway whose traffic is concerned.

## CLAUSE XXIX.

All questions which may arise in carrying out these arrangements, upon which the Traffic Superintendents of the two Railways cannot agree, shall be referred to the Manager of the Rajputana-Malwa Railway and the Manager of the Cawnpore-Achnera State Railway; and in case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the ordinary way.

Disputed points to be referred to Manager.