

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

INDIAN RAILWAYS
in 1921-22

Administration Report, Volume II

(APPENDICES)



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- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1918. Published quinquennially. Price Rs. 1-8.
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- (5) Pocket Edition of the schedule of dimensions to be observed on all 5' 6", 3' 3½" and 2' 6" gauge railways in India. *Out of print, a new edition will be issued as soon as possible.*

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- (6) Over 200 papers have been published by the Technical Section of the Railway Board's office. The papers comprise—
 - (a) Original descriptions of Railway Works and studies of railway problems in India and elsewhere.
 - (b) Reprints of articles from Foreign Engineering Magazines.
 - (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Engineer with the Railway Board
A few of the more important Technical papers are mentioned below :—

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(i) Methods adopted on the Great Indian Peninsula Railway.	V. L. DEAN, Assistant Traffic Superintendent, N. W. Railway.
(ii) Methods adopted in England ...	Captain W. R. B. MOORE BENNET, M.C., Reserve I.A., Sappers and Miners, Assistant Signal Engineer, N. W. Railway.
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29. The Stability of Hill slopes ...	C. S. FOX B.Sc. (Birm.), M.I.M.E., F.G.S., Officiating Superintendent, Geological Survey of India, with a prefatory note by Major E. P. ANDERSON, D.S.O., R.E., Engineer-in-Chief, Hardwar-Karnaprag Survey.
30. Technical Education in Relation to Railways in America ...	H. L. COLE, Locomotive Department, Indian State Railways, and Secretary, Railway Board.
31. Indian Standard Locomotives (5' 6" gauge) ...	H. L. COLE, O.B.E., M.I.M.E., Locomotive Department, Indian State Railways, and Secretary, Railway Board.

The prices of the papers vary from Annas Four to Rupees Eight.

The books and papers can be bought from the Superintendent, Government Printing, India, 8, Hastings Street, Calcutta.

APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1929.

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

I.-STATE LINES WORKED BY THE STATE.

North Western	5' 6"	Hyderabad, Sind...	Tando	21-50	...	21-50	9-1-22	These are dismantled lines relaid and reopened.
		Tando	Badin	40-59	...	40-59	13-3-22	
Oudh and Rohilkhand	"	Bajaka-Sahaspur...	Sambhal Hatim Sarai	14-61	...	14-64	8-1-22	
		Total	...	76-73	...	76-73	...	
Khanai-Hindubagh	2' 6"	Khanai	Hindubagh	46-00	...	46-00	1-1-21	
Trans Indus (Kalabagh-Banna).	"	Tank	Kaur	11-78	...	11-78	b 18-2-22	
		Kaur	Khirgi	13-86	...	13-86	b 15-5-21	
Total	25-64	...	25-64	...	
Total I	71-64	...	71-64	...	
Total I	148-37	...	148-37	...	

II.-STATE LINES WORKED BY COMPANIES.

Great Indian Peninsula	5' 6"	Kharangua	Sindi	...	15-14	15-14	21-12-21
		Chichbhawan	Nagpur	...	4-49	4-49	19-1-22
Total II	...	...	...	...	19-63	19-63	...

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

Futwah-Islampur	2' 6"	Futwah	Islampur	26-68	...	26-68	24-1-22
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IV (B).-BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS, WORKED BY THE MAIN LINE.

Larkana-Jacobabad	2' 6"	Larkana	Shahdadkot	31-53	...	31-53	16-2-22
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XI.-INDIAN STATE LINES WORKED BY INDIAN STATES.

Bhavnagar State	3' 3 1/2"	Botad	Tagdi	23-64	...	23-64	16-8-22
Gaekwar's Dabhol	2' 6"	Oberanda	Koral	11-62	...	11-62	18-11-21
Total XI	...	...	...	34-46	...	34-46	...

XII.-INDIAN STATE LINES WORKED BY THE MAIN LINE.

Secunderabad-Gadwal	3' 3 1/2"	Wanparti Road	Shriramnagar	6-83	...	6-83	1-2-22
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GRAND TOTAL.

				247-87	19-63	267-50	...
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APPENDIX 2.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

I.—STATE LINES WORKED BY THE STATE.

1	5' 6" GAUGE. Eastern Bengal ...	2-1-82	E. B. Ry.	408'66	157'13	568'79	765'55	394'36	1,159'91	(a) 133'97 miles double, 1'63 triple and 21'47 quadruple line.	
2	North Western ...	13-5-61	N. W. Ry.	3,225'02	859'25 (double)	4,084'27	4,948'52	1,434'84	6,378'36		
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	1,489'65	31'23 (double)	1,510'87	1,532'09	343'00	1,875'09		
	Total ...			5,121'33	1,037'60	6,158'93	7,241'16	2,172'20	9,413'36		
	3' 3 1/2" GAUGE.										(b) Excludes 2'18 miles of 3' 3 1/2" gauge line at Benares, shown under 3' 3 1/2" gauge, but includes 16'79 miles of mixed (5' 6" and 3' 3 1/2") gauge line, between Burhwal and Bara Banki, over which the Bengal and North-Western railway trains also work and 1'17 miles of 3' 3 1/2" gauge track over the Ramgunga bridge, Bareilly, and 0'49 mile of mixed (5' 6" and 3' 3 1/2") gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
4	Adon ...	1-1-16	State ...	28'75	...	28'75	28'75	4'43	33'18		
5	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co. (c)	(d)80'34	...	80'34	80'34	(e)12'67	93'01		
6	Eastern Bengal ...	23-8-77	E. B. Ry.	1,023'52	7'29 (double)	1,030'81	1,038'10	289'77	1,327'87		
7	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	(f)2'18	...	2'18	2'18	...	2'18		
	Total ...			1,134'79	7'29	1,142'08	1,140'37	306'87	1,456'24		
	2' 0" GAUGE.										
8	Eastern Bengal ...	13-7-81	E. B. Ry. ...	35'10	...	35'10	35'10	1'85	36'95		(c) Under-running power agreement the B. & N. W. Railway Company run and haul their trains and traffic over the line.
9	Kalka-Simla ...	9-11-03	N. W. Ry.	59'93	...	59'93	59'93	9'61	69'54		(2) Excludes 3'40 miles of the Unknow-Bareilly railway, between Aishbagh and Dalganj worked over, but includes 16'71 miles referred to in remark (b) above.
10	Khanai-Hindubagh...	1-1-21		46'00	...	46'00	46'00	25'63	71'63		
11	Kohat-Thal ...	1-4-03		61'75	...	61'75	61'75	10'33	72'08		
12	Trans Indus (Kalsbagh-Bannu)	15-6-13		161'55	...	161'55	161'35	34'91	196'46		
	Total ...			364'83	...	364'83	364'83	82'33	446'66	(e) Includes 1'06 miles of 3' 3 1/2" gauge sidings on mixed (5' 6" and 3' 3 1/2") gauge section between Burhwal and Bara Banki.	
13	Jorhat (Provincial)	15-12-84	Assam Administration.	32'50	...	32'50	32'50	2'04	34'54	(f) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.	
	Total I ...			6,352'95	1,044'89	7,397'84	8,787'36	2,563'44	11,350'80		

II.—STATE LINES WORKED BY COMPANIES.

	5' 6" GAUGE.									
14	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	123'10	2'78 (double)	125'88	123'66	50'05	178'71	(g) A part is owned by the Bhopal Durbar.
15	Baran-Kotah ...	1-7-03		40'29	...	40'29	40'29	3'38	43'67	(h) 256'11 miles double, and 3'1 triple.
16	Bengal-Nagpur ...	6-4-90	B. N. Ry. Co.	1,795'56	106'21 (double)	1,901'77	2,007'98	591'24	2,599'22	(i) 655'07 miles double, 26'0 triple, 11'48 quadruple, 22 quintuple and 0'85 sextuple line.
17	Bezwada Extension	10-2-89	N. G. S. Ry. Co.	21'47	...	21'47	21'47	1'45	22'92	(j) 743'14 miles double and 29'62 quadruple line.
18	Bhopal-Itarsi (g) ...	1-6-82	G. I. P. Ry. Co.	57'21	(h)	57'21	57'21	26'05	83'26	
19	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	743'97	258'27	1,008'24	1,373'83	365'67	1,659'20	
20	Cawnpore Banda ...	21-4-13	G. I. P. Ry. Co.	76'21	(i)	76'21	76'21	6'34	83'15	(k) Includes 2'97 miles mixed (5' 6" and 3' 3 1/2") gauge line between Bezwada and Tadepalli.
21	East Indian ...	13-3-54	E. I. Ry. Co.	1,766'18	695'67 (j)	2,461'85	3,318'74	1,149'39	4,366'13	
22	Great Indian Peninsula	13-4-53	G. I. P. Ry. Co.	1,783'70	777'76	2,561'46	3,398'46	901'46	4,399'92	
23	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	936'17	44'43 (double)	1,040'65	1,085'13	212'94	1,298'07	
24	South Bihar (l) ...	5-7-99	H. I. Ry. Co.	79'19	...	79'19	79'19	7'44	86'63	
25	South Indian ...	23-5-80	S. I. Ry. Co.	445'94	...	445'94	445'94	74'00	519'94	(l) Although a leased line, it for convenience shown and the head "State lines worked by companies."
	Total ...			7,934'09	1,866'17	9,820'26	11,801'46	3,373'14	15,179'60	

APPENDIX 2—contd.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
II.—STATE LINES WORKED BY COMPANIES—contd.										
	3' 3 1/2" GAUGE.									
26	Alwar-Dandeli (Provincial).	1-2-19	M. & S. M. Ry. Co.	19-12	...	19-12	19-12	1-75	20-87	
27	Assam-Bengal ...	1-7-93	A. B. Ry. Co.	869-41	...	869-41	869-41	170-69	1,040-10	
28	Bangalore-Harihar...	11-3-84	M. & S. M. Ry. Co.	210-25	...	210-25	210-25	24-41	234-66	
29	Bombay, Baroda and Central India	14-2-73	B. B. & C. I. Ry. Co.	1,807-43	2-83 (double)	1,810-26	1,813-09	373-06	2,186-15	
30	Burma ...	2-5-77	B. Rys. Co.	1,229-43	118-94 (double)	1,348-37	1,467-31	339-63	1,806-94	
31	Burma extensions ...	15-4-07		187-78	...	187-78	187-78	50-23	238-04	
32	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32-00	...	32-00	32-00	2-62	24-62	
33	Jodhpur-Hyderabad (British section) (a).	18-3-92	J. B. Ry. ...	123-98	...	123-98	123-98	19-64	143-62	(a) The Indian State section of this railway forms an integral part of the Jodhpur railway.
34	Lucknow-Bareilly ...	12-10-84	E. & K. Ry. Co.	316-19	...	316-19	316-19	60-43	290-64	
35	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	(b) 1,518-13	...	1,518-13	1,518-13	178-81	1,691-94	(b) Includes 297 miles of mixed (5' 6" and 3' 3 1/2") gauge lines between Benwada and Tadepalli.
36	Nilgiri ...	15-6-99	S. I. Ry. Co.	28-96	...	28-96	28-96	4-47	33-48	
37	Palampur-Deesa (c)	8-11-93	B. B. & C. I. Ry. Co.	17-28	...	17-28	17-28	1-29	18-57	(c) This line is the joint property of Government and the Palampur Durbar.
38	South Indian ...	15-7-61	S. I. Ry. Co.	881-49	...	881-49	881-49	177-51	1,059-00	
39	Southern Shan States	15-6-12	B. Rys. Co.	86-48	...	86-48	86-48	8-68	95-16	
40	Travancore (British section).	1-8-02	S. I. Ry. Co.	50-41	...	50-41	50-41	(d) 16-36	66-77	(d) Includes sidings on the Indian State section serial No. 169.
41	Tirhoot ...	1-11-75	B. & N. W. Ry. Co.	803-97	10-05 (double)	814-02	824-07	185-55	1,009-62	
	Total			8,182-81	181-82	8,314-13	8,445-95	1,630-18	10,076-13	
	2' 6" GAUGE.									
42	Braach-Jambasur ...	23-11-14	B. B. & C. I. Ry. Co.	29-69	...	29-69	29-69	3-07	33-76	
43	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	217-25	...	217-25	217-25	19-51	236-76	
44	Jubbulpore-Gondia Extension.	18-4-08		311-58	...	311-58	311-58	41-97	353-55	
45	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73-30	...	73-30	73-30	4-40	77-70	
46	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	97-20	...	97-20	97-20	7-70	104-90	
47	Purulia-Ranchi ...	15-11-07		115-30	...	115-30	115-30	10-14	125-44	
48	Raipur-Dhamtari ...	10-9-00	S. I. Ry. Co.	56-94	...	56-94	56-94	3-92	60-86	
49	Tirupattur-Krishnagiri.	18-9-05		25-33	...	25-33	25-33	2-52	27-90	
	Total			926-64		926-64	926-64	93-23	1,019-87	
	2' 0" GAUGE.									
50	Tumkur-Tirodi Light	1-4-16	B. N. Ry. Co.	45-53	...	45-53	45-53	9-33	53-05	
	Total II			17,083-57	3,017-99	19,106-56	21,249-23	5,142-94	26,392-17	

APPENDIX 2—contd.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

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

(A) WORKED BY THE BRANCH LINE COMPANY.

51	3' 6" GAUGE. Ahmadpur-Katwa ...	30-5-17	A. K. Ry. Co.	32-26	...	32-26	32-26	2-29	34-55	
52	Arakan Light ...	15-2-19	A. Lt. Ry. Co.	18-18	...	18-18	18-18	0-03	18-18	
53	Pankura-Damoodar River.	15-12-16	B. D. R. Ry. Co.	59-95	...	59-95	59-95	4-31	64-26	
54	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	32-47	...	32-47	32-47	3-12	35-59	
55	Fatwah-Islampur ...	24-1-23	F. I. Lt. Ry. Co.	26-68	...	26-68	26-68	1-64	28-33	
56	Kalighat-Falta ...	28-5-17	K. F. Ry. Co.	26-24	...	26-24	26-24	4-28	30-47	
	Total III(A) ...	...	...	195-73	...	195-73	195-73	15-92	211-65	

(B) WORKED BY THE MAIN LINE.

57	5' 6" GAUGE. Hardwar-Dehra ..	1-3-00	O. & R. Ry.	32-04	...	32-04	32-04	4-78	36-82	
58	3' 3 3/4" GAUGE. Chaparmukh-Silghat	30-3-20	A. B. Ry. Co.	50-31	...	50-31	50-31	3-28	54-09	
59	2' 6" GAUGE. Dasghara-Jamalpur-ganj.	1-9-17	B. P. Ry. Co.	3-31	...	3-31	3-31	0-77	3-08	
	Total III(B) ...	...	...	91-16	...	91-16	91-16	8-83	99-09	

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

(A) WORKED BY THE BRANCH LINE COMPANY.

60	2' 6" GAUGE. Champaner-Shivrajpur-Pani Light.	2-2-11	Guzerat Rys. Co.	33-49	...	33-49	33-49	4-85	38-34	
61	Godhra-Lunavada ...	4-2-13		25-45	...	25-45	25-45	1-95	27-40	
62	Nadiad-Kapadvanj	5-3-13		30-06	...	30-06	30-06	3-46	33-52	
	Total IV(A) ...	...	...	89-00	...	89-00	89-00	10-26	99-26	

(B) WORKED BY THE MAIN LINE.

63	5' 6" GAUGE. Amritsar-Patti ...	21-9-06	N. W. Ry.	54-26	...	54-26	54-26	8-12	62-38	
64	Hoshiarpur Doab (Jullundur-Mukerian).	1-1-15		44-31	...	44-31	44-31	3-39	48-09	
65	Hoshiarpur Doab (Phagwara-Rahon).	1-4-15		45-21	...	45-21	45-21	5-13	50-34	
66	Mandra-Bhaun ...	1-5-15		46-38	...	46-38	46-38	4-19	50-57	
67	Panpoh-Raipura ...	21-1-22	B. N. Ry. Co.	18-50	...	18-50	18-50	0-76	14-26	
68	Sara-Sirajganj ...	1-7-15	E. B. Ry.	53-04	...	53-04	53-04	27-43	80-47	
69	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38-16	...	38-16	38-16	4-00	42-16	
70	Southern Punjab (Main line).	10-11-07		424-56	0-52 (double)	425-08	425-60	80-41	506-01	
71	Southern Punjab (Jullundur Doab).	23-6-13		130-19	...	130-19	130-19	16-38	147-12	
72	Southern Punjab (Ludhiana Extension).	10-6-05		152-04	...	152-04	152-04	16-69	168-73	
73	Tapi Valley ...	1-12-93	B. B. & C. I. Ry. Co.	155-72	...	155-72	155-72	11-33	167-05	
	Total IV (B) ...	...	...	1,157-37	0-52	1,158-89	1,158-91	178-37	1,337-78	

APPENDIX 2—contd.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

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

(B) WORKED BY THE MAIN LINE—contd.

74	3' 3 1/2" GAUGE. Ahmedabad-Dholka	23-2-03	} B. R. & C. I. By. Co. {	33-54	...	33-54	33-54	2-78	36-32	(a) Includes 103 miles on the 5' 6" gauge.
75	Ahmedabad-Parantij	1-5-97		88-70	...	88-70	88-70	(a) 13-36	102-06	
	Total	...	122-24	...	122-24	122-24	16-14	138-38		
76	2' 6" GAUGE. Dhond-Baramati ...	20-5-14	} G. I. P. By. Co. {	27-26	...	27-26	27-26	1-70	28-96	
77	Ellichpur-Yeotmal ...	1-12-13		117-66	...	117-66	117-66	9-87	127-53	
78	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76-70	...	76-70	76-70	3-59	80-29	
79	Khulna-Bagerhat ...	10-6-18	E. B. Ry. ...	19-75	...	19-75	19-75	2-00	21-75	
80	Larkana-Jacobabad	16-2-22	N. W. Ry. ...	31-53	...	31-53	31-53	2-25	34-45	
81	Mayurbhanj ...	20-1-05	B. N. Ry. ...	70-64	...	70-64	70-64	3-33	73-97	
82	Fachora-Jamner ...	1-4-18	} G. I. P. Ry. Co. {	34-62	...	34-62	34-62	2-91	37-53	
83	Pulgaon-Arvi ...	25-9-17		21-83	...	21-83	21-83	1-68	23-51	
	Total	...	...	399-99	...	399-99	399-99	28-09	428-02
84	2' 0" GAUGE. Darjeeling-Himalayan Extensions.	16-3-14	D. H. By. Co.	95-44	...	95-44	95-44	4-05	99-49	
85	Matheran Light ...	22-3-07	G. I. P. By. Co.	12-61	...	12-61	12-61	1-18	13-79	
	Total	...	...	108-05	...	108-05	108-05	5-23	113-28
	Total IV (B)	...	...	1,788-15	0-52	1,788-67	1,789-19	228-27	2,017-46

V.—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE AND REBATE TERMS.

86	3' 8 1/2" GAUGE. Mymensingh-Bhairab Basar.	20-3-17	A. B. Ry. Co.	100-68	...	100-68	100-68	12-47	113-15
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VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.

87	5' 6" Gauge. Delhi-Umballa-Kalka	1-3-91	E. I. By. Co.	206-40	...	206-40	206-40	(b) 32-70	239-10	(b) Includes sidings on the Jind Panipat (Indian State section), Serial No. 148. (c) Receives land only from Government.
88	3' 3 1/2" GAUGE. Bengal and North- Western. (c)	2-4-84	B. & N. W. By. Co.	1,247-96	...	1,247-96	1,247-96	230-52	1,478-48	
89	Bengal Doonars exten- sions. (c)	20-4-00	B. D. By. Co.	121-80	...	121-80	121-80	16-21	138-01	
90	Mirpur Khas-Jhudo (c)	18-4-09	} J. B. Ry. {	50-43	...	50-43	50-43	2-71	53-14	
91	Mirpur Khas-Khadro (c)	1-1-12		49-50	...	49-50	49-50	3-03	52-52	
92	Rohilkhand and Kum- son.	12-10-84	B. & K. By. Co.	258-72	...	258-72	258-72	34-71	293-43	
	Total	...	...	1,728-41	...	1,728-41	1,728-41	287-17	2,015-58
93	2' 6" GAUGE. Bardi Light (c)	1-3-97	B. Lt. By. Co.	117-50	...	117-50	117-50	14-75	132-25	
94	Dehri-Rohas Light	6-2-11	D. R. Lt. By. Co.	28-88	...	28-88	28-88	4-67	28-50	
95	Shahdara (Delhi)-Sar- haranpur Light. (c)	7-5-07	S. S. Lt. By. Co.	92-50	...	92-50	92-50	8-62	101-12	
	Total	...	...	238-88	...	238-88	238-88	28-04	261-97
	Total VI	...	...	2,168-64	...	2,168-64	2,168-64	347-91	2,516-55

APPENDIX 2—contd.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.

86	3' 3½" GAUGE. Dibru-Sadiya ...	15-8-82	Assam Bys. & Trading Co.	86-02	...	86-02	88-02	28-71	109-73	
87	2' 0" GAUGE. Darjeeling-Himalayan	28-8-80	D. H. Ry. Co.	51-07	...	51-07	51-07	10-07	61-14	
	Total VII...	...	...	137-09	...	137-09	137-09	38-78	170-87	

VIII.—UNASSISTED COMPANIES' LINES.

98	3' 3½" GAUGE. Ledo and Tikak Margherita colliery.	17-2-84	Assam Bys. and Trading Co.	5-28	...	5-28	5-28	12-05	17-28	
99	2' 0" GAUGE. Bengal Provincial ...	7-11-94	B. P. Ry. Co.	38-27	...	38-27	38-27	2-31	35-58	
100	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	16-00	...	16-00	16-00	1-35	17-35	
	Total	...	...	49-27	...	49-27	49-27	3-66	52-93	
101	2' 0" GAUGE. Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	3-31	...	3-31	3-31	0-55	3-86	
102	Kulasekarapatnam Light.	18-7-15	(a)	18-00	...	18-00	18-00	...	18-00	(a) East India Distilleries Sugar Factories, Ltd Madras.
103	Trivellore Light ...	17-9-21	S. Namburnal Chetty and sons.	2-37	...	2-37	2-37	0-20	2-57	
	Total	...	...	23-68	...	23-68	23-68	0-75	24-43	
	Total VIII	...	...	78-18	...	78-18	78-18	16-46	94-64	

IX.—DISTRICT BOARD LINES.

104	5' 6" GAUGE. Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3-86	...	3-86	3-86	2-05	5-91	
105	Tenali-Repalli ...	16-3-16	M. & S. M. Ry. Co.	21-41	...	21-41	21-41	1-17	22-58	
	Total	...	...	25-27	...	25-27	25-27	3-22	28-49	
106	3' 3½" GAUGE. Beswada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51-80	...	51-80	51-80	7-07	58-87	
107	Fodanur-Follachi ...	15-10-15	S. I. Ry. Co.	25-04	...	25-04	25-04	1-74	26-78	
108	Tanjore District Board.	2-4-94		Co.	134-88	...	134-88	134-88	13-13	148-00
	Total	...	...	211-72	...	211-72	211-72	21-93	233-65	
	Total IX	...	...	236-99	...	236-99	236-99	25-15	262-14	

APPENDIX 2—contd.

Mileage open on the 31st March 1932.

Serial No.	Names of railways under each classification by gauge.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1932.			TRACK MILEAGE OPEN ON THE 31st MARCH 1932.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.

3' 3 1/2" GAUGE.										
109	Bengal Doonah ...	15-1-93	B. D. Ry. Co.	36-40	...	36-40	36-40	5-54	41-94	
2' 6" GAUGE.										
110	Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65-16	...	65-16	65-16	5-00	70-16	
111	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52-24	...	52-24	52-24	4-33	56-57	
112	Bukhtiarpur-Bihar Light.	1-3-03	B. B. Ry. Co.	33-00	...	33-00	33-00	3-32	36-32	
113	Jeonore-Jhamsidah ...	1-10-18	J. J. Ry. Co.	37-00	...	37-00	37-00	1-76	38-76	
114	Tespore-Balipara Light.	2-8-94	T. B. Lt. Ry. Co.	20-10	...	20-10	20-10	1-11	21-21	
	Total ...	...	...	207-50	...	207-50	207-50	15-42	222-92	
2' 0" GAUGE.										
115	Howrah-Amta Light	1-7-97	H. A. Lt. Ry. Co.	43-87	...	43-87	43-87	6-11	49-98	
116	Howrah-Sheakhala Light.	2-2-97	H. S. Lt. Ry. Co.	19-75	...	19-75	19-75	1-22	20-97	
	Total ...	...	...	63-62	...	63-62	63-62	7-33	70-35	
	Total X ...	...	...	807-52	...	807-52	807-52	22-29	335-21	

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.

3' 3 1/2" GAUGE.										
117	Bhavnagar State ...	20-12-30	Bhavnagar Durbar.	240-13	(a)	240-13	240-13	33-61	273-74	(a) Includes 1-21 miles of Dook estate line worked for goods traffic only.
118	Bikaner ...	9-12-31	J. B. Ry. ...	497-68	...	497-68	497-68	32-97	530-65	
119	Birur-Chimoga ...	1-12-99	Mysore Durbar.	37-50	...	37-50	37-50	5-57	43-07	
120	Chickajur-Chitaldrug	5-1-21	Mysore Durbar.	20-90	...	20-90	20-90	1-70	22-60	
121	Gondal ...	19-1-31	Gondal Ry. ...	106-24	(b)	106-24	106-24	11-63	117-87	(b) Includes 3-93 miles from Jamnagar to Bedi Bandar worked for goods traffic only.
122	Jamnagar ...	2-4-97	Navanagar Durbar.	54-22	...	54-22	54-22	4-42	58-64	
123	Jetalsar-Bajkot ...	12-4-93	Gondal Ry.	46-21	...	46-21	46-21	4-30	51-11	
124	Jodhpur ...	24-6-32	J. B. Ry. ...	609-26	(c)	609-26	609-26	64-23	674-09	
125	Junagad State ...	1-9-38	Junagad Durbar.	140-46	...	140-46	140-46	14-90	155-36	(c) Includes 0-78 mile of Dungarpur quarry line and 0-33 mile of Veraval Dook estate line worked for goods traffic only.
126	Khijadiya-Dhari ...	1-3-18	Gondal Ry.	37-22	...	37-22	37-22	4-52	41-74	
127	Morvi ...	4-3-05	Morvi Durbar	73-94	...	73-94	73-94	8-12	82-06	
128	Mysore ...	8-1-18	Mysore Durbar.	204-06	(d)	204-06	204-06	21-31	225-37	(d) Includes 1-55 miles from Porbandar to Porbandar Docks and 8-70 miles of Banawao quarry branch worked for goods traffic only.
129	Porbandar State ...	1-10-39	Gondal Ry.	41-29	...	41-29	41-29	6-86	48-15	
130	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	67-30	...	67-30	67-30	4-93	72-23	
	Total ...	...	...	2,176-39	...	2,176-39	2,176-39	220-27	2,396-66	
2' 6" GAUGE.										
131	Bodoli Chhota Udaipur.	1-12-17	Baroda Durbar.	22-56	...	22-56	22-56	(e)	22-56	(e) Included with the Gaekwar's Dabhoi railway.
132	Cutch State ...	18-5-05	Cutch Durbar	36-78	...	36-78	36-78	2-70	39-48	
133	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36-38	...	36-38	36-38	(f) 5-39	41-77	(f) Includes sidings on the Mohari Barauli railway, Serial No. 139.
134	Gaekwar's Bilimora-Kalamba.	22-7-14	Baroda Durbar.	34-93	...	34-93	34-93	4-30	39-23	
135	Gaekwar's Dabhoi ...	8-4-73	Baroda Durbar.	198-80	...	198-80	198-80	24-81	223-61	
136	Gaekwar's Kosamba-Zankhvar.	1-5-12	Baroda Durbar.	26-27	...	26-27	26-27	3-01	29-28	
137	Gaekwar's Petlad-Vaso.	10-12-14	Baroda Durbar.	19-25	...	19-25	19-25	3-11	22-36	
138	Kolar District ...	15-12-13	Mysore Durbar.	63-51	...	63-51	63-51	(g) 4-33	67-84	(g) Includes sidings on the Bangalore-Chik Ballapur Light Railway, Serial No. 171.
139	Mohari-Barauli ...	10-3-17	Dholpur Durbar.	15-25	...	15-25	15-25	...	15-25	
140	Morvi ...	24-3-37	Morvi Durbar	18-39	...	18-39	18-39	2-43	21-32	
	Total ...	...	...	472-62	...	472-62	472-62	50-06	522-70	

APPENDIX 2—contd.
Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES—contd.

141	2' 0" Gauge Gwalior Light ...	2-12-09	Gwalior Durbar.	249'96	...	249'96	249'96	12'48	262'30	
142	Mysore Light ...	15-1-15	Mysore Durbar.	26'75	...	26'75	26'75	0'50	27'25	
143	Pipar-Bilara Light	25-11-10	J. B. Ry. ...	25'25	...	25'25	25'25	0'77	26'02	
	Total ...	...	...	301'96	...	301'96	301'96	13'70	315'66	
	Total XI ...	...	...	2,950'97	...	2,950'97	2,950'97	284'05	3,235'02	

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

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.		TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.	
				Included	with	Serial	No.	Total.		
144	5' 6" Gauge. Bhopal-Itarsi (Indian State section).	18-11-04	G. I. P. Ry. Co.	113'28	...	113'28	113'28	9'21	122'49	
145	Bhopal-Ujjain ...	11-11-05		147'07	...	147'07	147'07	11'65	158'72	
146	Bina-Goona-Baran ...	28-9-05	N. W. Ry. ...	16'01	...	16'01	16'01	3'01	19'02	
147	Jammu and Kashmir (Indian State section), (a)	15-8-90	E. I. Ry. Co.	25'90	...	25'90	25'90	(c)	25'90	(a) The British section of the line forms an integral part of the North Western railway
148	Jind-Panipat (Indian State section), (b)	1-11-16	N. W. Ry. ...	22'02	...	22'02	22'02	3'43	25'45	(b) The British section of the line forms an integral part of the Delhi-Umballa-Kalka railway.
149	Khanpur-Chachran ...	2-7-11	M. and S. M. Ry. Co.	9'88	...	9'88	9'88	5'78	15'61	(c) Included with the Delhi-Umballa-Kalka railway, Serial No. 87.
150	Kolar Gold-fields ...	1-6-04	N. W. Ry.	78'65	...	78'65	78'65	5'88	84'53	
151	Ludhiana-Dhuri-Ja-khal.	10-4-01	B. B. & C. I. Ry. Co.	32'51	...	32'51	32'51	1'38	33'84	
152	Nagda-Ujjain ...	15-7-06		21'42	...	21'42	21'42	3'66	25'08	
153	Petlad-Cambay (Anand Tarapur section).	5-5-00	N. W. Ry. ...	12'36	...	12'36	12'36	3'81	16'17	
154	Petlad-Cambay (Tarapur Cambay section)	20-6-01		108'04	...	108'04	108'04	21'66	129'70	
155	Rajputa-Bhatinda...	1-11-04	...	587'14	...	587'14	587'14	69'37	656'51	
	Total ...	...	...	...	...	...	...	...	...
	3' 3 1/2" Gauge.									
156	Cooch Behar State...	15-9-08	E. B. Ry.	33'09	...	33'09	33'09	2'49	35'58	
157	Dhrangadra ...	1-6-08	B. B. & C. I. Ry. Co.	40'15	...	40'15	40'15	(d) 37'32	47'47	(d) Includes 2.56 miles of Dhrangadra quarry branch work for goods traffic only.
158	Gaekwar's Mehsana	21-8-87		280'75	...	280'75	280'75	27'28	258'03	
159	Hindapur (Yesvantpur Mysore Frontier).	15-12-02	M. & S. M. Ry. Co.	51'35	...	51'35	51'35	3'88	55'23	
160	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50'31	...	50'31	50'31	0'86	51'17	
161	Jaipur State ...	10-11-08	B. B. & C. I. Ry. Co.	122'21	...	122'21	122'21	(e) 10'34	133'05	(e) Includes 9.44 mile of 5' 6" gauge.
162	Kolhapur State ...	21-4-01	M. & S. M. Ry. Co.	29'27	...	29'27	29'27	1'89	31'16	
163	Sangli State ...	1-4-07		4'90	...	4'90	4'90	0'29	5'19	
164	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	109'08	...	109'08	109'08	12'60	121'68	
165	Shomnur-Cochin ...	2-6-02	S. I. Ry. Co.	64'75	...	64'75	64'75	11'09	75'84	
166	Travancore (Indian State section) ...	1-6-04		95'96	...	95'96	95'96	(f)	95'96	(f) Included with the British section, Serial No. 40.
	Total...	...	...	831'82	...	831'82	831'82	78'54	910'36	

APPENDIX 2—concl'd.

Mileage open on the 31st March 1922.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1922.			TRACK MILEAGE OPEN ON THE 31st MARCH 1922.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

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

2' 6" GAUGE.										
167	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	24'62	...	24'62	24'62	1'77	26'39	
168	Rajpipla State ...	1-7-97	B. E. & C. I. Ry. Co.	39'24	...	39'24	39'24	2'70	42'08	
	Total ...	...	...	63'86	...	63'86	63'86	4'46	68'47	
	Total XII.	...	...	1,482'82	...	1,482'82	1,482'82	158'47	1,633'29	

XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.

169	5' 8" GAUGE. Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	(a) 330'13	...	330'13	330'13	54'83	384'96	(a) Includes 5'82 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways' trains work.
170	3' 3 1/2" GAUGE. Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	(a) 391'02	0'38 (double)	391'40	391'78	54'36	446'14	
171	2' 6" GAUGE. Bangalore-Chik Balapur Light.	15-9-14	Mysore Durbar.	38'69	...	38'69	38'69	(b)	38'69		(b) Included with Kolar District railway, Serial No. 138.
	Total XIII.	...	...	759'84	0'38	760'22	760'60	109'19	869'79	

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

172	3' 3 1/2" GAUGE. Peralam-Karaikkal...	14-3-88	S. I. Ry. Co.	14'65	...	14'65	14'65	2'13	16'78	
173	Pondicherry ...	15-12-79		7'85	...	7'85	7'85	2'17	10'02	
174	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51'10	...	51'10	51'10	16'24	67'34	
	Total XIV.	...	...	73'60	...	73'60	73'60	20'54	94'14	

GRAND TOTAL, ALL RAILWAYS.

				34,201'69	3,063'78	37,265'47	40,498'76	6,992'97	49,498'73	
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APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1922.

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

I.—STATE LINES WORKED BY THE STATE.

North Western	5' 6"	Jamrud Kotri Khariro	Landikhana Shahdadpur Rohri	(a) 26'00	(a & b) 63'75	26'00 63'75	7-7-20 20-2-13	State N. W. Ry.	(a) Work commenced. (b) 2nd track.
Total I				26'00	63'75	26'00 63'75			

II.—STATE LINES WORKED BY COMPANIES.

Bengal-Nagpur	5' 6"	Raipur	Parvatipuram	(c) 260'67	(a & b) 18'45	260'67 18'45	26-1-06 27-12-19	B. N. E. Co.	(c) Work closed down after commencement on 37'48 miles only.			
		Adra	Bhojoodih	...	...	...	...	
		Amda	Jamda	(a) 65'60	(a & b) 4'48	65'60 4'48	27-3-19 24-3-14					
		Karkai bridge	Gomharia	...	...	...	...	
		Onajori Jaipur	Sulapet Badampahar	(b) 21'21	...	21'21	23-5-18			(d) Since opened.		
		Chakardharpur	Goikera	...	(a & b) 20'78	20'78	8-12-21					
		Anara	Kandra	...	(a & b) 53'01	53'01	30-3-21					
		Kargali	Gowai	...	(b & d) 7'00	7'00	30-3-21					
		Bermo	Sawang	(a) 5'00	...	6'00	29-9-20					
		Sawang	Duneya	(a) 12'75	...	12'75	15-2-21					
		South Karanpura coal-field—										
		Duneya	A point near Damoodar river	(a) 21'87	(a & b) 19'79	21'87 19'79	29-3-21					
		Chakardharpur	Sini					
						888'10	123'46			511'56		
East Indian	"	Toposi-Baraboni	Chord	(d) 3'70	...	3'70	23-5-13	E. I. E. Co.	(d) Not commenced			
		North of Adjai river.	Pariarpur	(a) 17'05	(a & e) 3'44	17'05 3'44	8-1-20 12-7-21					
		Asansol	Sitarampur	...	(a & b) 4'64	4'64	3-3-20			(e) 3rd track.		
		Katrasgarh	Phulazitand	...	(a & b) 7'49	7'49	30-6-21					
		Katrasgarh	Kasunda	...	(a & f) 8'00	16'00	12-9-13			(f) 3rd and 4th tracks.		
		Burdwan	Khana Junction.	...	(a & b) 32'84	32'84	10-5-21					
		Hazaribagh Road.	Gujhandi	...	(a & b) 18'98	18'98	10-5-21					
		Gurpa	Bandhua	...	(a & b) 40'59	40'59	10-5-21					
		Dhanbad	Mile 177 1/2	...	(a) 1'80	1'80	16-12-20					
		Gomoh	Hazaribagh Road.	...	22'55	115'98	146'53					
Great Indian Peninsula	"	Amla	Nagpur	(a) 103'74	...	103'74	8-6-08	G. I. P. Ry. Co.	(g) This is an overhead connection of the Harbour Branch Extension.			
		Tank Bundar	Victoria Terminus.	(a & g) 2'12	2'12	4'24	6-3-12					
		Majri	Bajar	(a) 18'22	...	18'22	24-2-21					
				119'08	2'12	121'20						
Total 5' 6"				599'78	241'58	779'29						

APPENDIX 3—contd.

Mileage sanctioned or under construction on the 31st March 1923.

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

II.—STATE LINES WORKED BY COMPANIES—contd.

Alon-Saingbyin (Provincial).	3' 3½"	Alon	Saingbyin	(a) 26.51	...	26.51	12-1-21	B. Rys. Co.	(a) Portion since opened.
Bombay, Baroda and Central India.	"	Dholka	Dhanduka	(b) 38.27	...	38.27	6-1-21	B. E., C. I. Ry. Co.	(b) Work commenced.
Moulmein-Ye (Provincial)	"	Moulmein	Ye	(b) 88.71	...	88.71	21-1-21	B. Rys. Co.	(c) Not commenced.
Pyinmana-Taungwingyi (Provincial).	"	Pyinmana	Taungwingyi	(c) 67.25	...	67.25	12-1-21		
Southern Shan States	"	Heho	Yawnghwe	(c) 16.56	...	16.56	23-7-09		
Total 3' 3½"	...	...	...	227.30	...	227.30			
Jubbulpore Gondia Extension,	2' 6"	Khiraadoh	Sirgona	(c) 8.48	...	8.48	24-6-04	B. K. Ry. Co.	
Total II	...	...	...	775.46	241.56	1,025.02			

III. (B)—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.

Katakhal-Lalabazar	3' 3½"	Katakhal	Lalabazar	(b) 23.63	...	23.63	9-3-16	A. R. Ry. Co.	
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IV. (B)—BRANCH LINE COMPANY'S RAILWAY UNDER REBATE TERMS, WORKED BY THE MAIN LINE.

Larkhana-Jacobabad	2' 6"	Shabdakot	Dodapur	(b) 22.70	...	22.70	9-3-16	L. J. (Sind) Lt. Ry. Co.	
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VIII.—UNASSISTED COMPANIES' LINES.

Singri-Orang Light	2' 6"	Singri	Orang	14.79	...	14.79	4-8-22	S. O. Tramway Co. (d)	(d) East Indian Distilleries and Sugar Factories, Limited of Madras.
Kulasekarapatnam Light	2' 0"	Sugar Factory	Tiruchendur	(b) 7.00	...	7.00	...		
Total VIII	...	...	...	21.79	...	21.79			

IX.—DISTRICT BOARD LINES.

Manamadura-Sivaganga	3' 3½"	Manamadura	Sivaganga	(c) 12.43	...	12.43	2-12-15	S. I. Ry. Co.	(e) Construction postponed.
Tanjore District Board	"	Mayavaram	Tranquebar	(c) 18.03	...	18.03	15-12-15		
Tinnevely-Tiruchendur	"	Tinnevely	Tiruchendur	38.18	...	38.18	16-7-15		
Total IX	...	...	...	68.64	...	68.64			

APPENDIX 3—contd.

Mileage sanctioned or under construction on the 31st March 1922.

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

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.

Bhavnagar State	8' 3 1/2"	Gadhakda ...	Mahuva ...	(a) 43' 32	...	43' 32	16-6-15	Bhavnagar Durbar.	(a) Gadhakda to Mahuva 82' 09 miles since opened. (b) Since opened.
		Dongar ...	Port Albert Victor.	(b) 6' 14	...	6' 14	6-1-21		
		Tagdi ...	Dhanduka ...	49' 46	...	49' 46			
Bikaner	"	Bikaner ...	Kolayat ...	(c) 28' 79	...	28' 79	22-10-15	J. B. Ey.	(c) Work commenced.
		Hanumangarh	Sisla ...	(c) 120' 00	...	120' 00			
				148' 79	...	148' 79			
Birur-Shimoga	"	Shimoga ...	Arasalu ...	(d) 26' 80	...	26' 80	28-6-18	Mysore Durbar.	(d) Work stopped.
Jodhpur	"	Narwar Juncn.	Sanderao ...	(e) 77' 53	...	77' 53	10-7-14	J. B. Ey.	(e) Work commenced on 21' 50 miles only.
Junagad State	"	Jambur ...	Una ...	(f) 37' 22	...	37' 22	16-6-15	Junagad Durbar.	(f) Work commenced on 15' 14 miles only.
Mysore	"	Nanjangud town	Hardanhalli ...	(g) 27' 12	...	27' 12	11-2-20	Mysore Durbar.	(g) Work temporarily closed down.
Okhamandal	"	Kuranga ...	Arthara ...	(h) 37' 02	...	37' 02	5-6-18	Baroda Durbar.	
Total 8' 3 1/2"	...	...	...	404' 24	...	404' 24			
Cutch State	2' 6"	Anjar ...	Bachan ...	(d) 23' 75	...	23' 75	20-11-18	Cutch Durbar.	
Dholpur-Bari	"	Dholpur ...	Bajakhara ...	(c) 22' 34	(h) 1' 40	23' 74	8-8-18	Dholpur Durbar.	(h) 2nd track.
Gaekwar's Bilimora-Kalamba.	"	Mahuva ...	Anaval ...	(i) 17' 91	...	17' 91	11-5-14		
Gaekwar's Dabhol	"	Motipura ...	Tankhala ...	(b) 25' 59	...	25' 59	25-2-14		(i) Not commenced.
Gaekwar's Kosumba-Zankhvar.	"	Zankhvar ...	Bardipada ...	(j) 22' 57	...	22' 57	23-3-14	Baroda Durbar.	
Gaekwar's Navsari-Kamrej.	"	Navsari ...	Kamrej ...	(j) 26' 25	...	26' 25	4-2-14		
Gaekwar's Petlad-Vaso	"	Petlad ...	Bhadran ...	(b) 13' 41	...	13' 41	31-10-21		
Total 2' 6"	...	...	...	151' 82	1' 40	153' 22			
Total XI	...	...	...	556' 06	1' 40	557' 46			

APPENDIX 3—concl'd.

Mileage sanctioned or under construction on the 31st March 1922.

Name of railway.	Gauge.	SECTION SANCTIONED.		MILEAGE SANCTIONED.			Date of sanction.	Agency for construction.	REMARKS.
		From	To	Single line (Route mileage).	Second, third, etc. lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10
XII—INDIAN STATE LINES WORKED BY THE MAIN LINE.									
Balharshah-Warangal...	5' 6"	Balharshah ...	Warangal ...	(a)149'50	...	149'50	18-3-21	N. G. S. Ry. Co.	(a) Work commenced on 31-3-21 miles only.
Gaekwar's Mohsana ...	3' 3 1/2"	Khalipur ...	Khakhal ...	(b)17'23	...	17'23	15-3-12	Baroda Durbar.	(b) Work postponed.
		Wagrod ...	Kharoda ...	(b)13'44	...	13'44	14-1-18		
		Vijapur ...	Bansipur ...	(b)14'01	...	14'01	21-6-20		
				43'67	...	43'67			
Jaipur State ...	"	Palsana ...	Sikar ...	(b)16'35	...	16'35	5-10-14	Jaipur Durbar.	(c) Work commenced.
		Sikar ...	Jhunjhna ...	(b)39'35	...	39'35	15-6-16		
				56'70	...	56'70			
Secunderabad-Gadwal...	"	Shriramnagar ...	Gadwal ...	(d)7'62	...	7'62	27-2-14	N. G. S. Ry. Co.	(d) Since opened. (e) Second track.
		Gadwal ...	Kurnool ...	(b)39'58	(c) & (e)	39'58	6-4-21		
		Secunderabad ...	Halknema ...	...	8'89	8'89	...		
				47'50	...	56'39			
Trichinopoly-Pudukkottal.	"	Trichinopoly...	Pudukkottal...	(b)31'93	...	31'93	4-3-16	S. I. Ry. Co.	
Total 3' 3 1/2" ...	...	.....	...	170'30	8'89	188'69			
Total XII ...	...	...	...	329'30	8'89	338'19			
GRAND TOTAL									
.....	...	.....	...	1,323'35	315'60	2,147'18	...	...	...

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					
		Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1	2	3	4	5	6	7	8
I & II STATE I.—WORKED BY							
OPEN LINES:—							
Aden	3' 3 1/2"	1,86	45	..	4	41	2,26
Eastern Bengal	5' 6"	26,81	28,40	..	-20	84,56	88,97
Ditto	{ 3' 3 1/2" and 2' 6"	11,22	14,21	2,75	..	..	28,18
North Western:—							
Commercial	5' 6"	..	..	..	..	..	..
Military	5' 6"	..	..	..	..	..	..
Kalka-Simla	2' 6"	1,18,46	54,48	-15	5	1,61,86	3,84,20
Kohat-Thal	"	..	..	..	..	..	..
TRANS-INDUS (Kalabagh-Bannu)							
Khanat-Hindubagh	"	..	..	..	..	..	..
Nushki Extension	5' 6"	6,52	..	..	40	-10,70	-3,78
Oudh and Rohilkhand							
Cawnpore-Burhwal link	3' 3 1/2"	27,18	36,72	..	5	4,41	68,31
Jorhat (Provincial)	2' 0"	14	..	..	..	1,29	1,43
United Provinces Distillery Siding (Provincial)	3' 3 1/2"	5	..	..	..	..	5
TOTAL	..	1,91,09	1,84,26	2,60	84	1,91,88	5,19,82
Lines UNDER CONSTRUCTION:—							
North Western:—							
Khyber railway	5' 6"	48,58	..	..	7,00	6,15	61,73
Delhi (New Capital) Railway Works	"	9,67	..	..	1,21	89	11,77
TOTAL	..	58,25	..	..	8,21	7,04	70,50
Total I	..	2,49,34	1,84,26	2,60	8,55	1,98,92	5,90,32

DIX 4.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (In THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premium paid by Government in the purchase of Companies' lines.	Total.			
9	10	11	12	13	14	15	16	17	18

LINES.
THE STATE.

6,57	3,76	...	20	1,63	...	12,16	...	12,16
16,64,52	6,03,69	23,45	1,07,59	2,51,56	1,13,64	41,23,98	...	41,23,98
9,50,84	3,18,96	25,73	69,10	...	...	...	...	...
65,58,76	24,54,21	16,31	3,97,67	4,85,60	2,93,38	1,02,05,93	...	1,02,05,93
2,88,18	...	...	17,11	3,38	...	3,09,17	...	3,09,17
15,82,80	5,70,59	...	1,12,97	82,97	1,03,60	24,52,73	...	24,52,73
6,85	3,76	...	41	1,62	...	12,84	...	12,84
1,78	...	...	...	...	...	1,78	...	1,78
1,10,60,30	39,54,97	65,49	7,04,75	8,27,36	5,10,62	1,71,23,49	...	1,71,23,49
54,98	...	...	9,51	7,64	...	72,13	...	72,13
11,87	...	...	1,52	2,52	...	15,41	...	15,41
66,35	...	...	11,08	10,16	...	87,54	...	87,54
1,11,26,65	39,54,97	65,49	7,15,78	8,27,53	5,10,62	1,72,11,02	...	1,72,11,02

(i) Capital outlay during, and (ii) total capital

Railways.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)						
	Gauge.	Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1	2	3	4	5	6	7	8

II.—WORKED BY

OPEN LINES.							
Assam-Bengal	3' 3 1/2"	7,37	60,29	8	21	-15,46	52,49
Bengal-Nagpur	3' 6"						
Gondia-Chanda	2' 6"						
Jubbulpore-Gondia	"						
Nagpur-Chhindwara	"	1,08,85	8,57,47		2,21	-72,84	8,90,19
Parnalia-Ranchi	"						
Raipur-Dhamtari	"						
Tumsar-Tirodi Light	"						
Borwada Extension	5' 6"	40					40
Bombay, Baroda and Central India	5' 6"						
Ditto ditto	3' 3 1/2"	54,82	32,69		2,19	80,05	1,69,75
Breach-Jambusar	2' 6"						
BURMA RAILWAYS							
Main Line	3' 3 1/2"	25,91	24,11	-1	30	7,35	57,66
Extensions	"	60	-6				74
Southern Shan States	"	1,95	2,40		3	-2	4,36
East Indian Railway	5' 6"						
South Bihar	"	1,07,98	1,45,54	85	-57	88,80	2,93,84
Great Indian Peninsula	5' 6"	1,06,20	70,68		1,85	1,04,01	2,82,49
Agra-Delhi Chord	"	79			-1		78
Baran-Kotah	"	9					9
Bhopal-Itarsi	"	74					74
Cawnpore-Banda	"	17					17
Jodhpur-Hyderabad (British section)	3' 3 1/2"	41					41
Lucknow-Bareilly	"	1,32				-2,58	76
Total carried over		4,99,16	6,98,07	92	7,25	-1,44,47	12,54,87

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees)	Outlay charged to funds provided by the State. (In thousands of rupees)	REMARKS.
9	10	11	12	13	14	15	16	17	18

COMPANIES.

12,31,98	2,99,17	75,24	1,44,86	49,55	—	17,93,80	2,58,03	14,35,76	
29,18,18	18,32,15	47,86	2,01,85	2,14,75	—	52,84,79	14,66,31	37,63,48	
12,25	—	—	1,17	—	—	13,42	—	13,42	
31,76,53	10,92,35	—	2,12,44	3,25,53	4,13,53	52,20,43	2,49,00	49,71,43	Includes the capital outlay on the Patni Branch (Rs. 2,08,103) and the outlay incurred by the State on the Palanpur-Dacca railway.
18,30,40	3,53,79	17,37	1,17,40	66,86	—	18,75,82	6,69,67	12,06,15	
1,73,09	29,67	2,43	16,23	—	—	2,31,31	—	2,31,31	
1,40,09	9,63	—	17,67	85	—	1,67,54	—	1,67,54	
46,83,11	24,52,33	2,94	6,13,24	6,57,18	6,55,00	90,69,90	37,66,99	63,02,91	
49,39,76	16,00,66	—	2,92,43	4,93,35	14,35,92	83,37,17	4,37,97	83,49,20	
1,29,96	14,46	—	6,78	—	—	1,51,14	—	1,51,14	
42,67	4,07	—	2,86	—	—	49,60	—	49,60	
90,67	55	—	3,62	—	—	94,84	—	94,84	Including outlay (Rs. 50 lakhs) incurred by the Bhopal Darbar.
77,74	—	—	4,02	—	—	81,76	—	81,76	
43,19	7	26	3,07	—	—	46,59	—	46,59	
1,89,81	53,99	—	3,45	18,16	—	2,25,41	—	2,25,41	Includes Rs. 1,92,000 on account of Pawan Light railway.
1,91,89,48	77,73,83	1,46,09	16,43,84	16,23,79	25,54,45	3,30,83,47	59,98,00	2,70,85,47	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					
		Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1	2	3	4	5	6	7	8
		II—WORKED BY					
Total Brought over	...	4,09,16	6,98,07	92	7,25	1,44,47	12,54,87
Madras and Southern Mahratta	5' 6"	— 8,40	60,62	...	— 81	21,57	72,98
Ditto ditto	3' 3 1/2"	4,02	14,22	...	...	4,75	22,99
Bangalore-Haribar	"	1,51	1,62	...	...	1,76	4,89
Alnavur-Dandell	"	— 1	—	...	...	...	— 1
Dhono-Turnool	"	...	...	...	...	...	...
South Indian	5' 6"	22,27	76,51	38	1,99	22,22	1,40,97
Ditto (including Mettupalayam-Coonoor and Morappur Dharmapuri sections and Tirupattur-Krishnagar railway).	3' 3 1/2" and 2' 6"	...	...	...	...	...	...
Coonoor-Ootacamund	3' 3 1/2"	72	1,09	...	...	...	1,81
Dharmapuri-Hoer	2' 6"	1	...	...	...	...	1
Travancore (British Section)	3' 3 1/2"	...	5	...	...	...	5
Ditto (Indian State Section)	"	9	14,59	...	1	— 80	18,89
Tirhoot	"	2,21	7,96	...	...	2,78	12,00
TOTAL	...	4,89,18	8,69,78	1,25	8,49	2,06,76	15,35,85
LINES UNDER CONSTRUCTION.							
Bengal-Nagpur—Parvatipur Singapur	5' 6"	...	...	...	...	...	...
Osajori-Badam Pahar	"	...	...	...	...	...	...
Anda-Jamda	"	42,10	...	...	3,83	2,46	48,44
Visigapatam Harbour	"	...	...	...	...	...	...
Bermo-Duney	"	...	...	...	...	...	...
South Karanpura Coal-fields	"	...	...	...	...	...	...
Bombay, Baroda and Central India—Dholka-Dhanduka	3' 3 1/2"	4,84	...	...	42	...	5,36
Burma—Aloa-Saingbyia (Provincial) ...	"	4,08	...	...	65	...	5,53
Moulmain-Ye. (Provincial)	"	18,45	...	...	2,74	— 1	16,18
Pyimansa-Tanungdingyi (Provincial)	"	10,50	...	...	2,81	18	13,49
East Indian Railway—Kaste Coal-fields Railway Project	5' 6"	8,28	...	...	48	...	8,76
Bokharo-Rangash Extension, Bermo-Duney Section	"	1,26	...	...	39	...	1,65
South Karanpura Coal-fields Extension	"	1	...	...	8	...	6
Great Indian Peninsula Railway—Itarsi-Nagpur	5' 6"	23,16	...	...	1,11	...	23,27
Bombay Harbour extension	"	12,95	...	...	4	...	12,99
Majri-Sapur Railway	"	1,40	...	...	37	...	1,77
TOTAL	...	1,31,61	...	...	13,14	2,63	1,37,40
TOTAL II	...	5,60,81	8,69,78	1,25	21,87	2,09,39	16,62,75
Unclassified Expenditure	...	...	...	...	...	...	87,80
TOTAL STATE RAILWAYS	...	8,10,16	10,03,91	8,83	30,12	4,07,76	23,43,47

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	Total.			
9	10	11	12	13	14	15	16	17	18

COMPANIES—contd.

1,91,39,43	77,73,83	1,46,09	16,45,84	18,33,78	23,54,45	3,80,83,47	59,98,00	2,70,85,47
15,45,74	4,88,79	...	...	1,51,40	2,56,19	39,10,45	11,44,38	37,63,18
11,61,66	2,59,97	...	...	46,71				
1,08,66	31,11	...	5,62	7,96	...	1,48,85	...	1,48,85
8,16	...	...	64	...	...	8,80	...	8,80
9,85	...	...	88	...	...	10,18	...	10,18
14,01,51	4,93,57	29,09	...	1,37,84	98,98	21,66,44	4,87,21	16,79,23
29,58	16,61	...	3,05	...	...	49,24	...	49,24
14,65	2,58	...	3,47	...	...	20,70	...	20,70
33,48	5,70	...	4,55	...	...	48,78	...	48,78
1,62,57	25,43	21	16,21	5	...	1,94,49	...	1,81,49
5,94,56	14,48,65	11,46	44,45	34,82	...	8,33,67	...	8,33,67
2,41,84,40	92,52,48	1,86,85	17,24,69	22,01,56	29,09,57	4,04,59,58	78,22,54	3,26,29,99
91,90	...	...	9,13	2,54	...	1,08,57	...	1,08,57
10,13	...	...	87	...	...	11,00	...	11,00
9,69	...	...	1,19	...	...	9,89	...	9,88
17,95	...	...	3,96	...	...	21,81	...	21,81
19,51	...	...	3,75	26	...	28,52	...	23,52
23,94	...	...	1,29	3	...	23,61	...	23,46
1,96	...	...	47	...	...	2,43	...	2,43
1	...	...	5	...	...	6	...	6
93,11	22,76	...	10,23	...	...	1,31,15	...	1,31,15
47,60	...	...	1,24	...	...	46,84	...	46,81
1,40	...	...	37	...	...	1,77	...	1,77
8,19,60	22,76	...	31,99	2,82	...	3,77,17	...	3,77,17
2,45,04,00	92,75,22	1,86,85	17,56,68	22,04,38	29,09,57	4,06,36,70	78,22,54	3,72,07,16
...	...	...	...	...	...	1,93,84	...	1,93,84
3,56,30,65	1,32,30,19	2,52,34	24,73,46	33,41,90	34,20,19	(a) 5,82,41,37	78,22,54	5,96,2,08

(a) Outlay to end of 31st March 1921 as shown in Appendix 4 of Administration Report for 1920-21 ... Rs. 3,56,32,15,000
 Outlay during 1921-2 ... 23,43,47,000
 Total outlay to end of 31st March 1921 ... 3,81,75,62,000
 Total outlay to end of 31st March 1922 as shown in column 15 above ... 5,82,41,57,000
 Difference due to supplementary adjustments in 1920-21 ... 65,97,000

(i) Capital outlay during, and (ii) total capital

		CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					
Railways.	Gauge.	Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1	2	3	4	5	6	7	8
III—BRANCH LINE COMPANIES'							
<i>(A) Worked by the Branch</i>							
OPEN LINES.							
Ahmedpur-Katwa	2' 6"	12	..	..	8	-9	6
Asakan Light . . . . .	"	..	..	..	..	8	8
Bankura-Damoodar River	"	42	..	..	4	17	63
Burdwan-Katwa . . . . .	"	..	..	..	..	..	..
Kalighat-Falta	"	9	..	..	2	5	15
Futwah-Islampur	"	2,77	2	..	97	-1,01	2,75
TOTAL III (A) . . . . .	..	3,39	2	..	1,08	-80	3,67
<i>(B) Worked by</i>							
OPEN LINES.							
Hardwar-Dehra	5' 6"	37	..	..	..	..	37
Chaparmukh-Silighat	2' 8 1/2"	-7	..	..	-3	-9	-19
Dagbaha-Jamalpurganj	2' 6"	1	21	..	..	..	22
TOTAL . . . . .	..	31	21	..	-3	-9	40
LINE UNDER-CONSTRUCTION.							
Katakhal-Lalabazar	2' 8 1/2"	4,35	..	..	35	-29	4,31
TOTAL III (B). . . . . .	..	4,56	21	..	32	-38	4,71

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the Accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18
RAILWAYS UNDER GUARANTEE TERMS.									
<i>Line Company.</i>									
15,32	2,05	---	1,88	59	---	19,82	19,82	---	
28,81	16	---	1,54	35	---	30,86	30,86	---	
27,58	4,45	---	3,67	64	---	36,34	36,34	---	
18,88	2,87	---	1,64	38	---	18,27	18,27	---	
11,86	4,94	---	1,61	67	---	18,88	18,88	---	
10,53	1,50	---	3,98	12	---	16,13	16,13	---	
1,06,98	15,97	---	14,80	2,75	---	1,40,00	1,40,00	---	
<i>the Main Line.</i>									
28,78	---	---	2,58	---	---	31,36	31,36	---	
28,28	---	---	1,73	10	---	30,10	30,10	---	
1,95	1,10	---	19	8	---	3,27	3,27	---	
59,01	1,10	---	4,49	13	---	64,73	64,73	---	
6,09	---	---	75	31	---	7,15	7,15	---	
65,10	1,10	---	5,24	44	---	71,88	71,88	---	
*Includes Rs. 1,24,000 on account of land.									

(i) Capital outlay during, and (ii) total capital

1	2	CAPITAL OUTLAY DURING THE FINANCIAL YEAR, (IN THOUSANDS OF RUPEES).						8
		3	4	5	6	7		
airways.	Gauge.	Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.	
IV.—BRANCH LINE COMPANIES								
<i>(A) Worked by</i>								
Champaner-Shivrajpur-Fani Light	2' 6"	20	3,05	...	...	...	325
Godhra-Lunavada	"	18	1	...	-2	...	17	
Nadiad-Kapadvanj	"	2	1,09	...	...	2,51	3,62
Total IV (A)		40	4,15	...	-2	2,51	7,04	
<i>(B) Worked by the</i>								
OPEN LINES.								
Amritsar-Patti	2' 6"	21	...	...	...	...	21
Hoshiarpur-Doab—								
Jullundur-Mukorian	"	87	...	...	6	...	98
Phagwara-Bahon	"	6	...	...	...	...	6
Mandra-Bhann . . . . .	"	...	...	...	...	...	...
Fanposh-Raipura	"	4,28	...	...	...	...	4,28
Sara-Sirajganj	"	6	...	...	...	...	6
Sialkot-Narowal	"	-1	...	...	...	...	-1
Southern Punjab—								
Main line	"	1,62	...	...	...	...	1,62
Jullundur-Doab	"	23	...	...	...	...	23
Ludhiana Extension . . . . .	"	...	...	...	...	...	...
Sutlej Valley* . . . . .	"	...	...	...	...	...	...
Tapti Valley	"	47	...	...	6	...	53
Ahmedabad-Dholka	3' 3 1/2"	...	...	...	...	...	...
Ahmedabad-Parantij	"	1	...	...	...	...	1
Dhond-Baramati	2' 6"	...	...	...	...	...	...
Ellichpur-Yestmal (including Pulgaon-Arvi railway)	"	30	...	...	...	-17	13
Jacobabad-Kashmor	"	21	...	...	...	...	21
Khulna-Bagerhat	"	...	11	...	2	...	13	
TOTAL CARRIED OVER		8,31	11	...	14	-17	8,39	

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc. not finally charged off in the accounts.	Premium paid by Government in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18

RAILWAYS UNDER REBATE TERMS.

the Branch Line Company.

11,04	5,78	...	3,20	...	...	20,02	20,02	...
8,61	1,57	...	3,23	...	...	13,41	13,41	...
8,66	3,45	...	2,51	2,21	...	17,13	17,13	...
28,31	10,80	...	8,94	2,51	...	50,56	50,56	...

Main Line.

33,16	...	...	1,32	...	...	34,48	34,48	...
30,08	...	...	1,95	...	...	32,03	32,03	...
34,41	...	...	1,71	...	...	36,12	36,12	...
21,58	...	...	2,85	...	...	23,93	23,93	...
20,27	...	...	...	...	...	20,27	20,27	...
31,64	...	6	5,81	...	...	37,51	37,51	...
25,76	...	...	1,78	...	...	27,54	27,54	...
2,70,60	...	...	15,74	...	...	2,86,34	2,86,34	...
1,26,26	...	...	7,80	...	...	1,33,56	1,33,56	...
93,71	...	...	4,68	...	...	98,37	98,37	...
1,44,97	...	...	8,14	...	...	1,53,11	1,53,11	...
1,22,62	...	...	10,49	...	...	1,33,31	1,33,31	...
10,39	...	...	83	...	...	11,23	11,23	...
33,48	3	...	3,75	...	...	37,26	37,26	...
9,36	1,77	...	65	1	...	11,79	11,79	...
65,72	13,46	...	5,49	33	...	85,00	85,00	...
16,81	4,84	...	92	...	...	22,57	22,57	...
6,20	1,24	3	70	...	...	8,23	8,23	...
11,32,22	21,34	14	73,59	34	...	12,27,63	12,27,63	...

* Temporarily dis-mantled.

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					Stores, etc., not finally charged off in the accounts.	TOTAL
		Works.	Rolling- Stock.	Repairs.	General charges.			
1	2	3	4	5	6	7	8	
Total Brought forward		...	8,81	11	...	14	-17	8,81
Mayurbhanj	2' 6"	8,81	...	...	...	...	...	8,81
Pachora-Jamner	"	8	4	...	...	...	...	12
Darjeeling-Himalayan Extensions	2' 0"	22	...	...	13	...	...	35
Matheran Light	"	...	...	...	Information not available.		...	...
Larkhana-Jacobabad	2' 6"	5,80	3,41	...	92	-69	...	9,54
TOTAL	...	17,87	3,56	...	1,19	-60	...	21,62
LINE UNDER CONSTRUCTION.								
Shahdadkote Dodapur	2' 6"	†	†	†	†	†	†	†
Total IV (B)	...	17,87	3,56	...	1,19	-60	...	21,62
V.—BRANCH LINE COMPANIES' RAILWAY								
Mymensingh-Bhairab Bazar	3' 3 1/2"	2,69	...	...	...	-16	...	2,53
Total V	...	2,69	...	...	...	-16	...	2,53
VI.—COMPANIES' LINES SUBSIDIZE								
OPEN LINES.								
Delhi-Umbala-Kalka	3' 6"	1,55	...	...	...	...	...	1,55
Bengal and North-Western§	3' 3 1/2"	2,68	6,01	...	6	-2,29	...	6,46
Bengal Decans Extensions§	"	29	2	...	...	18	...	49
Mirpur Khas-Jhudo§	"	...	...	...	...	...	...	...
Mirpur Khas-Khadro§	"	2	...	...	...	...	...	2
Rohilkund and Kumaon	"	-25	3,09	...	...	-20	...	2,64
Barai Light. §	2' 6"	1,31	1	...	1	...	...	1,33
Dehri-Bohtas Light	"	8	...	...	...	...	...	8
Shahdara (Delhi)-Saharanpur Light§	"	...	152	...	...	12	...	1,64
Total VI	...	5,63	10,63	...	7	-2,24	...	14,11

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18

WAYS UNDER REBATE TERMS—contd.

Main Line—contd.

11,22,22	21,24	14	73,59	34	...	12,97,63	12,97,63	...
23,80	...	...	...	...	...	23,80	23,80	...
14,31	87	...	1,48	...	...	16,66	16,66	...
40,66	5,01	...	9,55	...	...	55,21	55,21	...
...	...	...	Information not available.			...	...	...
18,48	2,76	...	1,48	18	...	17,85	17,85	...
12,24,46	29,98	14	86,05	52	...	18,41,15	18,41,15	...
4,14	...	...	...	...	...	4,14	4,14	...
12,29,69	29,98	14	86,05	52	...	18,45,29	18,45,29	...

* Includes figures for Shahdaktote-Dodapar section.

† Included with the figures for open line.

UNDER GUARANTEE AND REBATE TERMS.

11,05,00	...	...	7,75	21	...	1,12,96	1,12,96	...
1,05,00	...	...	7,75	21	...	1,12,96	1,12,96	...

‡ Includes Rs. 16,69,000 for land provided by Government.

BY THE GOVERNMENT OF INDIA.

1,85,12	...	...	14,01	...	...	1,99,18	1,99,18	...
7,23,30	1,63,63	22,41	57,87	20,94	...	9,88,15	9,88,15	...
87,30	12,69	...	7,81	4,40	...	1,12,20	1,12,20	...
6,78	...	...	58	...	...	7,86	7,86	...
7,69	...	...	58	...	...	8,27	8,27	...
1,22,53	40,32	...	11,96	9	...	1,74,90	1,74,90	...
60,27	20,57	...	4,95	2,71	...	68,50	68,50	...
4,95	3,12	...	37	37	...	8,81	8,81	...
30,98	10,92	...	9,79	1,51	...	47,15	47,15	...
12,38,87	2,51,25	22,41	1,61,92	30,02	...	16,24,47	16,24,47	...

§ Receives land only from Government.

(i) Capital outlay during, and (ii) total capital

Sailways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					
		Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
VII.—COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3' 3 1/2"	30	28	...	...	150	2,08
Darjeeling-Himalayan	2' 0"	2	32	...	...	...	34
Total VII	...	32	60	...	...	150	2,42
VIII.—UNASSISTED							
Ledo and Tikak-Margherita Colliery	3' 3 1/2"	...	...	...	...	...	...
Bengal Provincial	2' 6"	...	6	...	...	...	8
Madaya Light	"	16	10	...	...	...	26
Jagadhri Light	2' 0"	...	1	...	...	...	1
Kulasekarapatnam Light	"	...	18	...	...	...	18
Trivellore Light	"	16	1	...	1	...	18
Total VIII	...	32	36	...	1	...	71
IX.—DISTRICT							
PNR LINES—							
Buramangalam-Salem	5' 6"	10	...	...	...	...	10
Tenali-Bopalle . . . . .	"	...	...	...	...	...	...
Beswada-Masulipatam	3' 3 1/2"	2	...	...	...	...	2
Podanur-Pollachi	"	8	1,28	...	...	...	1,31
Tanjore District Board	"	30	...	...	...	...	30
TOTAL	...	45	1,28	...	...	...	1,73
INES UNDER CONSTRUCTION—							
Manamadurai-Sivaganga	3' 3 1/2"	...	...	...	...	...	...
Tinnevely-Tiruchendur	"	10	...	...	...	1,62	1,72
TOTAL	...	10	...	...	...	1,62	1,72
Total IX	...	55	1,28	...	...	1,62	3,45
X.—COMPANIES' LINES SUBSIDIZED							
Bengal Doars	3' 3 1/2"	3	3	...	...	...	6
Arrah-Sasaram Light	2' 6"	...	55	...	...	...	47
Barnes-Basirhat Light . . . . .	"	...	...	...	3	13	16
Buxiharpur-Bihar Light . . . . .	"	...	...	...	...	...	...
Jessore-Jhenidah	"	9	...	...	...	3	1
Tospur-Balipara Light . . . . .	"	...	...	...	...	...	...
Howrah-Amta Light	2' 0"	...	34	...	...	74	1,08
Howrah-Shoakhala Light	"	...	17	...	...	15	32
Total X	...	1	109	...	3	97	2,10

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premium paid by Government in the purchase of Companies' lines.	Total.	Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
9	10	11	12	13	14	15	16	17	18
BY LOCAL GOVERNMENTS.									
64.41	40.20	23	17.78	1.50	---	124.12	124.12	---	
33.09	9.59	---	---	5.12	---	47.10	47.10	---	
96.50	50.09	23	17.78	6.62	---	1,71.22	1,71.22	---	
COMPANIES' LINES.									
16.94	Details not available.	---	---	---	---	16.94	16.94	---	
8.35	2.76	---	---	37	---	11.48	11.48	---	
7.59	84	---	---	---	---	8.73	8.73	---	
60	40	---	12	---	---	1.12	1.12	---	
3.26	2.40	---	67	---	---	6.48	6.48	---	
22	42	---	3	---	---	67	67	---	
87.36	6.52	---	82	37	---	45.37	45.37	---	
BOARD LINES.									
4.65	---	---	23	---	---	4.88	4.88	---	
13.78	---	---	1.14	---	---	14.87	14.87	---	
20.98	---	---	1.59	---	---	22.57	22.57	---	
8.48	3.07	---	1.28	---	---	12.83	12.83	---	
59.80	---	---	6.75	---	---	66.55	66.55	---	
1,07.64	3.07	---	10.99	---	---	1,21.70	1,21.70	---	
6	---	---	---	---	---	6	6	---	
5.57	---	---	1.17	2.54	---	9.28	9.28	---	
5.68	---	---	1.17	2.54	---	9.34	9.34	---	
1,13.37	3.07	---	12.16	2.54	---	1,31.04	1,31.04	---	
BY DISTRICT BOARDS.									
24.69	5.28	1.35	2.15	---	---	33.67	33.67	---	
15.65	4.16	---	11	25	---	33.19	33.19	---	
13.57	4.56	---	24	99	---	24.36	24.36	---	
10.06	3.49	---	6	59	---	14.20	14.20	---	
10.32	2.83	---	74	9	---	14.48	14.48	---	
3.20	1.60	---	7	---	---	4.87	4.87	---	
16.33	8.88	---	39	3.09	---	28.69	28.69	---	
4.77	2.50	---	11	79	---	8.17	8.17	---	
1,07.94	33.97	1.35	3.97	5.90	---	1,51.63	1,51.63	---	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)						TOTAL.
		Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.		
1.	2.	3.	4.	5.	6.	7.	8.	
OPEN LINES—		XI—INDIAN STATE LINES						
Bhavnagar State	3' 3 1/2"	-1,27	2,14	...	...	2,19	3,05
Bikaner	"	8,11	11,93	...	...	...	14,77
Birur-Shimoga	"	15	...	...	...	...	15
Chikajalur-Obitaldrug	"	98	...	...	24	-3	1,19
Gondal	"	41	3	...	...	-1,77	-1,33
Jamnagar	"	1,03	1,07	...	...	-1,25	84
Jetalsar-Rajkot	"	1,01	...	...	...	-19	82
Jodhpur	"	4,84	24,57	...	...	14,45	48,89
Junagadh State	"	78	5,11	...	...	-3,88	1,06
Khijadiya-Dhari	"	12	...	...	...	-12	...
Morvi (including 2' 6" gauge)	"	-42	2,55	...	...	1,78	3,86
Mysore	"	4,95	4,98	...	15	7,60	17,68	
Porbandar State	"	6	...	...	...	-34	-28
Udaipur-Chitorgarh	"	...	34	...	...	...	34
Bodell-Chhota Udaipur	2' 6"	5	...	...	1	...	6
Ontoh State	"	4	...	...	...	...	4
Dholpur-Bari (including Mohari-Barauli)*	"	3	75	...	...	...	78
Gaekwar's Billimora-Kalamba	"	...	...	...	...	...	...
" Dabhol	"	39	12	...	...	5,43	5,94
" Kosamba-Zankhrav	"	2	...	...	...	...	2
" Petlad-Vaso	"	...	...	...	...	...	...
Kolar District	"	-17	83	...	...	27	92
Gwalior Light	2' 0"	1,82	...	...	...	...	1,82
Mysore Light	"	27	...	...	1	...	28
Pipar-Bilara Light	"	...	...	...	...	...	...
TOTAL	...	17,65	54,09	...	41	24,10	96,25	
Lines under construction—								
Gadhakda to Mahuva with Branch to Port Albert Victor	3' 3 1/2"	5,98	...	...	23	3	5,18
Tagdi to Dhanduka	"	5,70	...	...	19	45	6,35
Bikaner to Kolarvt.	"	1,84	39	...	7	46	2,76	
Hanumangarh to Siale	"	25	...	...	6	-2	29
Marwar Junction to Sandarao	"	2,05	...	...	2	...	2,07
Jambur to Una	"	2,55	...	...	3	3	2,67
Nanjangud town to Hardanhalli	"	19	...	...	5	...	24
Okhamandal	"	8,16	...	...	4	...	8,20
Anjar to Daohan	2' 6"	...	...	...	...	...	...
Dholpur to Rajakhora	"	33	...	...	2	...	35
Mahuva to Anaval	"	...	...	...	...	...	...
Total, carried over	...	26,05	89	...	76	51	28,11	

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
9	10	11	12	13	14	15	16	17	18
93.98	22.99	—	5.08	6.98	—	1,27.98	1,27.98	—	
93.09	53.21	—	1.77	8	—	1,53.10	1,53.10	—	
22.98	—	—	1.63	—	—	24.61	24.61	—	
10.00	—	—	1.61	2	—	11.63	11.63	—	
46.85	18.95	—	2.47	6.40	—	69.67	69.67	—	
20.05	1.42	—	.95	2.10	—	28.53	28.53	—	
17.08	—	—	.83	—	—	17.91	17.91	—	
1,40.89	1,04.85	—	1.68	33.68	—	2,80.89	2,80.88	—	
63.61	16.96	—	2.70	7.53	—	90.80	90.80	—	
18.27	—	—	1.65	—	—	19.92	19.92	—	
86.14	17.30	—	1.60	1.73	—	86.77	86.77	—	
121.76	38.06	—	12.58	11.54	—	1,81.91	1,81.94	—	
10.12	5.62	—	.69	5	—	16.48	16.48	—	
17.50	4.59	—	1.11	—	—	23.20	23.20	—	
9.09	—	—	1.16	—	—	10.25	10.25	—	
8.17	1.46	—	1.87	—	—	11.00	11.00	—	
9.83	4.08	—	.49	—	—	14.40	14.40	—	
11.90	2.22	—	1.54	—	—	15.66	15.66	—	
65.00	11.78	—	7.43	5.42	—	189.61	189.61	—	
9.95	1.65	—	1.72	—	—	13.33	13.33	—	
8.74	1.47	—	.90	—	—	9.11	9.11	—	
74.15	5.25	—	1.50	.93	—	21.83	21.83	—	
61.81	10.02	—	4.55	—	—	79.38	79.38	—	
4.58	1.11	—	.47	.63	—	6.77	6.77	—	
2.34	.52	—	.4	—	—	2.90	2.90	—	
9,23,56	3,20,49	—	57,45	76,14	—	18,77,64	18,77,64	—	
16.60	—	—	1.08	.38	—	18.01	18.01	—	
10.58	—	—	.32	.47	—	11.37	11.37	—	
2.67	.39	—	.7	.62	—	3.75	3.75	—	
2.56	—	—	.63	—	—	3.39	3.39	—	
5.48	—	—	.13	—	—	5.61	5.61	—	
5.62	—	—	.20	5.22	—	11.04	11.04	—	
.89	—	—	.29	—	—	1.18	1.18	—	
17.44	—	—	.95	—	—	18.39	18.39	—	
.58	.8	—	—	—	—	.61	.61	—	
.50	—	—	.4	—	—	.54	.54	—	
.8	—	—	—	—	—	.8	.8	—	
63.00	42	—	3.66	6.69	—	73.97	73.97	—	

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohar Garahi section.

† Includes Rs. 89.00 incurred on "Sai Vaya."

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR, (IN THOUSANDS OF RUPEES.)					
		Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1.	2.	3.	4.	5.	6.	7.	8.
Total, brought forward		26,05	89	...	76	91	28,11
LINES UNDER CONSTRUCTION--concd.							
Motipura to Tankhala	2' 6"	...	...	...	...	...	...
Zaskhvar to Bardipada	"	...	...	...	...	...	...
Navsari to Kamrej	"	...	...	...	...	...	...
Potlad to Bhadrn	"	5,26	31	...	4	...	5,61
Ocheranda to Keral	"	32	...	...	1	...	33
TOTAL	...	31,63	70	...	81	91	34,05
Total XI	...	49,28	54,79	...	1,22	25,01	1,30,30
OPEN LINES--							
XII.-INDIAN STATE LINES							
Bhopal Ujjain	5' 6"	9	...	...	...	...	9
Bigha-Goann-Baran	"	22	...	...	...	...	22
Jammu and Kashmir (Indian State section)	"	4	...	...	...	...	4
Jind-Panipat (Indian State section)	"	...	...	...	...	...	...
Khanpur-Chaabran	"	...	...	...	...	...	...
Kolar Gold fields	"	2	...	...	...	...	2
Ludhiana-Dhuri-Jakhal	"	47	...	...	...	...	47
Nagda-Ujjain	"	...	...	...	...	...	...
Potlad-Cambay (Anand-Tarapur section)	"	19	...	...	2	...	21
Potlad-Cambay (Tarapur-Cambay section)	"	...	...	...	...	...	...
Rajpura-Bhatinda	"	8	...	...	...	...	8
Cooch Behar State	2' 6"	45	...	...	...	...	45
Dhrangadra	"	30	...	...	...	...	30
Gaekwar's Mehsana	"	59	...	...	2	...	61
Hindupur (Yesvantpur-Mysore Frontier)	"	1	...	...	...	...	1
Hingoli Branch	"	15	...	...	...	...	15
Jaipur State	"	...	...	...	...	...	...
Kolhapur State	"	...	...	...	...	...	...
Palanpur-Deesa	"	...	...	...	...	...	...
Sangli State	"	...	...	...	...	...	...
Secunderabad-Gadwal	"	6,90	18	...	15	...	7,18
Shoranur-Cochin	"	1	1,24	...	...	...	1,25
Parlakimedi Light	2' 6"	...	...	...	...	...	...
Rajpura State	"	7	9	...	...	1	17
Total, carried over	...	9,59	1,48	...	19	1	11,25

DIX 4—contd.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
Works.	Bolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18
WORKED BY INDIAN STATES.—contd.									
83,00	43	...	3,86	6,69	...	73,97	73,97	...	
4	...	...	...	...	...	4	4	...	
3	...	...	...	...	...	3	3	...	
3	...	...	...	...	...	3	3	...	
6,85	31	...	29	...	...	7,45	7,45	...	
6,90	...	...	66	...	...	7,56	7,56	...	
76,85	78	...	4,81	6,69	...	89,08	89,08	...	
10,00,41	3,31,22	...	62,26	83,63	...	14,66,73	14,66,73	...	
WORKED BY THE MAIN LINE.									
72,45	...	...	6,96	...	...	79,41	79,41	...	
93,80	18	...	8,19	...	...	1,01,16	1,01,16	...	
10,06	...	...	60	...	...	10,66	10,66	...	
17,97	...	...	...	...	...	17,97	17,97	...	
13,16	...	...	88	...	...	14,04	14,04	...	
11,61	...	...	64	...	...	12,25	12,25	...	
41,85	...	...	2,29	...	...	44,14	44,14	...	
20,85	...	...	1,71	...	...	22,56	22,56	...	
12,46	...	...	72	10	...	13,38	13,38	...	
8,54	...	...	27	...	...	8,81	8,81	...	
74,05	...	...	2,69	...	...	76,74	76,74	...	
18,83	1,08	4	60	...	...	20,29	20,29	...	
18,66	4	...	54	...	...	14,34	14,34	...	
91,85	65	...	7,65	...	...	1,00,15	1,00,15	...	
23,85	...	...	1,44	...	...	25,29	25,29	...	
23,44	...	...	3,08	...	...	31,47	31,47	...	
38,95	...	...	2,16	...	...	41,11	41,11	...	
22,06	...	...	1,20	...	...	23,26	23,26	...	
1,85	...	...	...	...	...	1,85	1,85	...	
1,75	...	...	9	...	...	1,84	1,84	...	
78,39	9,16	...	10,48	17	...	98,20	98,20	...	
50,96	16,38	67	3,68	72	...	72,76	72,76	...	
5,36	1,78	...	64	...	...	7,68	7,68	...	
13,92	2,60	...	1,06	...	...	17,58	17,58	...	
7,65,08	31,82	91	57,66	99	...	8,56,76	8,56,76	...	

* This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this part represents the outlay incurred by the Durbar.

(i) Capital outlay during, and (ii) total capita

Railways.	Gauge.	CAPITAL OUTLAY DURING THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)					
		Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	TOTAL.
1	2	3	4	5	6	7	8
Total, brought forward		9,59	1,46	...	19	1	11,25
XII.—INDIAN STATE LINES WORKED							
LINES UNDER CONSTRUCTION—							
Balharshah to Warangal	3' 6"	5,95	...	...	3,33	...	10,28
Wagrod to Kharoda	3' 3 1/2"	...	...	...	...	...	...
Gadwal to Kurnool	"	44	...	...	44	...	88
Palsana to Sikar	"	1,45	...	...	6	...	1,51
Sikar to Jhunjhun	"	...	...	...	...	...	...
Wanaparli Road to Gadwal	"	50	1	...	1	...	52
Trichinopoly to Pudukkottai	...	...	...	...	...	...	...
Total	...	9,34	1	...	3,84	...	13,19
Total XII	...	18,93	1,47	...	4,03	1	24,44
XIII.—COMPANIES' LINES GUARANTEED							
Nizam's Guaranteed State	3' 6"	11,23	2,82	...	16	...	13,71
Hyderabad-Godavari Valley	3' 3 1/2"	2,96	58	...	12	...	3,66
Bangalore-Obik Ballapur Light	2' 6"	38	41	...	...	-39	40
Total XIII	...	14,57	3,81	...	28	-39	17,77
XIV.—LINES IN FOREIGN TERRITORY WORKED							
Poralam-Karaikkal	3' 3 1/2"	...	...	...	...	...	...
Pondicherry	"	...	...	...	...	...	...
West of India Portuguese	"	-6	...	...	...	...	-6
Total XIV	...	-6	...	...	...	...	-6
Total Other Railways	...	1,18,26	81,51	...	3,19	26,35	2,34,81
GRAND TOTAL	...	9,38,41	10,83,70	3,65	38,31	4,34,61	25,78,28

DIX 4—concl.

outlay to end of, the financial year 1921-22.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States. (In thousands of rupees.)	Outlay charged to funds provided by the State. (In thousands of rupees.)	REMARKS.
9	10	11	12	13	14	15	16	17	18
BY THE MAIN LINE—concl.									
7,55,08	31,82	91	57,96	99	—	8,56,76	8,56,76	—	
7,20	—	—	4,25	—2,68	—	8,62	8,82	—	
2	—	—	—	—	—	2	2	—	
44	—	—	44	—10	—	78	78	—	
11,78	—	—	1,01	9,86	—	22,15	22,15	—	
5,70	67	—	70	1	—	7,14	7,14	—	
12	—	—	—	—	—	12	12	—	
35,26	67	—	6,46	6,64	—	39,03	39,03	—	
7,90,84	32,49	91	64,43	7,83	—	8,95,79	8,95,79	—	
BY INDIAN STATES.									
4,82,26	1,17,42	—	9,79	22,20	—	5,81,67	5,81,67	—	
2,86,89	63,96	—	33,06	12,82	—	3,45,93	3,45,93	—	
8,06	2,93	—	1,77	6	—	12,81	12,81	—	
6,76,98	1,84,81	—	44,62	34,55	—	9,40,41	9,40,41	—	
BY BRITISH INDIAN RAILWAY COMPANIES.									
6,09	—	—	1,15	—	—	7,24	7,24	—	
5,82	—	—	36	—	—	5,69	5,69	—	
1,94,40	—	—	—	—	—	1,94,40	1,94,40	—	
2,05,62	—	—	1,51	—	—	2,07,33	2,07,33	—	
57,90,83	9,40,87	25,04	4,31,64	1,76,79	—	73,64,67	73,64,67	—	
4,14,21,48	1,41,70,56	2,77,33	29,04,10	33,18,69	24,20,19	6,56,06,24	1,40,94,21	5,66,12,08	

Details of gross earnings

[N.B.—The numbers are in hundreds and

COACHING TRAFFIC.																		
PASSENGER TRAFFIC.																		
Railway system.	Year.	1st class.										Season and vendors' tickets.		Total.			Other coaching traffic earnings.	Total coaching traffic earnings.
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.						
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.	Total.	Earnings.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
		Rs.		Rs.		Rs.		Rs.		Rs.					Rs.		Rs.	
5' 6" GAUGE																		
Bengal Nagpur	1919-20	33,8	7,92	114,8	9,01	525,0	9,59	17,285,1	1,56,24	1,140,0	1,07	...	...	19,098,4	1,83,78	26,80	2,10,1
	1920-21	34,8	7,89	124,6	9,32	538,0	12,09	18,317,4	1,61,25	1,368,7	1,34	...	...	20,675,5	1,91,80	29,87	2,21,6
	1921-22	34,9	7,77	120,9	8,77	525,9	11,52	19,128,3	1,59,52	1,518,9	1,61	21,337,5	581,1	21,918,6	1,89,19	32,28	2,21,4	
Bombay, Baroda and Central India	1919-20	111,4	8,00	1,184,9	20,50	438,8	17,90	36,062,8	1,53,12	12,032,4	9,00	...	...	51,725,1	2,09,27	39,27	2,48,5
	1920-21	136,7	8,84	1,498,4	22,40	474,3	17,25	40,404,2	1,64,19	17,230,2	11,31	...	...	59,690,8	2,24,19	46,21	2,70,4
	1921-22	136,8	9,51	1,372,3	22,02	408,4	16,48	38,461,5	1,50,82	12,776,2	12,87	37,456,7	1,673,5	59,140,2	2,12,70	49,66	2,61,3	
Eastern Bengal.	1919-20	72,5	3,67	249,2	3,99	771,3	6,58	30,361,5	84,50	7,230,8	6,42	...	...	288,745,3	1,05,16	11,97	1,17,1
	1920-21	82,4	3,97	288,1	4,57	1,266,4	8,46	30,427,4	81,37	8,152,2	7,19	...	...	240,211,5	1,05,56	17,86	1,23,2
	1921-22	64,5	3,97	190,1	4,68	698,8	7,98	18,618,7	78,92	8,040,9	7,79	27,069,4	782,4	27,821,8	1,03,24	19,46	1,22,8	
East Indian.	1919-20	91,5	17,08	410,4	25,54	1,415,5	30,44	36,350,3	32,21,52	4,635,6	4,25	...	...	42,903,3	3,95,84	72,51	4,77,8
	1920-21	101,3	10,01	465,0	28,46	1,403,6	34,02	40,608,6	3,37,59	5,508,4	5,13	...	...	48,175,4	4,24,81	84,74	5,09,5
	1921-22	88,9	19,29	435,3	28,27	1,380,7	30,08	40,812,8	3,37,93	6,051,4	5,82	45,610,2	2,558,8	48,169,0	4,11,16	85,57	4,96,7	
Great Indian Peninsula	1919-20	174,0	22,27	845,4	40,20	278,3	11,11	37,607,9	3,50,75	7,917,4	5,22	...	...	46,818,9	4,35,68	1,18,01	5,49,6
	1920-21	175,3	27,34	979,0	39,22	227,8	10,88	40,812,5	3,52,59	9,879,9	6,50	...	...	52,073,5	4,36,53	1,07,31	5,43,8
	1921-22	146,0	30,81	698,9	41,88	184,5	9,68	42,531,0	3,29,56	10,648,2	8,00	52,101,2	2,057,9	54,159,1	4,19,88	1,10,84	5,30,7	
Madras and Southern Mahratta.	1919-20	50,4	6,08	417,0	10,22	328,0	3,86	42,481,5	1,14,62	1,001,9	81	...	...	44,789,6	1,35,38	28,10	1,63,4
	1920-21	56,3	6,21	485,4	11,09	374,3	4,28	40,562,2	1,22,93	1,309,3	86	...	...	42,787,5	1,45,37	29,28	1,74,6
	1921-22	58,7	7,11	384,1	11,40	427,3	4,53	39,147,7	1,21,61	1,158,9	74	33,805,6	1,265,9	41,171,5	1,45,44	30,45	1,75,8	
Nizam's Guaranteed State.	1919-20	9,8	74	59,0	2,05	812,9	7,42	1,833,2	10,81	6,1	2	...	...	2,721,5	21,04	4,89	25,4
	1920-21	10,3	77	59,5	1,90	662,7	6,90	2,285,7	12,00	53,9	6	...	...	3,022,0	22,23	4,82	27,0
	1921-22	9,7	77	58,5	1,80	493,3	6,41	2,094,1	18,46	76,3	6	3,291,9	340,2	3,632,1	22,50	5,69	28,1	
North Western (Commercial).	1919-20	f	31,35	f	36,65	f	44,35	f	4,03,94	f	32	...	...	f	5,07,11	1,21,35	6,29,0
	1920-21	f	18,07	f	34,28	f	53,71	f	4,29,99	f	33	...	...	f	5,29,98	1,03,50	6,33,4
	1921-22	f	18,09	f	34,14	f	48,30	f	4,36,70	f	33	f	f	f	5,37,51	87,46	6,14,9	
(Military)	1919-20	f	2,16	f	2,82	f	3,81	f	48,51	f	2	...	...	f	57,31	31,76	89,07
	1920-21	f	1,62	f	2,00	f	4,10	f	58,58	f	3	...	...	f	62,34	30,24	92,58
	1921-22	f	2,16	f	3,10	f	3,53	f	51,25	f	4	f	f	f	60,68	18,00	78,68	
Total N.W.	1919-20	149,6	23,50	863,7	30,47	3,171,0	43,60	53,560,9	4,52,45	813,8	84	...	...	58,059,0	5,64,49	1,53,71	7,18,13
	1920-21	141,8	29,30	891,3	37,28	3,795,8	57,81	63,711,1	4,76,77	355,6	96	...	...	63,895,1	5,92,32	1,33,74	7,26,0
	1921-22	146,0	30,85	671,7	37,24	3,452,7	51,83	68,860,6	4,77,85	452,2	49	72,526,7	1,263,5	73,790,2	5,83,19	1,05,46	6,93,65	

a Equivalent to the number of trips up and down on which the price of the tickets is based.
 b Including 2' 6" gauge lines, except Farakimodi Light railway shown separately.
 c Including 2' 6" gauge lines worked.
 d Including figures for 3' 3 1/2" and 2' 6" gauge systems.
 e Including 2' 6" gauge lines worked but excluding Matheran Light railway for which information is not available.
 f Information not available separately but included in the total.

DIX 5.

of each railway system.

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																		
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL.			Electric telegraph earnings.	Steam boat earnings.	Sun-dry earnings.	Total gross earnings.	
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.					
19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
8,904	2,72,88	48	4,66	2,545	1,21,10	1,142	83,76	30	2,66	5,20			8,669	4,20,46	60	3,17	12,76	6,37,57
2,046	2,47,82	12	1,95	2,770	1,27,29	1,156	22,54	23	2,21	4,16			2,906	4,05,97	58	2,40	12,58	6,48,29
4,047	2,64,53	4	62	3,598	1,26,49	1,205	27,99	16	1,93	9,33	8,046	819	3,665	4,30,89	54	3,68	22,33	6,78,35
2,933	2,20,70	79	10,55	512	20,91	758	9,05	43	11,43	14,15			4,325	3,18,52	1,67		10,52	5,78,65
2,944	2,83,50	38	4,75	497	21,76	855	12,39	37	11,54	6,98			4,371	3,16,46	1,01		17,38	6,11,78
2,800	2,83,22	29	3,79	493	22,89	863	18,51	36	12,74	4,81	2,581	1,640	4,221	3,48,96	70		15,05	6,18,07
2 2,471	1,18,92	2 27	28	1,095	9,85	2 770	6,87	2 16	16	2,84			2 5,379	1,38,92	33		19,61	2,75,09
2 2,218	1,18,86	2 19	26	1,206	11,13	2 667	7,07	2 9	9	2,74			2 4,819	1,35,14	31		21,53	2,90,22
2 2,773	1,09,76	2 23	31	1,142	11,83	2 755	8,25	2 4	6	2,42	22,324	2,313	2 4,697	1,32,63	31		12,74	2,69,45
5,039	3,72,35	200	18,48	10,596	4,03,86	2,378	88,23	27	7,04	2			18,240	8,45,48	1,68		86,29	12,60,89
5,884	4,15,13	188	7,97	11,174	3,47,78	2,370	86,54	32	8,37	1,37			18,098	9,17,11	1,55	14	24,76	14,58,11
4,916	4,31,59	116	7,59	8,962	3,77,24	2,498	88,81	27	2,48	1,05	14,323	22,187	16,510	8,64,75	1,53	86	14,25	18,77,62
5,033	5,88,37	342	25,77	1,914	99,66	3,368	59,63	33	5,30	17,07			10,693	8,05,70	2,44		22,37	13,79,37
5,303	6,31,74	251	24,33	1,627	85,34	2,982	55,09	29	4,41	11,29			10,192	8,12,20	2,10		41,19	18,99,33
5,451	6,90,15	181	15,51	1,378	74,27	3,706	52,52	28	5,19	97	6,367	4,330	10,697	8,36,67	1,98		19,92	18,89,29
2 2,276	1,56,55	2 106	2,74	2 442	25,13	2 870	12,21	2 14	1,40	1,79			2 4,708	1,99,81	26		6,59	3,70,09
2 2,094	1,48,10	2 77	2,98	2 409	23,98	2 923	9,76	2 14	1,82	1,79			2 4,517	1,88,88	24		10,30	3,74,07
2 2,300	1,69,06	2 29	1,56	2 285	18,77	2 335	9,53	2 14	2,12	1,23	3,204	1,359	2 4,563	2,02,27	23		9,30	3,67,69
634	42,81	23	1,05	428	18,51	185	3,11		3	53			1,270	60,66	47		4,31	90,17
632	38,64	9	55	481	15,98	202	2,36		5	58			1,314	58,11	38		5,55	91,00
641	44,59	8	33	418	14,98	203	2,92		6	67	981	239	1,270	63,85	48		4,83	96,22
f	4,20,57	f	41,47	f	24,86	f	57,19	f	1,89	10,42			f	5,56,84	3,58	2,77	37,06	12,28,81
f	4,79,07	f	35,56	f	19,99	f	51,35	f	3,53	17,37			f	6,06,87	3,90	2,49	46,23	12,92,97
f	4,86,13	f	27,48	f	19,47	f	31,97	f	4,14	16,07	f	f	f	6,05,26	2,58	2,99	37,48	12,83,29
f	40,55	f	6,96	f	1,31	f	8,24	f	24	70			f	58,02	1,11		90	1,69,19
f	48,85	f	9,33	f	1,61	f	7,10	f	16	3,25			f	70,70	51		1,01	1,64,80
f	63,65	f	6,83	f	2,43	f	8,30	f	61	1,59	f	f	f	83,11	47		1,99	1,64,26
4,850	4,61,12	398	43,43	7,96	26,17	5,150	65,37	15	2,15	11,12			11,339	6,14,26	4,09	2,77	37,96	13,77,91
5,672	5,27,92	414	44,39	6,50	21,60	5,019	58,43	21	4,09	20,62			11,776	6,77,57	4,41	2,49	47,24	14,37,77
5,849	5,49,78	333	34,01	5,51	21,90	5,224	60,27	22	4,75	17,66	9,361	2,170	11,531	6,96,37	3,03	2,99	59,47	16,47,58

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

Details of gross earnings

[N.B.—The numbers are in hundreds and

COACHING TRAFFIC.																		
PASSENGER TRAFFIC																		
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.				Other coaching traffic earnings.	Total coaching traffic earnings.	
		No.		Earnings.		No.		Earnings.		No.		Earnings.		No.				Earnings.
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
		Rs.		Rs.		Rs.		Rs.		Rs.				Rs.		Rs.	Rs.	
Oudh and Rohilkhand.	1919-20	57,7	4,83	207,9	8,22	954,6	12,88	17,984,0	1,25,44	...	...	...	...	19,203,5	1,51,17	21,17	1,72,34
	1920-21	52,7	4,80	214,0	8,14	961,4	13,85	19,248,5	1,26,69	...	...	...	...	20,576,6	1,52,98	22,48	1,75,46
	1921-22	57,7	5,45	215,2	8,58	967,9	14,40	19,484,1	1,32,47	...	...	19,146,5	1,551,4	20,724,9	1,50,90	27,25	1,78,15
South Indian.	1919-20	b	2,04	b	4,48	...	...	b	39,54	b	12	...	...	b	46,16	7,64	53,80
	1920-21	b	2,19	b	4,90	...	...	b	41,10	b	17	...	...	b	48,36	8,89	56,75
	1921-22	b	2,77	b	4,86	...	...	b	48,31	b	9	b	b	b	51,05	9,56	60,61
Aden ...	1919-20	...	...	Details not available.		...	...	...	...	...	...	...	...	...	...	...	...
	1920-21	...	...	Details not available.		...	...	...	...	...	...	...	...	...	...	...	...
	1921-22	8	1	24	3	...	...	213,2	88	2,9	1	213,6	...	213,8	91	49	1,40
Assam-Bengal.	1919-20	14,9	1,89	86,9	1,13	120,0	1,49	7,189,1	44,14	52,4	9	...	...	7,363,3	48,43	5,30	53,73
	1920-21	17,1	1,50	42,3	1,91	162,1	2,12	7,189,5	44,60	49,0	11	...	...	7,451,0	49,74	6,02	55,76
	1921-22	14,8	1,84	82,1	1,03	128,5	1,70	5,538,0	37,54	50,2	10	5,558,9	19,97	5,758,6	41,48	5,98	47,89	
Bengal and North-Western.	1919-20	15,4	1,01	85,1	2,40	270,4	3,08	27,567,5	1,25,78	128,8	3	...	...	28,087,2	1,32,30	8,71	1,33,95
	1920-21	15,0	1,00	89,1	2,57	268,6	3,05	28,702,3	126,26	6,16	2	...	...	29,131,6	1,32,90	11,10	1,33,75
	1921-22	14,9	1,03	87,0	2,52	231,3	2,75	28,449,3	1,36,54	51	1	27,592,3	1,195,5	28,787,8	1,42,85	12,92	1,47,98	
Bengal Decans.	1919-20	2,7	10	3,9	7	53,2	20	1,065,8	3,65	...	...	...	...	1,145,6	4,02	6	4,69
	1920-21	3,3	12	4,0	7	54,1	21	984,7	3,18	...	...	...	...	1,046,1	3,53	69	4,27
	1921-22	2,5	10	3,6	7	31,0	14	944,2	3,02	...	...	941,4	39,9	981,3	3,33	61	3,94
Dhawanagar State.	1919-20	4,8	18	65,8	94	...	...	2,382,3	12,65	18,8	2	...	...	2,466,1	13,74	1,64	15,38
	1920-21	3,5	14	54,0	1,01	...	...	2,189,6	11,80	12,0	2	...	...	2,259,1	12,97	1,44	14,41
	1921-22	3,1	12	48,1	90	...	...	2,330,6	10,96	20,4	3	1,913,8	338,4	2,297,2	12,01	1,53	13,54
Bombay Baroda and Central India.	1919-20	41,9	2,93	277,1	9,30	592,1	7,34	30,811,3	1,73,51	107,3	20	...	...	31,829,6	1,93,33	23,38	2,16,71
	1920-21	40,3	3,24	286,5	2,48	635,4	9,52	30,337,0	1,83,40	120,7	26	...	...	31,309,9	2,05,90	26,00	2,31,90
	1921-22	33,4	3,77	211,6	10,00	548,3	9,83	29,549,7	1,80,11	90,5	20	27,674,2	2,759,2	30,433,4	2,03,93	24,34	2,28,27	
Burma ...	1919-20	63,9	4,09	397,4	7,46	...	...	31,392,6	1,09,69	1,184,3	73	...	...	33,168,9	1,22,87	10,11	1,32,93
	1920-21	74,1	5,77	393,1	6,67	...	...	33,877,3	1,18,55	1,333,4	87	...	...	35,679,1	1,33,81	11,13	1,44,94
	1921-22	76,3	6,56	384,4	9,69	...	...	33,351,1	1,23,91	1,358,6	82	35,069,8	...	35,669,8	1,40,37	12,49	1,52,86
Dibrugarh.	1919-20	5,7	12	5,2	7	15,4	12	622,1	2,45	...	...	...	...	648,7	2,76	30	3,26
	1920-21	6,1	12	8,6	9	17,9	13	732,7	2,41	...	...	...	...	755,3	2,78	60	3,25
	1921-22	6,3	12	7,6	8	12,3	9	697,0	2,29	...	...	...	...	723,2	2,58	54	3,19

a Equivalent to the number of trips up and down on which the price of the tickets is based.

b Included with the 3'3 3/4" gauge system.

c Excluding the Cawnpore-Burhwal (3' 3 3/4" gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway and, as to totals, with the Sundry earnings of the Oudh and Rohilkhand railway.

d Includes the Dibrugarh railway up to the 31st September 1919.

e Includes the Dibrugarh railway from the 1st October 1919.

DIX 5—contd.

of each railway system:

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																			
MERCANDISE, GENERAL.		MILITARY STORES.		COAL AND COKK FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE STOCK.		OTHER GOODS TRAFFIC.	TOTAL.			Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.		
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.						
19	20	21	22	23	24	25	26	27	28	29	Originating on home line, whether local or foreign.	Other traffic.	Total.	33	34	35	36	37	
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,618	76,15	37	1,79	797	34,64	949	8,99	11	1,18	67	...	...	3,412	1,23,42	73	...	26,57	3,23,04
1,687	84,23	27	1,10	784	35,98	947	9,14	9	1,19	115	...	...	3,454	1,32,79	72	...	19,08	3,38,04
1,854	1,03,81	14	62	648	28,70	960	10,40	8	1,10	48	1,699	1,735	3,484	1,43,11	77	...	20,55	3,42,53	
5	56,79	5	43	5	27	5	2,08	5	33	53	...	...	5	60,43	12	...	12,59	1,26,57
5	53,81	5	23	5	46	5	1,97	5	24	61	...	...	5	56,32	12	...	12,60	1,25,71
5	54,05	5	26	5	23	5	1,58	5	25	45	5	5	5	56,81	12	...	11,61	1,39,11	
...	Details not available.	3,35
...	2,70
6	23	19	75	...	...	10	11	...	...	...	35	...	35	1,09	...	...	1	2,50
728	46,95	...	1	115	2,78	151	2,28	3	29	34	...	...	997	51,65	27	39	6,57	1,12,61
687	46,71	...	1	99	2,66	137	2,26	2	20	58	...	...	905	52,42	26	43	5,43	1,14,90
527	36,51	...	1	97	3,25	134	2,16	1	13	38	629	130	759	42,44	24	34	5,03	95,44	
2,155	1,07,53	2	3	175	2,49	339	4,99	12	1,96	67	...	...	2,683	1,04,10	71	10,72	3,82	2,53,33
2,152	1,06,93	1	1	121	1,94	311	4,69	9	1,34	101	...	...	2,591	1,03,90	70	10,06	5,87	2,57,26
2,847	1,29,37	2	5	155	3,13	339	5,23	7	92	93	2,072	778	2,850	1,23,76	78	10,84	7,01	2,90,39	
139	11,36	...	...	31	1,44	21	17	...	...	3	...	...	191	13,00	3	20	22	18,03
124	8,57	...	...	36	1,85	19	11	...	...	4	...	...	179	10,57	4	18	20	15,36
113	7,16	...	...	39	2,54	20	11	...	...	2	102	70	172	9,83	4	17	39	14,27
250	9,16	...	...	36	51	23	16	1	12	6	...	...	310	10,01	23	...	41	26,02
218	7,96	...	...	35	54	20	22	1	11	2	...	...	274	8,85	18	...	48	23,92
243	8,45	...	...	29	43	20	20	...	5	3	151	141	292	9,16	23	...	47	23,40
2,331	2,61,00	53	3,25	210	5,55	437	8,26	40	7,93	39	...	...	3,121	2,26,39	1,03	...	8,23	4,52,35
2,321	1,94,10	34	2,10	227	4,53	647	9,84	30	6,76	60	...	...	3,239	2,17,87	34	...	7,73	4,58,34
2,669	2,30,30	26	1,42	215	3,79	682	10,42	24	6,60	1,11	1,972	1,644	3,616	2,43,54	76	...	5,51	4,81,06	
2,631	1,71,35	23	1,51	27	2,15	990	7,33	15	4,76	43	...	...	3,386	1,87,53	56	1,24	6,94	3,29,29
2,630	1,56,50	7	51	37	2,54	951	8,62	18	5,75	50	...	...	3,643	1,74,42	56	1,10	5,76	3,26,78
2,702	1,73,04	4	32	35	2,69	969	9,03	17	5,37	71	3,747	...	3,747	1,91,16	61	1,30	7,41	3,53,24	
173	6,56	...	...	321	5,56	4	2	3	2	2	...	...	701	12,18	6	...	23	15,73
170	6,73	...	...	493	6,55	3	2	2	2	2	...	...	668	13,34	5	...	17	16,91
163	7,12	...	...	508	7,69	5	2	1	1	2	...	...	632	14,86	4	...	19	18,20

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

Details of gross earnings

(N.B.—The numbers are in hundreds an

		COACHING TRAFFIC.															
		PASSENGER TRAFFIC.										Total.		Other coaching traffic earnings.	Total coaching traffic earnings.		
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		No.				Earnings.	
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.				Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
5' 6" GAUGE—contd.			Rs.		Rs.		Rs.		Rs.		Rs.				Rs.		Rs.
Eastern Bengal.	1919-20	b	2,09	b	2,46	b	3,06	b	68,42	b	21			b	76,24	11,47	87,71
	1920-21	b	2,10	b	2,98	b	4,68	b	75,10	b	23			b	85,44	15,82	1,01,26
	1921-22	15,1	2,43	66,7	2,37	286,4	3,91	11,011,7	61,09	357,6	24	10,989,3	748,2	11,737,5	70,54	14,70	85,24
Gondal.	1919-20	5,8	24	110,8	1,30	...	...	2,323,6	10,75	4,5	1			2,443,7	12,30	1,20	13,50
	1920-21	4,8	25	94,9	1,39	...	...	2,305,3	10,73	6,3	1			2,410,8	12,37	1,22	13,59
	1921-22	4,0	25	81,4	1,28	...	...	2,191,2	10,36	3,8	...	1,799,8	481,2	2,281,0	11,87	1,33	13,20
Jamnagar.	1919-20	1,0	5	17,1	35	...	...	451,3	2,37	5	...			470,4	2,77	45	3,22
	1920-21	9	4	16,9	35	...	...	455,5	2,34	8	...			474,1	2,73	37	3,10
	1921-22	9	4	15,4	33	...	...	493,3	2,59	17	1	436,0	77,3	513,3	2,97	43	3,40
Jodhpur-Bikaner.	1919-20	10,7	89	78,3	2,98	230,9	3,34	6,168,9	40,10	...	...			6,483,8	47,31	7,48	54,79
	1920-21	10,2	86	77,7	2,93	198,5	2,95	5,736,3	41,33	...	...			6,069,2	49,57	7,11	55,68
	1921-22	8,78	1,11	61,8	3,86	175,3	3,93	5,303,3	41,22	8	...	5,018,5	591,5	5,610,0	48,62	6,58	55,20
Junagad State.	1919-20	2,8	5	30,3	62	...	...	1,526,2	5,41	4,5	1			1,614,4	6,09	45	6,54
	1920-21	3,3	7	63,4	62	...	...	1,550,4	5,56	5,9	1			1,623,0	6,26	59	6,79
	1921-22	2,9	7	49,0	53	...	...	1,500,6	5,37	5,9	1	1,301,2	257,4	1,558,6	5,98	61	6,59
Madras and Southern Mahratta c.	1919-20		2,84	d	7,25	d	1,23	d	96,31	d	19			d	1,08,32	15,73	1,24,05
	1920-21		2,78	d	7,16	d	1,35	d	1,00,35	d	23			d	1,12,07	17,06	1,29,13
	1921-22		2,00	d	7,22	d	1,73	d	1,00,48	d	21	d	d	d	1,12,54	17,59	1,30,13
Nerul.	1919-20	3,9	17	47,3	98	...	...	921,6	6,58	2	...			973,0	7,63	1,06	8,69
	1920-21	3,4	17	30,9	93	...	...	911,8	6,55	...	...			955,1	7,70	1,11	8,81
	1921-22	3,4	16	32,5	90	...	...	884,2	6,43	16	...	570,4	351,3	921,7	7,52	1,23	8,75
Mysore f.	1919-20	4,1	22	23,7	51	...	...	1,741,4	7,24	6,7	1			1,775,9	7,98	84	8,82
	1920-21	7,3	38	40,6	86	...	...	3,030,5	13,67	13,7	1			3,141,5	19,92	1,62	15,54
	1921-22	10,2	43	38,1	92	...	...	3,956,3	13,38	24,8	3	2,942,3	87,1	3,029,4	14,76	1,95	16,71
Nizam's Guaranteed State.	1919-20	6,5	60	63,8	1,77	...	...	4,837,4	24,79	113,5	9			5,041,2	27,25	3,95	31,20
	1920-21	6,2	62	60,5	1,85	...	...	4,608,0	27,80	314,4	21			4,939,1	30,48	3,61	34,09
	1921-22	6,3	64	49,3	1,61	...	...	4,180,0	24,97	75,4	5	4,193,4	112,1	4,311,5	27,27	4,10	31,37
Rohilkhand and Kumaon.	1919-20	3,3	35	28,5	1,10	47,1	48	6,092,5	20,06	...	1			6,176,9	22,50	2,37	24,87
	1920-21	2,3	32	31,7	1,17	53,9	53	6,301,3	21,46	...	1			6,536,3	24,11	3,33	27,44
	1921-22	0,9	1,04	34,7	1,41	46,1	50	6,374,5	23,11	...	1	6,184,5	232,7	6,467,3	26,07	3,36	30,03

a Equivalent to the number of trips up and down on which the price of the tickets is based.

b Included with the 5' 6" gauge system.

c Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.

d Included with the 5' 6" gauge system.

e Including the 2' 6" gauge section.

f Includes the railways named in note c from the 1st October 1919.

DIX 5—contd.

of each railway system.

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																				
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE STOCK.			OTHER GOODS TRAFFIC.			TOTAL.			Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Originating on home lines whether local or foreign.	Other traffic.	Total.	Earnings.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37		
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.		
5	76,88	5	8	5	1,95	5	5,12	5	1,17	1,10	...	...	5	86,90	33	3,02	8,75	1,57,21
5	75,80	5	4	5	2,03	5	4,86	5	82	1,66	...	...	5	84,61	31	3,61	10,70	2,00,49
5	74,70	5	1	5	2,46	5	5,93	5	83	1,13	...	...	5	84,61	30	3,50	6,83	1,60,47
340	9,03	...	...	25	34	28	18	...	4	3	...	...	398	3,61	12	...	1,02	24,25
334	8,77	...	...	29	42	30	25	...	3	5	...	...	398	3,52	11	...	97	24,19
331	9,32	...	...	21	58	27	24	...	4	4	229	150	379	10,22	9	...	79	24,30
61	1,66	...	...	2	5	3	3	...	1	1	...	...	66	1,76	2	...	15	5,15
49	1,29	...	...	1	3	5	6	1	1	2	...	...	56	1,41	2	...	4	4,57
53	1,41	...	...	1	3	113	13	1	1	1	40	27	67	1,59	2	...	17	5,19
865	40,22	13	78	25	27	157	1,56	6	95	21	...	...	1,066	43,99	28	...	1,89	1,00,95
905	40,04	19	104	22	27	205	2,05	4	68	14	...	...	1,153	44,22	23	...	3,41	1,09,59
769	42,40	8	18	24	24	210	2,77	3	43	51	466	343	1,009	44,51	19	...	5,20	1,07,10		
165	3,67	...	...	2	3	21	12	...	1	1	...	...	183	3,84	3	...	13	10,54
164	4,03	...	...	...	1	30	14	...	2	1	...	...	194	4,21	2	...	23	11,25
174	4,28	...	...	...	...	19	11	...	2	1	187	36	193	4,42	2	...	19	11,32
2	1,17,64	2	4,17	2	1,12	2	7,31	2	99	1,11	...	...	2	1,32,34	50	3,30	3,83	2,63,92
2	1,18,14	2	2,83	2	1,70	2	8,22	2	65	93	...	...	2	1,32,47	38	2,68	3,74	2,68,74
2	1,35,56	2	1,61	2	86	2	7,56	2	91	79	2	2	2	1,47,29	32	3,56	5,62	2,87,12		
112	3,64	...	...	16	19	12	8	1	6	2	...	...	141	3,99	7	...	14	12,69
109	3,65	...	...	15	24	13	8	...	5	2	...	...	137	4,04	6	...	13	12,04
114	3,43	...	...	14	22	10	6	...	5	1	53	85	138	3,52	5	...	10	12,73
102	4,04	...	...	...	2	21	24	...	4	6	...	...	123	4,46	2	...	17	12,41
208	7,08	...	...	3	10	3	6	...	5	13	...	...	219	7,42	4	...	25	23,25
185	7,25	...	...	2	3	21	20	...	6	12	186	72	268	7,73	2	...	40	24,23
392	34,75	2	4	42	1,53	126	1,49	...	7	43	...	...	632	36,21	27	...	1,33	71,61
367	35,31	12	51	26	87	167	1,22	...	9	33	...	...	573	39,38	23	...	2,25	75,63
334	36,89	9	46	45	2,00	167	1,50	1	17	32	371	235	606	42,84	24	...	3,15	76,60		
654	12,09	2	11	5	6	96	67	...	3	4	...	...	757	22,92	9	...	4,75	52,62
647	21,63	2	12	5	8	90	66	...	3	31	...	...	744	23,82	10	...	3,51	54,18
744	27,25	3	22	7	10	111	97	...	4	24	655	210	865	29,22	9	...	2,74	62,26		

g Live stock has been converted into tons as :-
 A head of cattle, or a pony or horse = 0.25 ton.
 A head of sheep, goat, etc. = 0.125 ton.
 An elephant = 250 tons.

Details of gross earning

[N.B.—The numbers are in hundreds and

COACHING TRAFFIC.																		
PASSENGER TRAFFIC.																		
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			Other coaching traffic earnings.	Total coaching traffic earnings.		
		No.		Earnings.		No.		Earnings.		No.		Earnings.		No.			Earnings.	
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
		Rs.		Rs.		Rs.		Rs.		Rs.				Rs.		Rs.		
5' 6" GAWAN —contd.	1919-20	b	5,37	b	11,28	...	...	b	1,51,24	b	1,32	...	...	b	1,69,11	18,54	1,82,65
	1920-21	b	6,07	b	13,44	...	...	b	1,62,09	b	1,94	...	...	b	1,81,84	17,08	1,98,92
	1921-22	b	5,80	b	12,21	...	...	b	1,68,74	b	1,17	52,199,8	690,5	b	1,87,92	18,64	2,06,56
Udaipur- Chitor- garh.	1919-20	6	4	4,5	12	2,0	2	494,1	2,62	5	...	...	...	591,7	2,90	21	3,01
	1920-21	7	5	4,4	12	1,4	1	382,7	2,27	5	...	...	...	389,7	2,45	20	2,65
	1921-22	9	9	3,5	12	1,5	2	409,8	2,43	5	...	415,3	5	415,7	2,66	23	2,89	
5' 6" GAWAN.																		
Ahmadpur- Katwa.	1919-20	1	...	1,5	1	6,7	3	382,7	1,02	...	...	...	...	391,0	1,08	2	1,08
	1920-21	1	...	1,5	1	9,3	4	383,0	1,12	...	...	...	...	396,8	1,17	3	1,20
	1921-22	...	...	1,4	1	9,0	3	386,7	1,06	...	...	324,5	22,6	347,1	1,10	2	1,12
Arakan Light.	1919-20	3	1	...	...	...	...	69,0	33	...	...	...	...	69,3	34	2	36
	1920-21	4	1	...	...	...	...	67,1	34	...	...	...	...	67,5	35	4	39
	1921-22	5	2	...	...	...	...	69,4	34	...	...	67,0	29	69,9	36	5	41
Arrah- Sasaram Light.	1919-20	6	2	...	...	5,7	6	471,2	1,97	...	...	...	...	477,5	2,05	5	2,10
	1920-21	8	3	...	...	6,4	6	519,4	2,14	...	...	...	...	526,6	2,23	5	2,28
	1921-22	5	2	...	...	6,0	6	524,3	2,26	...	...	590,8	...	530,8	2,34	6	2,40
Bankura- Dumoodar River.	1919-20	1	...	1,1	1	6,7	3	350,8	1,40	...	...	...	...	358,7	1,46	7	1,53
	1920-21	1	1	1,1	1	6,3	4	294,9	1,28	...	...	...	...	302,4	1,34	7	1,41
	1921-22	...	...	1,1	1	9,3	5	304,3	1,36	...	...	294,5	20,6	315,1	1,42	10	1,52
Baraset- Basirhat Light.	1919-20	3,1	5	...	...	25,1	17	769,9	2,69	118,4	15	...	...	911,4	3,26	21	3,47
	1920-21	4,0	7	...	...	36,5	21	813,8	3,01	126,2	16	...	...	930,5	3,47	29	3,76
	1921-22	4,7	8	...	...	37,0	19	807,9	2,99	182,9	22	995,0	7,5	1,002,5	3,48	30	3,78
Barat Light.	1919-20	4	2	6,3	16	...	...	1,313,3	9,17	...	...	...	...	1,320,5	9,37	39	9,76
	1920-21	4	2	6,3	10	...	...	1,308,3	8,70	...	...	...	...	1,315,3	8,91	34	9,25
	1921-22	6	4	5,0	16	...	...	1,157,5	7,61	...	...	959,2	203,9	1,163,1	7,81	36	8,17
Bengal Provin- cial.	1919-20	2	...	1,5	1	10,0	3	399,3	94	15,5	3	...	...	426,7	1,01	7	1,08
	1920-21	2	...	1,5	1	9,0	2	450,1	1,08	16,9	4	...	...	479,7	1,15	3	1,18
	1921-22	2	...	2,0	1	11,3	2	155,0	69	145,1	29	...	...	313,6	1,01	25	1,26
Bukhtiar- pur Bihar.	1919-20	4	2	2,9	2	12,4	7	447,6	38	...	...	...	...	463,3	1,03	10	1,13
	1920-21	7	1	4,5	4	20,0	13	851,5	2,32	...	...	...	...	876,7	2,70	10	2,80
	1921-22	5	1	3,4	3	16,2	9	491,9	1,47	...	...	511,1	...	511,1	1,60	3	1,63

a Equivalent to the number of trips up and down on which the price of the tickets is based.
 b Includes figures for the 5' 6" gauge system.

DIX 5—contd.

of each railway system.

tonnage and earnings, in thousands.}

GOODS TRAFFIC.																		
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK		Other goods traffic.	TOTAL.				Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.					
19	20	21	22	23	24	25	26	27	28	29	Originating on home line whether local or foreign.	Other traffic.	Total.	33	34	35	36	37
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
6 2,450	1,18,81	6 8	45	6 44	2,01	6 519	5,25	6 19	1,47	2,05	—	—	6 3,040	1,24,54	63	1,98	6,66	2,16,48
6 2,329	1,08,76	6 5	82	6 51	2,13	6 531	5,38	6 16	98	2,12	—	—	6 2,935	1,19,63	61	1,64	6,20	2,27,03
6 2,541	1,24,82	6 4	86	6 49	1,80	6 656	4,66	6 14	95	2,01	2,921	348	6 3,264	1,34,63	62	2,93	12,26	2,53,12
27	1,19	...	...	1	1	1	1	...	1	2	...	...	29	1,24	2	...	11	4,38
18	81	...	...	1	1	1	...	...	1	2	...	...	20	85	2	...	11	3,63
23	99	...	...	1	1	2	1	...	1	2	25	...	25	1,04	2	...	9	4,01
9	18	...	...	1	...	...	...	...	...	...	...	...	10	13	...	...	1	1,22
6	13	...	...	1	1	...	...	...	...	...	...	...	9	14	...	...	1	1,35
7	11	...	...	1	1	...	...	...	...	...	3	5	8	13	...	...	1	1,15
8	9	...	...	...	...	...	...	...	...	...	...	...	8	9	...	...	2	47
2	6	...	...	...	...	...	...	...	...	...	...	...	2	6	...	...	1	48
1	4	...	...	...	...	...	...	...	...	...	1	...	1	4	...	...	1	46
35	68	...	...	1	1	2	1	...	...	...	...	...	33	70	...	...	...	2,80
36	59	...	...	1	1	1	1	...	...	...	...	...	38	61	...	...	...	2,80
35	56	...	...	1	1	1	1	...	...	1	37	...	37	61	...	...	1	3,03
25	67	...	...	1	2	...	...	...	...	1	...	...	26	70	...	...	3	2,28
11	23	...	...	...	1	2	1	...	...	1	...	...	19	31	1	...	2	1,75
12	32	...	...	1	2	2	1	...	...	4	11	4	15	39	1	...	4	1,96
39	57	...	...	...	...	...	...	...	...	...	...	...	30	57	...	...	2	4,06
30	63	...	...	...	...	...	...	...	...	...	...	...	30	68	...	...	2	4,42
27	62	...	...	...	...	...	...	...	...	...	21	6	27	61	...	...	2	4,43
112	5,34	...	...	10	29	9	3	...	...	7	...	...	131	5,73	12	...	35	15,99
87	4,22	...	...	8	24	13	4	...	...	8	...	...	106	4,58	8	...	61	16,31
106	5,23	...	...	13	46	7	2	...	...	8	71	55	126	5,79	9	...	36	16,41
42	40	...	...	1	1	...	1	...	...	...	...	...	43	42	1	...	1	1,51
30	29	...	...	2	1	...	...	...	...	...	...	...	32	29	1	...	2	1,50
29	34	...	...	1	1	...	...	...	...	...	...	...	30	35	1	...	2	1,64
44	64	...	...	...	...	...	...	...	...	...	...	...	44	61	...	...	2	1,79
44	71	...	...	...	...	...	...	...	...	...	...	...	44	71	...	...	2	3,52
52	89	...	...	...	...	...	...	...	...	...	...	...	52	89	...	...	2	2,59

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

Details of gross earnings

[N.B.—The numbers are in hundreds an

COACHING TRAFFIC.																		
PASSENGER TRAFFIC.																		
Railway system.	Year.	1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.			Other coaching traffic earnings.	Total coaching traffic earnings.		
		No.		Earnings.		No.		Earnings.		No.		Earnings.		No.			Earnings.	
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
2'6" GAUGE.																		
<i>—contd.</i>																		
Burdwan-Katwa.	1919-20	1	...	1,6	2	11,2	7	409,0	1,25	...	...	...	...	421,9	1,34	5	1,39
	1920-21	...	...	1,5	2	11,2	6	389,9	1,26	...	...	...	...	402,0	1,34	7	1,41
	1921-22	...	...	1,6	2	12,2	7	398,6	1,38	...	...	382,1	13,3	402,4	1,42	6	1,48
Champaner-Shivrajpur-Pani Light.	1919-20	...	...	a 9	b 1	...	...	c 239,6	c 59	...	...	...	...	240,5	60	2	63
	1920-21	...	...	b 1,0	b 1	...	...	c 211,5	c 56	1	...	...	...	212,6	57	2	59
	1921-22	...	...	b 8	b 1	...	...	c 140,9	c 47	8	...	126,9	21,1	148,0	48	2	50
Cutch State.	1919-20	...	...	1,7	2	...	...	105,4	50	...	...	...	...	107,1	52	7	59
	1920-21	...	...	1,7	2	...	...	95,7	45	...	...	...	...	97,4	47	10	57
	1921-22	...	...	1,1	2	...	...	82,5	47	...	...	83,6	...	83,6	49	8	57
Dohri-Kohtas Light.	1919-20	1	...	...	...	...	...	65,1	14	...	...	...	...	65,5	14	1	15
	1920-21	2	...	...	...	...	...	80,3	17	...	...	...	...	81,1	17	1	18
	1921-22	1	...	...	...	...	...	89,9	18	...	...	80,6	...	90,6	18	1	19
Dholpur-Barl.	1919-20	...	...	5	1	...	...	165,9	54	...	...	...	...	166,4	55	3	58
	1920-21	...	...	8	...	...	...	156,2	53	...	...	...	...	156,5	52	3	55
	1921-22	...	...	b 7	b 3	...	...	c 132,3	c 57	...	...	138,6	...	139,9	60	5	65
Katwah-Islampur.	1921-22	3	1	...	...	10	1	49,3	15	...	...	50,6	...	50,6	17	...	17
Gaokwar-Billimora-Kalamba.	1921-22	...	...	b 1,0	b 2	...	...	c 203,3	c 72	...	...	...	...	204,8	74	5	79
Dabhol...	1921-22	...	...	b 6,7	b 12	...	...	c 1,683,4	c 6,23	...	...	...	...	1,690,1	6,35	30	6,65
Konamba-Zaukhvar.	1921-22	...	...	b 6	b 1	...	...	c 100,6	c 30	...	...	...	...	101,2	31	1	32
Petlad-Yaso.	1921-22	...	...	b 6	b 1	...	...	c 378,0	86	...	...	...	...	378,6	87	3	90
Godhra-Lanavada.	1919-20	...	...	b 3	b 2	...	...	c 133,4	c 55	...	...	...	...	134,2	57	4	61
	1920-21	...	...	b 8	b 2	...	...	c 163,1	c 68	...	...	...	...	165,9	70	4	74
	1921-22	...	...	b 6	b 1	...	...	c 122,2	c 60	...	...	119,3	13,3	132,6	61	5	66
Jesore-Munidah.	1919-20	2	1	1,9	2	6,6	4	250,7	87	...	...	...	...	259,4	94	3	1,02
	1920-21	3	1	2,0	2	8,1	6	303,1	1,09	...	...	...	...	312,5	1,09	1,0	1,19
	1921-22	2	1	1,7	1	6,7	4	252,5	91	...	...	259,4	87	268,1	97	9	1,06

a Equivalent to the number of trips up and down on which the price of the tickets is based.
 b Upper class.
 c Lower class.

DIX 5—contd.

of each railway system.

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																		
MERCANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL.			Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.	
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.					
19	20	21	22	23	24	25	26	27	28	29	Originating on home line, whether local or foreign.	Other traffic.	Total.	33	34	35	36	37
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.
17	23	...	...	1	1	...	...	...	...	1	...	...	18	25	...	...	7	1,71
9	15	...	...	1	1	1	1	...	...	1	...	...	11	19	...	...	8	1,67
10	18	...	...	1	1	...	...	...	...	...	7	4	11	19	...	...	8	1,73
78	98	...	...	1	1	1	...	...	...	...	...	...	80	99	1	...	2	1,64
106	1,48	...	...	2	1	...	...	...	...	...	...	...	106	144	2	...	2	2,07
54	79	...	...	...	...	1	...	...	...	...	53	3	55	79	1	...	3	1,33
15	35	...	...	...	...	...	...	...	...	7	...	...	15	42	...	...	1	1,02
11	23	...	...	1	2	...	...	...	...	5	...	...	12	35	...	...	1	93
9	24	...	...	...	...	...	...	...	...	4	9	...	9	28	...	...	1	83
153	2,21	...	...	15	21	...	...	...	...	...	...	...	168	2,42	...	...	10	2,67
173	2,42	...	...	9	18	...	...	...	...	...	...	...	191	2,55	...	...	6	2,79
133	2,11	...	...	11	19	...	...	...	...	...	188	11	144	2,30	...	...	8	2,52
58	99	...	...	...	...	...	...	...	...	...	...	...	66	99	1	...	1	1,39
76	1,27	...	...	...	...	...	...	...	...	...	...	...	76	1,27	1	...	1	1,34
65	1,09	...	...	...	...	...	...	...	...	...	63	2	65	1,09	1	...	1	1,76
1	1	...	...	...	...	...	...	...	...	...	1	...	1	1	...	...	...	18
23	43	...	...	...	...	2	1	...	...	...	...	...	30	44	1	...	1	1,23
143	3,48	...	...	3	2	116	28	...	2	1	...	...	261	3,81	8	...	15	10,69
21	29	...	...	...	...	1	1	...	...	...	...	...	23	36	...	...	...	62
9	18	...	...	...	...	1	1	...	...	...	...	...	16	19	1	...	1	1,11
14	25	...	...	...	...	...	...	...	...	...	...	...	14	25	...	...	...	86
21	34	...	...	...	...	...	...	...	...	...	...	...	21	34	1	...	2	1,11
20	33	...	...	...	...	...	...	...	...	...	19	1	20	33	1	...	2	1,07
13	39	...	...	...	1	1	...	...	...	...	...	...	13	40	...	...	1	1,43
15	34	...	...	...	1	1	...	...	...	2	...	...	16	37	...	...	1	1,37
12	28	...	...	1	2	...	...	...	...	3	4	9	13	33	...	...	1	1,40

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

Details of gross earnings

[N.B.—The numbers are in hundreds and

COACHING TRAFFIC.																		
Railway system.	Year.	PASSENGER TRAFFIC.														Other coaching traffic earnings.	Total coaching traffic earnings.	
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total ^a						
		No.		Earnings.		No.		Earnings.		No.		Earnings.		No.				Earnings.
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.	Total.	Earnings.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
			Rs.	Rs.		Rs.		Rs.	Rs.		Rs.				Rs.	Rs.	Rs.	
2' 0" Gauge—conoid. Kalkhat-Falta.	1919-20	2	...	3,0	2	30,0	10	682,8	1,62	18,9	2	...	...	729,9	1,76	5	1,81
	1920-21	2	1	3,4	2	32,9	10	669,0	1,84	48,6	15	...	...	754,1	2,12	5	2,17
	1921-22	...	...	4,0	2	35,4	8	808,4	2,26	18,3	10	851,5	1,46	866,1	2,46	5	2,51
Kolar District and Bangalore—Ohik Ballapur Light.	1919-20	7	2	6,6	8	...	...	739,8	2,43	5,4	...	...	...	752,5	2,53	10	2,63
	1920-21	8	2	7,1	8	...	...	746,2	2,44	3,9	...	...	...	758,0	2,54	15	2,69
	1921-22	6	2	7,3	9	...	...	809,1	2,60	1,3	...	772,3	4,6	817,4	2,71	18	2,89
Madaya Light.	1919-20	Information not available										
	1920-21	77	77	...	77
	1921-22	...	...	282,0	72	...	...	...	...	...	1	...	...	282,0	73	...	73
Mourbhaj State.]	1919-20	1	...	3	1	3,0	2	64,5	24	...	...	...	...	67,9	27	3	30
	1920-21	1	...	1	...	1,4	1	28,4	11	...	...	...	...	30,0	12	1	13
Nadiad-Kapadvaj.	1919-20	...	...	1,5	8	...	...	437,1	1,48	...	...	...	...	438,6	1,51	10	1,61
	1920-21	...	...	1,9	4	...	...	488,6	1,09	...	...	...	...	488,6	1,78	10	1,83
	1921-22	...	...	1,1	2	...	...	415,3	1,63	...	...	367,5	49,4	416,9	1,65	14	1,79
Parlakt-medl Light.	1919-20	2	...	5	1	3,9	2	168,0	48	...	...	...	...	172,5	59	3	58
	1920-21	2	...	5	1	3,9	2	168,0	47	...	...	...	...	172,5	50	5	55
	1921-22	1	1	4	1	4,3	2	189,8	47	...	...	109,0	85,5	144,5	51	8	54
Shahdara (Doibh). Saharanpur Light.	1919-20	1,0	3	2	...	20,9	17	929,1	4,34	...	...	...	...	951,2	4,54	19	4,73
	1920-21	1,1	3	1	...	22,5	18	1,054,4	4,69	...	...	...	...	1,078,1	4,90	29	5,19
	1921-22	1,4	4	...	...	23,8	18	1,098,9	4,88	...	...	...	...	1,118,6	5,10	15	5,25
South Indian.	1919-20	6	3	...	...	...	...	6	2,14	6	1	...	...	6	2,30	11	2,31
	1920-21	6	4	...	...	...	...	6	2,05	6	1	...	...	6	2,10	15	2,25
	1921-22	6	5	...	...	...	...	6	2,11	6	...	...	...	6	2,16	12	2,28
Tospore-Balpara Light.	1919-20	7	1	...	...	9,4	3	192,7	45	19,6	2	...	...	222,4	51	7	58
	1920-21	9	1	...	...	9,2	3	203,0	42	19,6	2	...	...	234,7	48	8	56
	1921-22	8	2	...	...	41	2	184,4	48	19,6	2	218,9	...	218,9	54	9	63
2' 0" Gauge. Darjeeling Himalayan.	1919-20	10,0	1,37	34,7	1,42	...	...	578,4	4,46	3	1	...	...	623,4	7,26	1,79	2,05
	1920-21	11,0	1,62	36,9	1,58	...	...	545,0	4,47	2	1	...	...	593,1	7,68	2,08	2,76
	1921-22	10,0	1,64	32,8	1,48	...	...	481,9	4,46	2	1	499,4	25,5	524,9	7,59	2,09	2,68

a Equivalent to the number of trips up and down on which the price of the tickets is based.
 b Up to the 15th July 1920. The line having been purchased by the Mayurbhanj Railway Company with effect from 15th July 1920 information in respect of the later period is included with that of the Bengal-Nagpur railway.
 c Upper class.
 d Lower class.
 e Included with the 3' 6" gauge system.

DIX 5.—contd.

of each railway system.

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																		
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE STOCK.		OTHER GOODS TRAFFIC.	TOTAL.				Electric telegraph earnings.	Steam boat earnings.	Sea-dry earnings.	Total gross earnings.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.					
19.	20.	21.	21.	22.	24.	25.	26.	27.	28.	29.	Originating on home line, whether local or foreign.	Other traffic.	Total.	33.	34.	35.	36.	37.
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.
25	88	...	...	...	...	...	...	...	...	2	...	...	25	85	...	...	4	2,90
19	80	...	...	...	...	...	...	...	...	...	...	...	19	80	...	...	4	2,51
20	44	...	...	...	...	1	1	...	...	1	29	1	80	46	...	...	6	3,08
27	76	...	...	...	...	8	2	...	...	...	...	...	30	8	1	...	5	3,47
27	82	...	1	...	...	2	1	...	...	1	...	...	29	65	1	...	2	3,57
27	68	...	1	...	...	8	8	...	...	1	23	7	30	83	1	...	2	3,55
Information not available.																		
...	9	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	1	81
...	12	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	65
18	85	...	...	...	...	...	...	...	...	...	...	...	18	85	...	...	...	65
8	6	...	...	...	...	1	1	...	...	...	...	...	4	7	...	...	1	21
29	56	...	...	1	...	...	...	...	...	2	...	...	30	58	...	...	4	2,23
36	70	...	...	...	...	...	...	...	...	1	...	...	36	71	...	...	4	2,58
32	57	...	...	...	...	...	...	...	...	1	12	10	22	58	...	...	2	2,21
9	1	...	...	...	...	1	2	...	...	...	...	...	10	16	...	...	...	61
8	19	...	...	...	...	1	1	...	...	...	...	...	9	20	...	...	...	71
8	21	...	...	...	...	1	1	...	...	1	6	8	9	23	...	...	...	71
101	2,08	...	...	2	...	...	...	...	...	8	...	...	108	2,78	...	...	11	7,5
103	3,10	...	...	1	...	...	...	...	...	7	...	...	104	3,18	...	...	8	8,4
120	3,21	...	...	...	...	1	1	...	...	7	121	...	121	3,29	...	...	11	8,6
6	79	...	...	...	...	6	2	...	2	1	...	...	6	84	1	...	1	8,1
6	77	...	...	...	...	6	1	...	1	1	...	...	6	80	...	...	1	9,
5	86	...	...	...	...	6	1	...	...	1	...	...	6	88	1	...	...	2,1
12	45	...	...	14	87	...	...	...	...	4	...	...	26	96	2	...	10	1,6
12	51	...	...	10	87	...	...	...	...	2	...	...	23	80	2	...	6	1,4
8	44	...	...	12	82	...	...	...	...	2	20	...	20	78	2	...	5	1,4
118	8,74	...	8	5	86	19	37	...	1	4	...	...	137	9,45	4	...	22	19,74
107	8,80	...	2	7	50	13	30	...	2	3	...	...	127	9,67	5	...	14	19,61
109	8,79	...	6	5	46	24	34	...	2	11	83	88	181	9,78	5	...	8	19,51

of Live-stock has been converted into tons at—

A head of cattle, or a pony or horse

A head of sheep, goat, etc.

An elephant

= 25 ton.

= 0.05 ton.

= 2.50 tons.

APPEN

Details of gross earnings

[N.B.—The numbers are in hundreds and

COACHING TRAFFIC.																				
Railway system.	Year.	PASSENGER TRAFFIC.														Other coaching traffic earnings.	Total coaching traffic earnings.			
		1st class.				2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.						
		No.		Earnings.		No.		Earnings.		No.		Earnings.		No.				Earnings.		Earnings.
		No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	Originating on home line, whether local or foreign.	Other traffic.			Total.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
		Rs.		Rs.		Rs.		Rs.		Rs.				Rs.		Rs.				
2' 0" GAUGE —concid.	1919-20	1,4	10	8,8	24	...	...	497,4	8,25	...	...	...	...	507,4	8,59	41	4,00
	Gwalior Light.	1920-21	1,2	9	8,7	28	...	...	502,4	8,29	...	...	...	512,8	7,60	62	4,52
		1921-22	1,1	10	7,9	21	...	...	459,6	8,38	...	...	...	468,6	8,64	47	4,11
Howrah- Amta Light.	1919-20	8,6	0	...	...	104,0	83	1,830,4	5,85	381,7	81	...	...	2,825,6	6,08	26	6,34
		1920-21	9,5	7	111,0	36	1,897,4	6,43	467,6	49	2,456,4	7,85	29	7,64		
		1921-22	9,8	6	100,8	84	1,827,4	6,38	550,5	56	2,494,1	...	2,494,1	7,84	32	7,66		
Howrah- Shoa- khola Light.	1919-20	1,3	1	...	...	28,0	5	490,9	1,11	391,5	81	...	...	905,8	1,49	4	1,52
		1920-21	1,1	1	26,4	5	453,4	1,17	259,9	24	720,8	1,47	5	1,52		
		1921-22	1,2	1	25,9	5	415,0	1,22	290,7	27	718,8	...	738,3	1,55	5	1,60		
Madurai Light.	1919-20	3	...	...	...	5,4	1	125,7	12	...	...	...	...	131,4	13	4	17
		1920-21	4	4,0	1	109,8	18	173,7	17	2	19		
		1921-22	4	2,7	1	128,8	16	5	187,4	17	3	19		
Jorhat, (Provin- cial).	1919-20	...	...	...	...	...	...	6 216,8	6 40	...	...	...	...	216,8	40	...	40
		1920-21	...	...	...	...	...	6 230,0	6 44	...	...	...	...	230,0	44	...	44
		1921-22	...	...	...	...	...	6 177,9	6 50	...	...	...	...	177,9	50	...	50
Kulase- karapat- nam Light.	1919-20	...	...	...	...	...	...	89,7	24	...	...	...	...	89,7	24	...	24
		1920-21	...	...	...	...	...	70,8	24	...	...	...	...	70,8	24	...	24
		1921-22	...	...	...	...	...	65,0	21	...	...	...	65,0	21	...	21	21
Pipar- Bihara Light.	1919-20	...	...	6	1	...	...	106,8	29	...	...	...	...	107,4	30	1	31
		1920-21	6	1	99,9	29	100,5	30	2	32		
		1921-22	...	...	5	1	...	...	87,7	30	...	...	...	87,5	31	1	32
Mysore Light.	1919-20	...	...	c 1,1	c 2	...	...	d 27,4	d 16	...	...	...	...	28,5	16	1	19
		1920-21	c 1,4	c 2	d 32,4	d 20	33,8	22	1	22		
		1921-22	c 2,2	c 2	d 38,2	d 24	40,4	...	40,4	26	1	27		
Trivellore Light.	1921-22	...	...	...	...	...	...	108,2	6	...	...	...	...	108,2	6	...	6
TOTAL OF ALL RAIL- WAYS.	1919-20	1,108,2	1,28,80	6,459,1	2,17,94	10,200,0	1,69,08	490,505,8	27,68,91	41,973,7	30,96	...	...	520,027,4	83,16,29	5,97,87	39,06,98	
		1,148,5	1,30,48	7,128,5	2,36,49	11,746,0	1,91,19	490,220,4	28,91,25	48,039,1	37,24	...	...	559,246,1	84,76,65	6,15,83	40,85,23	
		1,084,0	1,38,47	6,491,0	2,39,63	10,043,9	1,77,50	429,783,7	28,41,93	52,308,1	41,58	534,695,5	20,916,8	561,329,1	84,29,31	6,19,17	40,83,62			

a. Equivalent to the number of trips up and down on which the price of the tickets is based.
 b. Total coaching traffic the details of which by classes are not available.
 c. Upper class.
 d. Lower class.
 e. Including 5,716,8 not shown sub-divided in columns 13 and 14.
 f. Excluding the Coimbatore-Burhwal link earnings which are included with Sundry earnings.

DIX 5—contd.

of each railway system.

tonnage and earnings, in thousands.]

GOODS TRAFFIC.																		
MERCANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL.			Electric telegraph earnings.	Steam boat earnings.	Sundry earnings.	Total gross earnings.	
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.		Earnings.					
											Originating on home line, whether local or foreign.	Other traffic.		Total.				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.
81	8,08	...	...	1	1	3	6	...	...	4	...	...	85	3,19	9	...	9	7,37
78	2,59	...	...	1	1	2	4	...	...	3	...	...	76	2,67	8	...	11	7,98
76	3,19	...	...	1	3	4	5	...	...	2	...	...	81	3,29	8	...	10	7,58
47	80	...	...	...	...	...	...	...	...	...	...	...	47	80	1	...	3	7,18
47	86	...	...	...	...	...	...	...	...	...	...	...	47	86	1	...	4	8,53
44	95	...	...	...	...	...	...	...	...	...	17	7	44	95	1	...	4	9,68
15	19	...	...	...	...	...	...	...	...	...	...	...	15	19	...	...	1	1,73
16	23	...	...	...	...	...	...	...	...	...	...	...	16	23	...	...	1	1,76
14	26	...	...	...	...	...	...	...	...	...	11	3	14	26	...	...	1	1,87
7	8	...	...	...	...	...	...	...	...	...	...	...	7	8	...	...	...	25
8	7	...	...	...	...	...	...	...	...	...	...	...	8	7	...	...	4	30
11	9	...	...	...	...	...	...	...	...	...	11	...	11	9	...	...	1	19
21	7 52	...	...	...	...	...	...	...	...	...	...	...	21	82	1	...	3	1,26
20	7 52	...	...	...	...	...	...	...	...	...	...	...	20	83	2	...	4	1,32
20	7 90	...	...	...	...	...	...	...	...	...	...	...	20	90	1	...	10	1,51
17	26	...	...	1	...	...	...	...	...	...	...	...	17	26	...	...	...	50
23	48	...	...	2	1	...	...	...	...	...	...	...	23	48	...	...	...	78
31	44	...	...	2	1	...	...	...	...	...	23	...	31	44	...	...	...	66
4	8	...	...	1	...	...	...	...	...	...	...	...	4	8	...	...	...	30
8	5	...	...	...	...	...	...	...	...	...	...	...	3	5	...	...	...	37
4	9	...	...	...	...	1	1	...	...	...	3	2	4	9	...	...	...	42
2	8	...	...	...	...	...	...	...	...	...	...	...	2	8	...	...	1	29
3	5	...	...	...	...	...	...	...	...	...	...	...	3	12	...	...	...	35
3	13	...	...	...	...	...	...	...	...	...	3	...	3	13	...	...	1	41
2	1	...	...	...	...	...	...	...	...	...	2	...	2	1	...	...	...	7
45,767	34,42,21	1,563	1,31,61	21,388	7,59,49	18,623	2,74,09	239	51,81	32,94	...	...	87,639	67,11,67	18,01	27,49	2,47,94	89,15,89
46,147	35,30,35	1,065	96,53	21,845	8,30,50	8,229	2,64,51	256	51,55	45,52	...	...	87,542	67,93,84	16,64	25,02	2,72,23	91,98,78
46,501	37,91,73	748	70,06	19,785	7,28,76	90,010	2,78,21	224	53,87	16,53	63,583	21,527	88,248	49,52,33	14,88	29,93	2,57,92	92,68,67

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

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

A head of sheep, goat, etc. = 0.075 ton.

An elephant = 2.50 tons.

h. Total goods traffic the details of which by classes are not available.

i. Including Rs. 1,118 not shown sub-divided in columns 30 and 31.

j. Excluding the Cawnpore-Burhwal link earnings which are included with Sundry earnings.

k. Includes figures for Aden railway not included in preceding columns.

APPENDIX
Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur (including 2' 6" gauge branches)	1919-20	67,15	10.22	1,09,91	16.70	74,43	11.32	53,25	8.56
	1920-21	76,52	11.69	1,15,55	17.96	73,39	11.41	66,15	10.23
	1921-22	83,54	12.32	1,35,61	20.04	1,03,32	15.96	72,92	10.76
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1919-20	41,62	7.19	1,22,23	21.12	34,20	5.91	49,81	8.61
	1920-21	57,73	9.39	1,49,64	24.32	50,20	8.16	75,05	12.20
	1921-22	71,22	11.53	1,96,69	31.32	56,35	9.44	83,33	13.43
Eastern Bengal	1919-20	40,13	14.53	33,91	14.10	48,15	17.45	46,53	16.37
	1920-21	45,03	16.23	45,69	16.31	—4,71	—1.68	53,00	19.23
	1921-22	46,73	17.34	57,10	21.19	33,34	12.55	57,57	21.37
East Indian	1919-20	1,15,65	9.50	1,33,44	13.85	37,00	6.54	1,23,75	9.46
	1920-21	1,62,37	11.13	2,26,92	15.62	1,00,61	6.92	1,19,59	10.98
	1921-22	1,73,03	12.56	2,50,31	19.21	1,10,53	8.02	1,66,64	12.10
Great Indian Peninsula (including 2' 6" gauge lines worked).*	1919-20	1,32,00	9.74	3,50,23	25.70	1,03,26	7.94	1,20,46	8.34
	1920-21	1,75,60	12.71	4,03,33	29.57	1,52,42	11.02	1,63,13	11.60
	1921-22	2,22,39	16.01	5,09,55	36.67	1,79,37	12.95	1,59,92	11.51
Madras and Southern Mahratta	1919-20	35,33	9.53	75,43	20.33	39,34	8.03	20,53	5.54
	1920-21	43,34	13.06	95,64	25.57	35,69	9.54	27,55	7.44
	1921-22	47,33	13.13	1,13,39	29.24	43,53	12.53	23,50	7.33
Nizam's Guaranteed State	1919-20	5,49	6.09	10,11	11.22	2,97	3.29	5,69	6.31
	1920-21	17,43	20.46	14,95	17.55	4,52	5.43	7,26	8.53
	1921-22	23,32	20.15	13,76	14.21	6,63	6.30	7,74	7.99

*Excludes the Matheran Light railway for which information is not available.

DIX 6.
system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5' 6" Gauge.
29,74	4.53	6,45	0.98	40,99	6.28	3,84,96	59.54	1919-20	Bengal-Nagpur (including 3' 6" gauge branches)
34,23	5.32	6,54	1.02	51,88	8.07	4,24,25	65.95	1920-21	
39,33	5.80	7,10	1.04	37,58	5.54	4,84,70	71.46	1921-22	
20,15	3.48	41,89	7.16	3,03,40	53.47	1919-20	Bombay, Baroda and Central India (including 2' 6" gauge lines worked).
28,31	4.60	...	...	51,74	8.41	4,12,73	67.03	1920-21
31,15	5.04	...	...	29,75	6.43	4,80,49	77.74	1921-22
17,68	6.41	10,70	3.88	2,02,13	78.24	1919-20	Eastern Bengal.
19,74	7.04	...	...	10,92	3.90	1,71,17	61.08	1920-21
24,13	8.95	...	...	13,22	4.91	2,32,59	66.81	1921-22
47,60	3.61	5	...	41,76	3.07	6,11,45	44.93	1919-20	East Indian.
56,51	3.89	64	0.04	59,38	4.09	7,66,02	52.72	1920-21	
80,60	4.40	79	0.06	1,02,83	7.46	8,65,28	63.61	1921-22	
53,21	3.90	87,68	6.43	8,59,92*	62.84*	1919-20	Great Indian Peninsula (including 3' 6" gauge lines worked).
73,39	5.34	...	...	91,28	6.59	10,72,78*	76.66*	1920-21
83,38	6.00	...	...	1,01,81	7.33	12,64,49*	81.02*	1921-22
13,36	3.61	25,36	7.67	2,02,88	54.82	1919-20	Madras and Southern Mahratta.
16,52	4.42	...	...	15,65	4.18	3,40,19	64.21	1920-21
18,24	4.70	...	...	14,32	3.70	2,70,81	63.73	1921-22
4,74	5.25	23,55	26.12	52,55	58.28	1919-20	Nizam's Guaranteed State.
5,72	6.72	...	...	-2,21	-2.60	47,76	53.08	1920-21
5,97	6.17	...	...	-17,13	-17.69	45,24	46.73	1921-22

* Includes the Klichper-Yectmal, Dhond-Baramati and Fachwa-Jamsar railways not included in the details.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—consolid.									
North Western—									
Commercial section (including 3' 6" gauge lines)	1919-20	1,30,08	10.59	2,74,17	22.31	72,11	5.97	1,37,80	11.21
	1920-21	1,79,38	13.87	3,42,32	26.48	1,01,62	7.86	1,64,23	12.71
	1921-22	2,40,08	19.17	4,22,50	32.92	1,29,25	10.07	1,75,38	13.67
Military section (including 2' 6" gauge lines)	1919-20	27,95	18.74	84,30	56.54	10,02	6.72	22,60	15.16
	1920-21	42,92	23.04	68,09	41.32	15,15	9.19	26,98	18.57
	1921-22	51,39	31.59	1,15,46	70.30	23,19	17.16	28,09	17.10
Total Commercial and Military sections (North Western).	1919-20	1,58,03	11.47	3,58,47	26.02	82,13	5.96	1,60,40	11.64
	1920-21	2,22,25	15.25	4,10,41	28.15	1,18,77	8.01	1,91,26	13.12
	1921-22	2,97,02	20.58	5,37,96	37.17	1,57,44	10.87	2,03,47	14.06
Oudh and Rohilkhand	1919-20	47,10	14.58	49,53	15.33	26,62	8.24	36,71	11.36
	1920-21	43,45	14.77	57,36	17.48	22,79	6.95	40,98	12.43
	1921-22	56,67	16.33	66,78	19.49	37,31	10.89	51,09	14.91
South Indian	1919-20	.	.	.	.	.	.	.	.
	1920-21	.	.	.	.	.	.	.	.
	1921-22	.	.	.	.	.	.	.	.
3' 3½" GAUGE.									
Aden	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
	1921-22	72	28.80	1,55	62.00	11	4.40	34	13.60
Assam-Bengal	1919-20	24,67	21.91	17,92	15.91	9,50	8.43	16,52	14.63
	1920-21	24,70	21.61	20,17	17.64	6,32	5.53	18,05	15.79
	1921-22	28,53	24.65	18,99	19.39	7,06	7.39	17,57	16.41
Bengal and North-Western	1919-20	22,59	8.92	28,31	11.18	16,87	6.65	21,90	8.65
	1920-21	27,56	10.71	31,93	12.41	17,04	6.62	23,35	9.08
	1921-22	28,62	9.86	35,40	12.19	18,23	6.28	23,74	8.18

* Included with the 3' 3½" gauge system.
† Detailed figures are not available.

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5' 6" GAUGE—consolid.
									North-Western—
48,16	8.51	1,71	0.14	49,23	4.01	7,08,26	57.64	1919-20	Commercial section (including 2' 6" gauge lines).
56,65	4.38	2,89	0.22	49,60	3.83	8,96,69	69.35	1920-21	
60,63	4.73	1,46	0.11	54,64	4.26	10,89,94	84.93	1921-22	
8,12	5.45	5,61	3.76	1,53,60	106.37	1919-20	Military section (including 2' 6" gauge lines).
14,75	3.95	...	...	17,06	10.35	1,84,95	112.22	1920-21
11,29	6.87	...	...	11,18	6.81	2,48,10	149.83	1921-22
51,28	3.72	1,71	0.12	54,34	3.98	8,66,96	62.91	1919-20	Total Commercial and Military section (North-Western).
71,40	4.90	2,89	0.20	68,66	4.57	10,81,64	74.20	1920-21	
71,97	4.97	1,46	0.10	65,82	4.55	13,36,04	92.30	1921-22	
13,22	4.10	8,27	2.71	1,81,95	56.32	1919-20	Oudh and Rohilkhand.
14,84	4.52	...	...	9,88	3.00	1,94,20	59.20	1920-21
18,09	5.29	...	...	20,86	6.09	2,51,10	73.30	1921-22
•	•	•	•	•	•	68,83	54.02	1919-20	South Indian.
•	•	•	•	•	•	79,29	63.03	1920-21	
•	•	•	•	•	•	1,00,17	84.53	1921-22	
†	†	†	†	4,33	129.33	1919-20	Aden.
†	†	...	...	†	†	2,17	80.36	1920-21
50	20.00	...	...	18	7.20	3,40	135.00	1921-22
10,18	9.05	3,14	2.79	6,78	6.03	88,71	78.78	1919-20	Assam-Bengal.
10,93	9.56	79	0.70	7,80	6.39	88,26	77.22	1920-21	
11,62	12.18	1,06	1.11	9,65	10.13	89,48	93.75	1921-22	
10,33	4.04	5,51	2.17	5,68	2.24	1,11,09	43.85	1919-20	Bengal and North-Western.
9,62	3.74	5,61	2.18	4,83	1.83	1,19,94	46.62	1920-21	
11,17	3.85	5,89	2.03	5,19	1.79	1,23,24	44.18	1921-22	

* Included with the 3' 3½" gauge system.

† Detailed figures are not available.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
<i>2' 3 1/2" GAUGE—contd.</i>									
Bengal Doonars	1919-20	3,23	17.87	1,78	9.63	53	2.98	1,42	7.32
	1920-21	3,01	19.59	1,92	12.51	55	3.60	1,55	10.10
	1921-22	2,83	16.35	1,26	13.73	49	3.42	1,55	10.90
Bhavnagar State*	1919-20	2,29	8.80	3,45	13.23	80	3.07	2,60	9.99
	1920-21	2,60	10.88	3,79	15.84	98	4.10	2,82	11.78
	1921-22	1,50	6.41	5,49	23.43	1,20	5.14	2,84	12.12
Bombay, Baroda and Central India †	1919-20	53,71	11.87	93,81	20.74	36,05	7.97	40,91	9.05
	1920-21	59,03	12.83	1,00,37	23.27	35,02	7.84	60,71	13.25
	1921-22	79,64	16.55	1,23,57	25.69	36,41	7.57	63,27	13.15
Burma	1919-20	49,04	14.89	66,95	20.81	15,13	4.60	26,32	8.15
	1920-21	49,35	14.80	83,66	25.60	27,37	6.37	31,45	9.62
	1921-22	55,95	15.84	96,07	27.20	25,11	7.11	32,90	9.31
Dibru-Sadiya	1919-20	2,71	17.23	3,11	19.77	1,92	12.21	1,66	10.55
	1920-21	3,40	20.10	3,54	20.02	2,33	13.71	1,84	10.89
	1921-22	3,67	20.17	3,65	20.05	2,44	13.41	1,71	9.40
Eastern Bengal (including 2' 6" lines worked).	1919-20	25,61	15.64	29,50	15.70	11,52	6.13	23,97	12.77
	1920-21	34,89	17.40	40,34	20.12	14,01	6.99	26,76	13.35
	1921-22	42,58	23.59	35,05	19.42	19,02	10.54	28,44	15.76
Gondal	1919-20	1,33	7.56	4,73	19.43	68	3.64	1,33	7.76
	1920-21	5,22	21.59	5,70	23.56	1,16	4.80	2,11	8.71
	1921-22	4,24	17.44	5,13	21.13	95	3.89	2,13	9.50
Jamnagar	1919-20	43	8.46	88	17.12	29	5.64	33	6.34
	1920-21	43	9.40	95	20.74	22	4.81	34	7.56
	1921-22	60	11.61	1,20	23.15	21	3.97	43	8.21

* Includes the Dhrangadra railway up to the 30th September 1919.

† Includes the Dhrangadra railway from the 1st October 1919.

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3' 3 1/2" GAUGE—contd.
1,44	7.95	59	2.93	9,10	50.23	1919-20	Bengal Dooms.
1,68	10.90	...	...	50	3.24	9,97	60.98	1920-21
1,77	12.42	...	...	42	2.93	8,69	60.89	1921-22
1,72	6.81	17	0.95	91	3.50	11,77	45.23	1919-20	Bhavnagar State.
1,85	7.73	16	1.04	75	3.14	12,79	53.47	1920-21	
1,95	8.38	17	1.17	88	3.77	13,98	53.23	1921-22	
19,39	4.29	19,16	4.23	2,63,03	58.15	1919-20	Bombay, Baroda and Central India.
24,36	5.81	...	...	25,29	5.52	3,11,93	68.07	1920-21
26,46	5.60	...	...	25,12	5.22	3,54,47	73.88	1921-22
17,11	5.20	8,92	2.71	1,86,18	56.52	1919-20	Barma.
20,15	6.17	...	...	9,84	3.01	2,23,22	68.31	1920-21
20,02	5.67	...	...	13,26	3.75	2,46,41	69.76	1921-22
1,41	8.90	2,16	0.66	5	0.81	10,86	69.03	1919-20	Dibru-Sadiya.
1,69	9.95	2,40	0.74	25	1.50	13,04	77.07	1920-21	
1,50	8.24	3,10	0.88	15	0.82	13,12	72.09	1921-22	
8,39	4.47	4,94	2.63	3,93	2.08	1,07,86	57.42	1919-20	Eastern Bengal (including 2' 6" gauge lines worked).
10,98	5.18	5,04	2.51	5,43	2.71	1,36,85	68.26	1920-21	
12,41	6.87	6,97	3.81	5,77	3.20	1,50,14	83.19	1921-22	
1,10	4.52	1,23	5.09	11,65	49.05	1919-20	Gondal.
1,24	5.13	...	...	1,08	4.44	10,51	63.23	1920-21
1,05	4.38	...	...	1,44	5.32	14,99	61.70	1921-22
30	5.75	14	2.79	2,37	46.10	1919-20	Jamaagar.
31	6.74	...	...	23	5.10	2,48	51.35	1920-21
34	6.59	...	...	13	2.59	2,91	56.12	1921-22

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 6" GAUGE—contd.									
Jodhpur-Bikaner ...	1919-20	11,39	11.29	18,76	18.59	5,41	5.35	8,25	8.17
	1920-21	12,50	12.07	22,73	21.96	6,46	6.24	11,32	10.84
	1921-22	16,78	15.62	26,53	24.78	8,44	7.88	11,47	10.71
Junagad State ...	1919-20	1,08	10.04	1,70	16.67	88	3.64	96	9.10
	1920-21	1,37	12.15	2,13	18.94	36	3.22	1,09	9.67
	1921-22	1,68	14.96	1,92	17.11	66	5.84	1,17	10.47
Madras and Southern Mahratta*	1919-20	23,30	8.93	55,53	21.04	12,53	4.75	19,19	7.27
	1920-21	37,51	13.96	76,74	28.56	13,62	6.93	24,25	9.02
	1921-22	33,02	11.50	67,44	30.45	26,94	9.36	26,57	9.26
Mervi (including 2' 6" gauge section)	1919-20	87	2.85	2,07	16.05	85	2.70	65	5.08
	1920-21	56	4.31	2,25	17.25	0	3.82	77	5.88
	1921-22	88	6.52	2,66	20.83	47	3.84	74	5.80
Mysore†	1919-20	1,80	13.43	3,37	25.13	61	4.55	1,16	8.65
	1920-21	2,71	11.65	5,94	25.55	1,25	5.38	2,09	8.99
	1921-22	3,99	16.05	8,35	33.59	2,02	8.12	3,21	12.91
Nizam's Guaranteed State	1919-20	7,66	10.69	10,46	14.61	2,76	3.86	6,10	8.51
	1920-21	8,78	11.60	10,39	13.74	3,70	4.89	7,18	9.48
	1921-22	7,76	10.12	12,77	16.67	3,47	4.54	7,56	9.88
Rohilkund and Kumaon	1919-20	7,45	14.16	9,16	17.41	2,89	5.49	4,68	8.89
	1920-21	7,51	13.85	8,30	15.32	3,18	5.86	5,39	9.35
	1921-22	9,01	14.44	10,13	16.32	3,54	5.68	5,59	8.95

* Includes the Biror-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.
† Includes the railways named in the asterisk note above from the 1st October 1919.

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Ra.	Proportion per cent. to gross earnings.	Ra.	Proportion per cent. to gross earnings.	Ra.	Proportion per cent. to gross earnings.	Ra.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—contd.
5,57	5.51	4,41	4.37	53,79	53.28	1919-20	Jodhpur-Bikaner.
7,11	6.87	...	...	3,56	3.72	63,89	61.70	1920-21
8,03	7.49	...	...	4,37	4.08	75,57	70.56	1921-22
84	7.93	19	1.33	5,19	49.21	1919-20	Junagad State.
79	7.00	...	...	25	2.23	5,99	53.21	1920-21
83	7.42	...	...	41	3.67	6,67	59.47	1921-22
12,02	4.55	2,24	0.65	17,13	6.49	1,41,94	58.78	1919-20	Madras and Southern Mahratta.
14,15	5.28	3,36	1.25	9,02	3.36	1,33,65	69.34	1920-21	
15,53	5.41	3,19	1.11	9,25	3.22	2,01,94	70.33	1921-22	
44	3.43	97	7.50	4,85	37.59	1919-20	Morvi (including 2' 6" gauge Section).
54	4.17	...	...	58	4.45	5,20	39.88	1920-21
44	3.44	...	...	56	4.41	5,70	44.64	1921-22
1,36	10.14	36	2.69	3,66	64.56	1919-20	Mysore.
2,23	9.59	...	...	2,76	11.67	16,98	73.03	1920-21
2,92	11.74	...	...	1,39	5.30	21,88	88.01	1921-22
4,97	6.94	5,94	3.30	37,89	52.91	1919-20	Nizam's Guaranteed State.
6,27	8.28	...	...	4,13	5.45	33,19	43.54	1920-21
6,68	8.72	...	...	1,35	1.75	39,59	51.68	1921-22
3,13	5.94	1,60	3.04	23,91	54.93	1919-20	Rohilkund and Kumaon.
3,48	6.42	...	...	1,07	1.99	23,93	53.39	1920-21
3,73	5.96	...	...	1,56	2.50	33,60	53.85	1921-22

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
8' 2½" GAUGE—consolid.									
South Indian	1919-20	*44,05	*9.87	*1,00,26	*22.47	*31,36	*7.03	*35,06	*7.86
	1920-21	*46,79	*10.26	*1,15,71	*25.39	*33,70	*7.39	*41,96	*9.21
	1921-22	*70,88	*14.45	*1,58,28	*31.66	*35,00	*7.13	*44,93	*9.16
Udaipur-Chitorgarh	1919-20	67	15.14	65	14.91	15	3.39	26	5.97
	1920-21	61	10.68	62	17.14	17	4.60	33	9.11
	1921-22	87	21.48	68	15.54	27	6.70	35	8.64
2' 6" GAUGE.									
Ahmadpur-Katwa	1919-20	18	14.34	21	17.30	5	4.22	28	23.95
	1920-21	22	16.14	21	15.19	6	4.65	28	20.49
	1921-22	28	23.08	34	27.40	9	7.08	28	22.25
Arakan Light	1919-20	38	71.84	32	67.57	3	6.63	11	23.21
	1920-21	27	58.99	37	80.38	3	6.76	13	29.08
	1921-22	31	67.85	37	79.90	3	6.38	13	27.27
Arrah-Sasaram Light	1919-20	42	15.02	47	16.31	8	3.03	35	12.68
	1920-21	50	17.30	42	14.70	5	1.60	48	16.67
	1921-22	56	18.57	45	14.70	14	4.70	46	15.32
Bankura-Damodar River	1919-20	28	12.49	49	21.82	8	3.64	31	14.86
	1920-21	43	24.39	48	27.42	11	6.40	32	16.23
	1921-22	52	26.59	57	29.02	11	5.26	32	16.54
Baraset-Basirhat Light	1919-20	58	13.14	64	15.70	11	2.70	70	17.20
	1920-21	51	11.48	59	13.25	10	2.31	73	16.57
	1921-22	54	13.24	91	20.66	13	2.97	59	13.39
Bard Light	1919-20	79	4.98	1,93	12.39	35	2.18	1,07	6.69
	1920-21	85	5.97	2,18	15.19	46	3.16	1,25	8.75
	1921-22	89	6.00	2,40	16.66	52	3.62	1,31	9.05
Bengal Provincial	1919-20	21	14.00	35	22.70	5	3.50	32	20.80
	1920-21	31	20.81	37	24.43	5	3.18	27	18.32
	1921-22	39	20.12	52	31.71	12	7.32	32	19.51
Bukhtiarpur-Bihar Light	1919-20	24	13.43	36	20.23	9	5.09	36	20.30
	1920-21	32	9.09	45	12.60	5	1.48	43	12.16
	1921-22	27	10.65	42	16.26	9	3.50	41	15.79

* Includes the 5' 6" gauge and 2' 6" gauge systems.

DIX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 3 1/2" GAUGE—contd.
13,87	4.18	3,85	0.86	12,35	2.77	1,73,86	54.94	1919-20	} South Indian.
22,72	4.98	3,94	0.87	13,89	3.07	1,95,09	59.66	1920-21	
24,77	5.05	4,64	0.95	13,01	3.67	2,40,72	67.22	1921-22	
18	4.17	7	1.61	1,98	45.19	1919-20	} Udaipur-Chitorgarh.
16	4.36	...	...	7	1.95	1,96	54.04	1920-21
20	4.88	...	...	6	1.66	2,38	58.90	1921-22
									2' 6" GAUGE.
19	15.89	15	...	76	61.91	1919-20	} Ahmadpur-Katwa.
21	15.53	...	...	23	17.43	1,21	89.43	1920-21
24	19.49	...	...	13	10.12	1,36	109.42	1921-22
16	34.79	2	3.51	97	207.05	1919-20	} Arakan Light.
16	35.47	...	...	2	3.70	98	214.33	1920-21
17	35.89	...	...	2	5.00	1,03	222.24	1921-22
26	9.20	7	2.39	1,65	59.13	1919-20	} Arrah-Sasaram Light.
29	10.09	...	...	5	1.73	1,79	62.09	1920-21
32	10.55	...	...	5	1.69	1,98	65.53	1921-22
34	14.98	9	...	1,44	63.53	1919-20	} Bankura-Damodar River.
36	20.30	...	...	1	0.85	1,71	97.64	1920-21
34	17.42	...	...	2	1.05	1,88	95.48	1921-22
32	7.98	10	2.39	2,40	59.11	1919-20	} Baraset-Basrhat Light.
32	7.31	...	...	6	1.26	2,31	52.28	1920-21
64	14.39	...	...	7	1.47	2,88	65.12	1921-22
1,40	8.82	43	3.03	6,07	33.09	1919-20	} Baral Light.
1,50	10.46	...	...	39	2.69	6,62	46.23	1920-21
1,76	12.20	...	...	45	3.14	7,30	50.67	1921-22
20	12.00	1	1.00	1,14	74.00	1919-20	} Bengal Provincial.
23	15.59	...	...	2	1.26	1,25	83.09	1920-21
20	12.19	...	...	1	0.61	1,59	91.46	1921-22
23	11.92	4	2.30	1,31	73.27	1919-20	} Bakhtiarpur-Bihar Light.
21	5.99	3	0.96	1,49	42.23	1920-21	
23	8.72	5	1.87	1,47	56.79	1921-22	

*Includes the 5' 6" gauge and 2' 6" gauge systems.
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Details of working expenses of each railway

Railway system,	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
<i>2' 6" GAUGE—contd.</i>									
Bordwan-Katwa	1919-20	23	13.39	27	15.33	5	2.38	20	11.81
	1920-21	23	14.03	28	16.59	10	6.00	26	15.51
	1921-22	26	14.87	42	24.03	13	7.15	28	15.81
Champaner-Shivrajpur-Pauli Light	1919-20	27	16.35	42	25.68	8	5.12	28	17.34
	1920-21	30	14.68	54	28.24	7	3.23	37	17.62
	1921-22	34	25.85	42	31.93	10	7.66	44	32.75
Cutch State	1919-20	9	9.02	4	3.46	3	2.68	5	5.25
	1920-21	19	19.96	11	12.28	4	4.76	10	10.88
	1921-22	18	20.72	19	21.93	4	4.44	7	7.83
Dahri-Bohtas Light	1919-20	25	9.40	46	17.27	32	12.03	31	11.54
	1920-21	30	10.60	51	18.49	23	8.45	30	10.63
	1921-22	38	15.17	46	18.13	15	6.05	27	10.51
Dholpur-Bari	1919-20	19	11.78	36	22.71	7	4.27	13	8.11
	1920-21	19	10.35	35	18.80	10	5.27	13	7.22
	1921-22	20	11.46	43	27.55	19	10.68	15	8.72
Futwa-Islampur	1921-22	4	21.23	3	19.23	1	2.06	4	20.98
Gaekwar's Bilimora-Kalamba	1921-22	40	32.00	23	18.40	3	2.40	24	19.20
Gaekwar's Dabhol	1921-22	207	24.98	3.83	26.47	1.01	9.45	2.10	19.64
Gaekwar's Kocamba Zankav	1921-22	36	53.06	13	29.03	2	3.23	18	29.03
Gaekwar's Petlad-Vaso	1921-22	21	16.92	25	22.53	3	2.70	20	18.02
Godhra-Lunavada	1919-20	21	23.54	13	20.90	3	3.94	16	17.64
	1920-21	19	17.07	25	21.87	5	4.73	19	17.35
	1921-22	20	18.88	24	22.60	5	4.60	25	22.88
Jamnore-Jhaidah	1919-20	22	15.23	32	22.45	7	4.97	24	16.81
	1920-21	33	20.06	43	30.63	8	5.07	29	18.56
	1921-22	26	17.56	56	33.66	12	8.46	25	18.18
Kailghat-Falta	1919-20	22	9.93	45	20.56	7	3.04	30	13.70
	1920-21	30	11.99	48	19.06	8	3.16	36	14.55
	1921-22	31	10.40	67	22.01	9	3.97	46	15.27
Kolar District and Bangalore Chik Ballapur Light	1919-20	67	19.31	30	23.05	21	6.06	36	10.37
	1920-21	43	11.77	92	25.77	19	5.32	32	8.96
	1921-22	63	16.10	1.23	33.52	31	8.05	50	12.99

DLX 6—contd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11.	12.	13.	14.	15.	16.	17.	18.	19.	20.
23	13.18	6	3.27	1.03	80.46	1919-20	2 6" GAUGE—contd. Burdwan-Katwa.
24	14.45	...	...	18	10.65	1.29	77.23	1920-21
26	14.88	...	...	7	4.23	1.42	80.97	1921-22
20	12.21	3	1.56	1.28	78.26	1919-20	Champaner-Shivrajpur-Pani Light.
21	10.09	...	...	3	1.40	1.53	78.26	1920-21
20	14.65	...	...	7	5.53	1.57	118.37	1921-22
12	11.74	33	32.15	1919-20	Cutch State.
7	7.86	...	...	...	...	51	55.24	1920-21
14	16.42	...	...	...	...	62	71.34	1921-22
15	5.75	0.15	1.49	56.14	1919-20	Dehri-Rohas Light.
16	5.78	...	...	6	2.24	1.56	56.16	1920-21
23	9.25	...	...	5	2.15	1.54	61.28	1921-22
14	9.04	0.25	89	56.16	1919-20	Dholpur-Barl.
16	8.95	...	...	...	0.13	98	50.72	1920-21
16	10.07	...	...	1	0.19	1.21	68.67	1921-22
3	9.25	13	72.74	1921-22	Futwa-Islampur.
7	5.60	2	1.00	99	79.20	1921-22	Gaekwar's Bilimora-Kalamba.
58	5.43	42	3.93	9.01	89.20	1921-22	Gaekwar's Dabhol.
3	4.84	1	1.61	78	125.80	1921-22	Gaekwar's Kosamba-Zankvar.
4	3.60	1	0.90	74	66.67	1921-22	Gaekwar's Petlad-Vasa.
16	17.74	3	2.03	76	85.79	1919-20	Godhra-Lunayada.
16	14.43	...	...	3	2.20	86	77.45	1920-21
15	14.31	...	...	6	5.29	95	88.51	1921-22
34	23.77	3	2.04	1.22	85.32	1919-20	Jessore-Jhenidah.
36	23.06	...	...	1	0.72	1.54	98.09	1920-21
39	28.06	...	...	2	1.31	1.59	113.48	1921-22
28	12.60	—3	...	1.29	58.49	1919-20	Kalighat-Falta.
29	11.56	...	...	2	0.74	1.53	61.06	1920-21
33	10.59	...	...	2	0.54	1.37	61.78	1921-22
48	13.83	11	3.17	2.63	75.79	1919-20	Kolar District and Bangalore-Chick Ballapur Light.
33	9.34	...	...	41	11.49	2.59	72.55	1920-21
45	11.78	...	...	22	5.71	3.39	68.05	1921-22

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 3" GAUGE—conold.									
Madaya Light. ...	1919-20	•	•	•	•	•	•	•	•
	1920-21	12	13.79	23	26.44	...	...	50	57.47
	1921-22	11	12.04	24	28.24	1	1.18	8	9.41
[Mourbhanj State] ...	1919-20	12	17.97	42	48.81	8	11.69	15	23.66
	1920-21†	8	14.29	8	14.29	1	4.76	2	9.52
Nadiad-Kapadvanj ...	1919-20	22	9.68	32	14.43	7	2.89	26	11.66
	1920-21	23	8.80	40	15.58	4	1.65	30	11.71
	1921-22	23	9.59	42	17.43	8	3.41	35	14.66
Farakimedi Light ...	1919-20	18	18.19	14	20.24	7	10.77	6	9.17
	1920-21	18	17.60	18	17.30	6	8.00	6	8.05
	1921-22	20	25.87	9	11.64	4	5.46	7	8.75
Shahdara (Delhi)-Saharanpur Light ...	1919-20	1,71	22.55	91	12.05	23	2.96	95	12.54
	1920-21	1,85	22.08	1,13	13.51	23	3.31	99	11.85
	1921-22	1,84	21.30	1,60	18.55	30	3.47	1,05	12.09
South Indian ...	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
	1921-22	†	†	†	†	†	†	†	†
Tespore-Balipara Light... ..	1919-20	16	9.70	32	19.54	18	10.62	25	14.74
	1920-21	28	15.91	30	21.21	20	13.77	25	17.26
	1921-22	30	20.07	34	23.10	21	14.48	26	17.73
2' 0" GAUGE.									
Darjooling-Himalayan ...	1919-20	1,37	9.68	2,69	19.02	1,16	8.25	1,76	12.49
	1920-21	1,32	8.97	2,81	19.17	1,30	8.87	1,81	12.82
	1921-22	1,49	9.98	3,14	20.96	1,48	9.88	1,99	13.21
Gwallior Light ...	1919-20	64	7.33	1,78	24.15	32	4.34	37	5.02
	1920-21	67	9.50	2,17	30.73	37	5.27	41	5.80
	1921-22	93	13.25	1,77	23.30	31	4.17	43	5.62

* Information not available.

† Included with the 3' 3" gauge system.

‡ Up to 14th July 1920. The line having been purchased by the Mayurbhanj Railway Company with effect from 15th July 1920. Information in respect of the later period is included with that of the Bengal-Nagpur railway.

DIX 6—contd.

system. [In thousands of rupees.]

General charges		Steam-boat expenses		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses		Year.	Railway system.
Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.	Ra.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
•	•	•	•	•	•	•	•	1919-20	2 ^o GAUGE—contd.
•	•	•	•	•	•	85	97.70	1920-21	Madaya Light.
21	24.70	•	•	•	•	65	76.47	1921-22	
•	•	•	•	7	10.64	56	65.75	1919-20	Mourbhanj State
1	4.76	•	•	2.1	4.76	11	53.88	1920-21	
•	•	•	•	•	•	•	•	•	Nadiad-Kapedvanj.
17	7.77	•	•	•	1.02	1.06	47.40	1919-20	
•	•	•	•	4	1.42	1.21	47.05	1920-21	Nadiad-Kapedvanj.
20	7.89	•	•	•	•	•	•	•	
•	•	•	•	7	8.18	1.36	56.69	1921-22	Parlakimedi Light.
•	•	•	•	•	•	•	•	•	
2	2.89	•	•	1	0.62	42	41.38	1919-20	Parlakimedi Light.
2	2.96	•	•	2	1.98	42	55.89	1920-21	
•	•	•	•	1	0.88	42	55.74	1921-22	Shahdara (Delhi)-Saharsapur Light
46	6.12	•	•	10	1.37	4.36	57.59	1919-20	
•	•	•	•	26	3.07	5.08	59.92	1920-21	Shahdara (Delhi)-Saharsapur Light
52	6.15	•	•	•	•	•	•	•	
•	•	•	•	18	1.46	5.48	63.32	1921-22	South Indian.
•	•	•	•	•	•	3.36	106.14	1919-20	
•	•	•	•	•	•	4.45	145.71	1920-21	South Indian.
•	•	•	•	•	•	4.82	141.02	1921-22	
•	•	•	•	7	4.10	1.16	69.78	1919-20	Tarpore-Balipara Light.
18	11.03	•	•	•	•	•	•	•	
•	•	•	•	7	4.71	1.26	87.41	1920-21	Tarpore-Balipara Light.
21	14.55	•	•	•	•	•	•	•	
•	•	•	•	8	1.72	1.24	90.72	1921-22	2 ^o GAUGE.
20	18.62	•	•	•	•	•	•	•	
•	•	•	•	81	5.78	111.38	60.66	1919-20	Darjeeling-Himalayan.
127	8.98	•	•	•	•	•	•	•	
•	•	•	•	1.04	7.07	111.99	61.14	1920-21	Darjeeling-Himalayan.
125	8.51	•	•	•	•	•	•	•	
•	•	•	•	68	4.00	112.59	164.42	1921-22	Gwalior Light
122	9.48	•	•	•	•	•	•	•	
•	•	•	•	45	6.11	3.58	52.65	1919-20	Gwalior Light
42	5.70	•	•	•	•	•	•	•	
•	•	•	•	41	5.75	4.45	62.98	1920-21	Gwalior Light
42	5.88	•	•	•	•	•	•	•	
•	•	•	•	38	4.40	4.22	55.78	1921-22	
46	6.04	•	•	•	•	•	•	•	

† Includes the Darjeeling-Himalayan railway extensions not included in the details.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 0" GAUGE—consolid.									
Howrah-Amra Light ...	1919-20	108	14.88	1,08	15.08	52	7.19	1,20	16.76
	1920-21	84	9.89	1,28	14.94	50	5.82	1,28	14.95
	1921-22	98	10.79	1,55	17.32	49	5.68	1,47	16.95
Howrah-Sheakhali Light ...	1919-20	28	18.74	30	17.52	8	1.80	24	14.06
	1920-21	23	18.07	32	18.08	8	1.61	25	14.45
	1921-22	19	10.86	37	19.99	8	1.50	27	14.30
Jagadhri Light ...	1919-20	2	6.88	7	27.10	...	0.88	5	19.85
	1920-21	1	8.81	5	18.17	1	1.19	6	19.49
	1921-22	1	5.03	7	23.20	...	1.17	7	28.70
Jorhat (Provincial) ...	1919-20	24	18.97	33	30.25	8	6.72	23	17.16
	1920-21	32	23.98	45	34.83	12	9.85	24	18.86
	1921-22	55	36.41	48	31.48	9	6.00	24	15.99
Kulasekarapatnam Light ...	1919-20	19	37.44	55	108.23	7	14.96	19	19.84
	1920-21	33	45.12	70	94.86	12	16.00	14	19.86
	1921-22	19	29.13	71	106.88	7	9.75	13	20.20
Pipar-Bilara Light ...	1919-20	7	18.19	18	33.67	3	7.42	4	10.32
	1920-21	7	18.84	8	20.66	4	9.48	5	14.75
	1921-22	19	44.44	9	21.83	1	2.11	6	18.72
Mysore Light ...	1919-20	6	22.07	7	23.90	2	6.27	3	10.67
	1920-21	3	13.77	9	25.92	2	5.47	3	9.33
	1921-22	7	16.43	14	38.43	3	8.16	5	12.95
Trivellore Light ...	1921-22	1	14.29	2	28.57	...	...	5	71.42
Total of all railways	1919-20	9,38,55	10.53	17,72,83	19.88	6,50,16	7.29	8,50,71	9.54
	1920-21	11,94,88	12.99	20,87,68	22.70	7,30,55	7.94	10,61,05	11.53
	1921-22	14,33,28	15.43	25,42,03	27.87	9,59,56	10.11	11,28,68	12.10

DIX 6—concl'd.

system. [In thousands of rupees.]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2nd OF GAUGH—concl'd.
48	6-63	19	3-63	4,50	62-70	1919-20	Howrah-Amta Light.
49	5-71	...	...	17	3-01	4,56	53-32	1920-21
60	6-92	...	...	23	3-61	5,37	60-87	1921-22
21	12-02	5	2-72	1,06	61-86	1919-20	Howrah-Sheakhala Light.
21	11-64	...	...	3	1-62	1,07	60-47	1920-21
23	12-10	...	...	3	1-61	1,12	59-76	1921-22
2	10-11	0-84	16	64-66	1919-20	Jagadhri Light.
2	8-92	...	...	1	1-67	16	58-26	1920-21
3	9-87	...	...	...	0-20	18	63-17	1921-22
24	19-44	4	2-93	1,20	95-47	1919-20	Jorhat (Provincial).
30	22-62	...	...	4	3-29	1,47	111-66	1920-21
30	23-04	...	...	5	3-45	1,80	119-22	1921-22
1	1-75	92	182-22	1919-20	Kulasekharapatnam Light.
1	0-68	...	...	...	...	190	176-02	1920-21
1	1-04	...	...	...	...	111	166-50	1921-22
1	0-84	0-41	23	70-75	1919-20	Pipar-Bilara Light.
...	0-95	...	...	...	0-62	24	64-80	1920-21
...	1-00	...	...	...	0-62	35	83-77	1921-22
5	19-62	1	3-39	24	85-92	1919-20	Mysore Light.
4	10-04	...	...	4	12-42	27	76-96	1920-21
5	11-97	...	...	3	5-79	36	88-78	1921-22
1	14-29	9	123-57	1921-22	Tivellere Light.
3,78,37	4-25	30,23	0-34	4,30,91	4-63	50,65,65	56-81	1919-20	Total of all railways.
4,60,78	5-11	31,37	0-34	4,41,77	4-80	60,39,04	65-54	1920-21	
5,16,12	5-56	34,27	0-37	4,31,52	5-13	70,79,95	76-22	1921-22	

* Includes figures for certain smaller lines for which expenses by departments are not available.

APPENDIX 7.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur (including 2' 6" gauge branches).	1919-20	2,746.44	12,049	44,91.58	6,57.57	3,84.96	2,72.61	55.54	6.10
	1920-21	2,818.86	11,978	48,84.06	6,43.39	4,24.25	2,19.04	65.95	4.48
	1921-22	2,829.71	12,076	52,78.86	6,78.25	4,64.70	1,93.55	71.46	3.67
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1919-20	1,578.17	8,192	29,82.75	5,78.65	3,09.40	2,69.25	58.47	9.05
	1920-21	1,589.42	8,483	33,66.16	6,15.25	4,12.73	2,02.52	67.08	6.02
	1921-22	1,399.18	8,011	35,63.65	6,18.07	4,60.49	1,57.58	77.74	3.86
Eastern Bengal ...	1919-20	621.40	4,358	25,77.04	2,75.99	2,02.13	73.86	73.24	3.87
	1920-21	615.45	4,515	27,16.38	2,80.22	1,71.17	1,09.05	61.08	4.01
	1921-22	618.83	4,370	28,59.21	2,69.48	2,32.59	36.89	68.81	1.29
East Indian ...	1919-20	2,772.86	26,168	80,55.41	13,60.80	6,11.45	7,49.35	44.93	9.30
	1920-21	2,770.59	26,980	90,77.81	14,53.11	7,86.02	6,67.09	52.72	7.57
	1921-22	2,778.44	24,055	92,86.90	13,77.62	8,65.28	5,12.34	62.81	5.52
Great Indian Peninsula (including 2' 6" and 2' 0" gauge lines worked).	1919-20*	3,385.04	23,390	74,16.14	13,79.87	8,59.92	5,19.45	62.84	7.03
	1920-21*	3,385.04	23,416	92,23.79	13,99.33	10,72.78	3,26.55	76.66	3.54
	1921-22*	3,385.38	22,316	95,08.53	13,89.29	12,64.49	1,24.80	91.02	1.81
Madras and Southern Mahratta	1919-20	1,088.11	5,498	20,15.48	3,70.09	2,02.89	1,67.21	54.82	3.00
	1920-21	1,078.70	5,479	24,91.84	3,74.07	3,40.19	1,33.88	64.21	5.84
	1921-22	1,071.94	5,433	24,69.24	3,87.69	2,70.81	1,17.88	69.72	4.75
Mizam's Guaranteed State ...	1919-20	351.60	1,374	5,56.68	90.17	52.55	37.62	58.28	6.76
	1920-21	351.60	1,398	5,78.30	91.09	47.76	43.33	58.08	7.49
	1921-22	351.60	1,500	5,95.09	96.82	45.24	51.58	48.73	8.67
North Western—									
Commercial section (including 2' 6" gauge lines.)	1919-20	3,973.38	17,661	61,65.52	12,28.81	7,08.26	5,20.55	57.64	6.38
	1920-21	3,982.75	16,736	67,89.19	12,92.97	8,96.69	3,96.28	69.85	4.51
	1921-22	4,099.31	16,325	92,17.95	12,88.28	10,89.94	1,98.34	84.93	2.10
Military section (including 2' 6" gauge lines.)	1919-20	1,847.69	4,679	20,59.78	1,49.10	1,58.60	-9.50	108.87	...
	1920-21	1,587.46	3,940	23,35.57	1,64.80	1,84.95	-20.15	112.22	...
	1921-22	1,533.27	4,010	22,98.63	1,64.25	2,46.10	-81.85	149.38	...
Total North Western (commercial and military sections).	1919-20	5,321.07	22,340	1,03,25.03	13,77.91	8,66.86	5,11.05	62.91	5.00
	1920-21	5,520.21	19,676	1,11,24.76	14,57.77	10,81.64	3,76.13	74.20	3.38
	1921-22	5,632.58	20,335	1,15,11.59	14,47.53	13,86.04	1,11.49	92.80	0.97
Oudh and Rohilkhand (including 2' 3 1/2" gauge lines).	1919-20	1,624.33	6,193	22,42.19	3,23.06	1,81.95	1,41.11	56.32	6.29
	1920-21	1,629.27	5,238	24,15.41	3,28.05	1,94.27	1,33.78	59.20	5.54
	1921-22	1,625.43	6,378	24,84.09	3,42.58	2,51.10	91.48	73.30	3.69
South Indian ...	1919-20	449.80	2,018	7,22.93	1,26.57	68.38	58.19	54.02	3.05
	1920-21	449.80	2,319	7,74.83	1,25.79	79.29	46.50	63.03	6.00
	1921-22	449.80	2,343	7,91.43	1,29.15	1,09.17	19.98	84.63	2.52
2' 3 1/2" GAUGE.									
Aden ...	1919-20	28.75	†	6.26	3.35	4.33	-98	129.33	...
	1920-21	28.75	†	13.16	2.70	2.17	63	80.86	4.03
	1921-22	28.75	40	12.16	2.50	3.40	-90	136.00	...
Assam-Bengal ...	1919-20	1,020.90	2,433	18,69.08	1,12.61	83.71	23.90	73.73	1.29
	1920-21	1,020.90	2,487	19,55.36	1,14.80	88.26	26.04	77.22	1.33
	1921-22	1,020.90	1,999	19,36.86	95.44	89.43	5.96	93.75	0.31
Bengal and North-Western ...	1919-20	2,063.82	5,972	17,72.06	2,53.33	1,11.09	1,42.24	43.85	3.03
	1920-21	2,063.27	5,947	18,02.46	2,27.26	1,19.44	1,07.82	46.62	7.62
	1921-22	2,061.98	6,061	18,21.82	2,90.30	1,23.24	1,67.06	44.16	3.90

* Excluding the Matheran Light railway for which information is not available.

† Information not available.

APPENDIX 7—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and expenses, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (8).
1	2	3	4	5	6	7	8	9	10
3½" GAUGE—contd.									
Bengal Doars ...	1919-20	158-20	324	1,45,56	18,08	9,10	8,98	50-29	6-19
	1920-21	158-20	318	1,45,38	15,36	9,37	5,99	60-98	4-12
	1921-22	158-20	303	1,45,57	14,27	8,69	5,58	60-89	3-83
Bhavnagar State* ...	1919-20	206-81	484	1,26,59	26,02	11,77	14,25	45-23	10-20
	1920-21	217-29	455	1,30,21	28,93	12,79	11,13	53-47	8-55
	1921-22	240-13	458	1,37,98	23,40	13,36	9,54	59-23	7-45
Bombay, Baroda and Central India.†	1919-20	2,332-25	9,264	19,67,07	4,52,35	2,63,03	1,89,32	58-15	9-62
	1920-21	2,343-06	9,973	22,04,71	4,58,34	3,11,98	1,46,36	68-07	6-64
	1921-22	2,342-69	9,697	20,58,30	4,81,08	3,54,47	1,26,61	73-68	6-15
Buna ...	1919-20	1,605-83	6,357	21,51,68	3,29,30	1,85,13	1,43,17	56-52	6-65
	1920-21	1,622-63	6,459	22,10,43	3,26,78	2,23,22	1,03,56	68-31	4-69
	1921-22	1,622-63	6,405	22,64,67	3,53,24	2,46,41	1,06,83	69-76	4-72
Dibru-Sadiya ...	1919-20	91-25	274	1,38,69	15,73	10,86	4,87	60-03	3-43
	1920-21	91-25	265	1,39,98	16,91	13,04	3,87	77-07	2-76
	1921-22	91-25	271	1,41,06	18,20	13,12	5,08	72-09	3-00
Eastern Bengal (including 2' 6" gauge lines worked).	1919-20	1,117-27	3,603	13,41,29	1,87,81	1,07,86	79,95	57-42	5-06
	1920-21	1,132-20	3,778	14,10,63	2,00,49	1,36,55	63,94	68-26	4-51
	1921-22	1,118-75	3,676	13,85,69	1,80,47	1,50,14	30,33	83-19	2-19
Gondal ...	1919-20	230-66	614	1,18,19	24,25	11,65	12,60	48-05	10-66
	1920-21	230-98	542	1,24,78	24,19	16,51	7,68	68-23	6-16
	1921-22	230-66	573	1,23,98	24,30	14,99	9,31	61-70	7-51
Jamnagar ...	1919-20	54-22	86	25,83	5,15	2,37	2,78	46-10	10-75
	1920-21	54-22	79	27,68	4,57	2,48	2,09	54-35	7-53
	1921-22	54-22	97	28,52	5,16	2,91	2,27	56-12	7-97
Jodhpur-Bikaner ...	1919-20	1,330-83	2,278	4,07,54	1,00,95	53,79	47,16	53-29	11-57
	1920-21	1,330-83	2,354	4,37,11	1,03,53	63,88	39,65	61-70	9-07
	1921-22	1,330-83	2,411	4,96,20	1,07,10	75,57	31,53	70-56	6-24
Junagad State ...	1919-20	140-46	212	79,00	10,54	5,19	5,35	49-21	6-78
	1920-21	140-46	234	88,81	11,25	5,99	5,26	53-21	5-92
	1921-22	140-46	216	90,60	11,23	6,07	4,55	52-47	5-01
Madras and Southern Mahratta †...	1919-20	1,967-92	6,591	18,42,41	2,63,52	1,41,94	1,21,58	53-78	6-62
	1920-21	1,967-92	6,746	19,80,11	2,68,74	1,83,65	85,09	68-34	4-30
	1921-22	1,967-92	7,014	19,08,05	2,87,12	2,01,94	85,18	70-33	4-43
Morvi (including 2' 6" gauge section).	1919-20	92-83	263	54,16	12,69	4,85	8,04	37-59	14-66
	1920-21	92-83	252	56,29	13,04	5,20	7,84	39-88	13-93
	1921-22	92-83	254	56,77	12,78	5,70	7,08	44-64	12-45
Mysore, and Chickja'ur-Chitaldrug.‡	1919-20	242-70	314	1,82,43	13,44	8,66	4,78	64-58	2-60
	1920-21	262-46	555	1,99,20	23,75	16,98	6,27	73-3	3-15
	1921-22	262-46	576	2,18,18	24,56	21,58	2,98	88-01	1-26
Nizam's Guaranteed State ...	1919-20	545-19	1,400	4,55,80	71,61	37,99	33,72	52-91	7-40
	1920-21	545-46	1,313	4,57,08	75,65	32,19	43,46	42-54	9-51
	1921-22	550-79	1,294	4,75,60	76,00	39,59	37,01	51-68	7-67

* Includes the Dhrangadra railway up to the 30th September 1919.

† Includes the Dhrangadra railway from the 1st October 1919.

‡ Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.

§ Includes the railways named in the notes with ‡ above from the 1st October 1919.

APPENDIX 7—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings to total capital outlay as in column 10.
1	2	3	4	5	6	7	8	9	10
3' 3 1/2" GAUGE—consolid.									
Rohilkund and Kumaon ...	1919-20	571.18	1,094	3,30.97	52.63	28.91	23.72	54.93	6.1
	1920-21	575.06	1,066	3,24.34	54.18	28.93	25.25	53.89	6.4
	1921-22	574.91	1,129	4,00.31	62.38	33.60	28.78	53.85	7.1
South Indian ...	1919-20	1,303.99	5,969	15,03.40	3,16.46	1,73.88	1,42.60	54.94	9.4
	1920-21	1,308.99	6,406	16,57.05	3,27.02	1,95.09	1,31.93	59.66	7.5
	1921-22	1,303.99	6,802	17,99.62	3,58.12	2,40.72	1,17.40	67.22	6.1
Udaipur-Chitorgarh ...	1919-20	67.30	75	22.86	4.38	1.98	2.40	45.19	10.1
	1920-21	67.30	75	22.86	3.63	1.96	1.67	54.04	7.2
	1921-22	67.30	104	23.20	4.04	2.38	1.66	53.90	7.1
2' 6" GAUGE.									
Ahmadpur-Katwa ...	1919-20	32.26	68	19.74	1.22	.76	.46	61.91	2.3
	1920-21	32.26	75	19.76	1.35	1.21	.14	89.43	0.7
	1921-22	32.26	68	19.82	1.25	1.36	-.11	109.42	...
[Ambaji-Taranga Light]	1919-20	20.50	**	**	**	**	**	**	**
Anken Light ...	1919-20	18.25	20	30.87	.47	.97	-.50	207.05	...
	1920-21	18.25	20	30.78	.46	.98	-.52	214.33	...
	1921-22	18.18	19	30.86	.46	1.03	-.57	222.24	...
Arrah-Sasaram Light ...	1919-20	65.16	93	22.68	2.80	1.65	1.15	59.13	5.0
	1920-21	65.16	92	22.65	2.89	1.79	1.10	62.09	4.8
	1921-22	65.16	89	23.19	3.02	1.98	1.04	65.53	4.4
Bankura-Damodar River ...	1919-20	59.95	135	35.50	2.26	1.44	.82	63.53	2.3
	1920-21	59.95	116	35.71	1.75	1.71	.4	97.64	0.1
	1921-22	59.95	117	36.34	1.98	1.83	.8	95.98	0.2
Baraset-Basirhat Light ...	1919-20	52.24	143	23.94	4.08	2.40	1.68	59.11	6.9
	1920-21	52.24	137	24.20	4.41	2.31	2.10	52.23	8.7
	1921-22	52.24	138	24.36	4.42	2.38	1.54	65.12	6.3
Barai Light ...	1919-20	117.50	223	86.24	15.96	6.07	9.89	38.09	11.4
	1920-21	117.50	212	87.11	14.33	6.62	7.70	46.22	8.9
	1921-22	117.50	210	88.50	14.41	7.30	7.11	50.67	8.0
Bengal Provincial ...	1919-20	41.58	118	14.57	1.52	1.14	.38	74.00	5.3
	1920-21	41.58	114	14.93	1.50	1.25	.25	83.09	1.6
	1921-22	41.58	117	14.75	1.64	1.50	.14	91.46	0.9
Bukhtarpur-Bihar Light ...	1919-20	33.00	54	14.20	1.79	1.31	.48	73.27	3.3
	1920-21	33.00	64	14.20	3.53	1.49	2.04	42.28	14.3
	1921-22	33.00	53	14.20	2.59	1.47	1.12	56.79	7.5
Burdwan-Katwa ...	1919-20	32.47	89	18.13	1.71	1.03	.68	60.46	3.7
	1920-21	32.47	80	18.17	1.67	1.29	.38	77.23	2.0
	1921-22	32.47	77	18.27	1.75	1.43	.33	80.97	1.8
Champamer-Shirajpur-Paul Light	1919-20	32.40	43	16.56	1.64	1.28	.36	73.26	3.1
	1920-21	33.49	40	16.77	2.07	1.53	.55	73.26	3.3
	1921-22	33.49	39	20.03	1.33	1.57	-.24	113.37	...
Cutch State ...	1919-20	36.78	27	10.95	1.02	.33	.69	32.15	6.3
	1920-21	36.78	27	10.96	.93	-.51	.42	55.24	3.8
	1921-22	36.78	27	11.00	.86	.62	.24	71.34	2.2

† Working suspended with effect from the 4th December 1920, preparatory to going into liquidation.
 ** Information not available.

APPENDIX 7—contd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total Capital outlay, including ferries and expenses on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given (in column 5)
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—contd.									
Dehri-Rohtas Light ...	1919-20	23-83	48	7,86	2,67	1,49	1,18	56-14	14-94
	1920-21	23-83	53	8,69	2,79	1,56	1,23	56-16	14-15
	1921-22	23-83	50	8,81	2,62	1,54	98	61-26	11-07
Dholpur-Bari ...	1919-20	51-63	56	13,39	1,59	59	70	56-16	5-22
	1920-21	51-63	60	13,62	1,84	93	91	50-72	6-63
	1921-22	51-63	66	14,40	1,76	1,31	55	68-67	3-68
Futwa-Islampur ...	1921-22	26-68	7	16,13	18	13	6	72-74	0-21
Gaekwar's Bilimora-Kalamba ...	1921-22	34-93	38	15,66	1,25	99	26	79-10	1-63
Gaekwar's Dabhoi ...	1921-22	221-36	270	90,86	10,60	9,61	1,03	89-90	1-34
Gaekwar's Kosamba-Zankhraw ...	1921-22	26-27	19	13,22	63	78	-16	125-80	...
Gaekwar's Petalad-Vaso ...	1921-22	19-25	29	9,11	1,11	74	37	66-67	4-03
Godhra-Lunavada ...	1919-20	25-45	23	13,15	88	78	12	85-79	0-05
	1920-21	25-45	28	13,24	1,11	86	25	77-45	1-90
	1921-22	25-45	27	13,41	1,07	95	12	68-61	0-92
Jessore-Jhenidah ...	1919-20	37-00	103	14,33	1,43	1,22	21	95-32	1-47
	1920-21	37-00	93	14,47	1,57	1,54	3	98-03	0-21
	1921-22	37-00	78	14,48	1,40	1,59	-19	118-43	...
Kalinhat-Falta ...	1919-20	25-33	88	18,09	2,20	1,29	91	58-49	8-05
	1920-21	26-24	92	18,42	2,51	1,53	96	61-06	5-20
	1921-22	26-24	95	18,68	3,03	1,87	1,16	61-73	6-22
Kolar District and Bangalore Chik Ballapur Light.	1919-20	102-20	118	31,17	3,47	2,63	84	75-79	2-70
	1920-21	102-20	144	33,32	3,57	2,59	98	72-55	2-94
	1921-22	102-20	140	34,64	3,85	3,39	46	88-05	1-33
Madaya Light ...	1919-20	16-00	†	†	†	†	†	†	†
	1920-21	16-00	30	8,47	87	85	2	97-70	0-24
	1921-22	16-00	30	8,73	85	66	20	76-47	2-29
[Mourbhanj State] ...	1919-20	32-41	29	7,27	65	56	9	85-75	1-27
	1920-21†	...	7	...	21	11	10	52-35	...
Nadiad-Kapadvanj ...	1919-20	28-01	41	14,83	2,23	1,06	1,17	47-40	7-22
	1920-21	30-06	41	15,18	2,58	1,21	1,37	47-05	8-99
	1921-22	30-06	41	17,13	2,39	1,35	1,04	56-69	6-04
Parlakimedi Light ...	1919-20	24-63	20	7,68	69	43	27	61-38	3-47
	1920-21	24-62	19	7,68	75	42	33	55-29	4-25
	1921-22	24-62	19	7,68	77	43	34	55-74	4-61
[Powayan Light‡] ...	1919-20	...	...	8,95	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light.	1919-20	92-50	115	45,71	7,57	4,35	3,21	57-59	7-02
	1920-21	92-50	117	45,51	8,40	5,03	3,37	59-22	7-40
	1921-22	92-50	127	47,15	8,65	5,48	3,17	63-33	6-73
South Indian ...	1919-20	98-68	163	40,79	3,17	3,86	-19	106-14	...
	1920-21	98-68	167	42,62	3,06	4,45	-1,39	142-71	...
	1921-22	138-68	166	43,45	3,27	4,62	-1,35	141-03	...
Tempore-Balipara Light ...	1919-20	20-10	26	4,87	1,65	1,16	50	69-73	10-29
	1920-21	20-10	24	4,87	1,44	1,26	18	87-41	3-71
	1921-22	20-10	31	4,87	1,43	1,24	14	90-72	2-21

* Revised figure.

† Information not available.

‡ Up to 14th July 1920. The line having been purchased by the Mayurbhanj Railway Company with effect from 15th July 1920 information in respect of the later period is included with that of the Bawal-Nagpur railway.

§ This line which was dismantled during the war has since been acquired by the State and merged in the Lucknow-Bareilly railway.

APPENDIX 7—concl'd.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and expense on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given (in column (6)).
1	2	3	4	5	6	7	8	9	10
2' 0" Gauge.									
Darjeeling-Himalayan	1919-20	146.44	548	1,01.31	18.78	11.3	7.38	60.66	7.29
	1920-21	146.51	540	1,02.85	19.82	11.9	7.83	61.14	7.44
	1921-22	146.51	539	1,02.31	19.54	12.5	6.95	64.42	6.60
Gwalior Light	1919-20	249.96	269	77.12	7.37	3.88	3.49	52.65	4.53
	1920-21	249.96	276	82.79	7.08	4.45	2.63	62.93	3.16
	1921-22	249.98	242	79.38	7.58	4.23	3.35	55.78	4.22
Howrah-Amta Light	1919-20	43.87	200	26.94	7.18	4.50	2.68	62.70	9.93
	1920-21	43.87	206	27.61	8.55	4.56	3.99	53.32	14.45
	1921-22	43.87	207	28.69	8.66	5.27	3.39	60.87	11.81
Howrah-Sheekhola Light	1919-20	19.75	64	7.64	1.72	1.08	66	61.36	8.55
	1920-21	19.75	49	7.84	1.76	1.07	69	60.47	8.69
	1921-22	19.75	53	8.17	1.87	1.12	75	59.76	9.24
Jagadhri Light	1919-20	3.31	13	1.10	25	16	9	64.66	8.03
	1920-21	3.31	13	1.11	30	16	14	53.25	12.28
	1921-22	3.31	9	1.12	29	18	11	63.17	9.51
Jorhat (Provincial)	1919-20	32.50	52	11.19	1.26	1.20	6	95.47	0.51
	1920-21	32.50	51	11.41	1.32	1.47	-15	111.89	...
	1921-22	32.50	50	12.84	1.51	1.80	-29	119.32	...
Kulasekarapatham Light	1919-20	32.00	42	5.85	50	92	-42	182.22	...
	1920-21	32.00	47	6.25	78	1.30	-57	176.02	...
	1921-22	18.00	42	6.43	60	1.11	-45	166.50	...
Pipar-Bilara Light	1919-20	25.25	24	2.90	39	23	11	70.75	3.95
	1920-21	25.25	23	2.90	37	21	13	64.80	4.48
	1921-22	25.25	18	2.90	42	35	7	83.77	2.33
Mysore Light	1919-20	10.60	21	6.36	28	24	4	85.92	0.61
	1920-21	26.75	30	6.49	35	27	8	76.96	1.23
	1921-22	36.75	24	6.77	41	38	5	88.78	0.67
Trivellers Light	1921-22	2.37	19	67	7	9	-2	128.57	...
Total of all railways	1919-20	36,735	162,161	5,86,87.77	89,15.32	50,65.65	38,49.67	56.81	8.80
	1920-21	37,029	161,802	6,26,80.53	91,98.76	60,29.04	31,69.72	65.54	5.05
	1921-22	37,206	160,165	6,47,97.17	92,88.67	70,79.95	22,08.72	76.23	3.41

† Excluding Rs. 1,78,000 spent on the United Provinces Distillery Siding.

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1921-22.

[N.B.—The figures in columns 3 to 8 are in thousands.]

Class.	Length of line open on the 31st March 1922.	Total capital outlay on open lines to the 31st March 1922, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
5' 6" gauge.								
State lines worked by the State	6,158.93	1,52,87.23	104,717	17,618	18,53,27	16,76,61	1,61,66	
State lines worked by Companies a	3,920.26	2,29,12.94	2,203,376	43,711	44,06,67	33,61,65	10,45,02	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32.04	31.36	645	126	8.04	4.03	4.03	
Branch line Companies' railways under "rebate" terms, worked by the main line. c	1,158.39	10,51.57	16,982	2,230	1,45,58	72.92	72.96	
Company's line subsidized by the Government of India.	206.40	1,09.13	3,234	594	47.37	22.74	24.63	
District Board lines	25.27	18.75	1,161	88	2.51	1.41	1.10	
Indian State lines worked by the main line.	557.14	4,01.02	7,723	1,123	74.70	48.14	26.56	
Company's line guaranteed by Indian State.	330.13	5,81.67	3,489	1,266	93.55	40.57	49.98	
TOTAL FOR 1921-22	12,318.56	4,71,84.67	343,427	67,055	66,33,69	53,28,06	14,05,63	206
TOTAL FOR 1920-21	12,194.72	4,52,31.91	331,351	70,404	66,47.23	43,81.25	22,66.68	301
3' 3½" gauge.								
State lines worked by the State e	1,112.08	13,69.34	11,915	1,998	1,79.07	1,51.62	27.45	
State lines worked by Companies g and h	8,410.09	1,07,85.73	121,484	12,311	16,56.50	11,57.40	4,99.10	
Branch line Company's railway under "guarantee" terms, worked by the main line.	50.81	30.10	175	18	1.51	.76	.73	
Branch line Companies' railways under "rebate" terms, worked by the main line.	122.24	49.49	1,976	73	9.03	3.97	4.06	
Branch line Company's railway under "guarantee and rebate" terms.	100.68	1,12.96	1,027	73	7.75	3.82	3.87	
Companies' lines subsidized by the Government of India.	1,728.41	12,90.38	36,581	3,914	2,06.37	95.30	1,10.98	
Company's line subsidized by Local Government.	86.02	1,21.12	645	399	17.17	12.39	4.78	
Unassisted Company's line	5.23	16.94	78	263	1.03	.73	.80	
District Board lines	211.73	1,01.95	5,641	334	22.90	14.8	8.07	
Company's line subsidized by District Board.	36.40	33.67	j	j	5.08	2.00	3.06	
Indian State lines worked by Indian States.	2,176.39	11,03.41	15,674	2,214	1,92.70	1,27.90	64.50	
Indian State lines worked by the main line.	735.86	4,30.49	8,708	595	49.58	37.40	12.42	
Company's line guaranteed by Indian State.	391.40	3,15.92	3,181	493	60.26	33.50	35.46	
Lines in Foreign territory worked by British Indian Railway Companies.	73.60	2,07.38	1,819	291	13.50	11.18	2.33	
TOTAL FOR 1921-22	15,270.93	1,55,03.32	208,895	23,466	24,31.75	16,33.25	7,78.50	303
TOTAL FOR 1920-21	15,277.62	1,54,49.86	216,717	22,367	23,24.33	14,70.11	9,54.21	358

- § Do not include items of receipts and charges in England finally accounted for in English Accounts.
- a Includes the Broach-Jambusar (2' 6" gauge) railway, in columns 4 and 5, and the Tumser-Tirodi (2' 6" gauge) Light railway, in columns 4 to 8, for which information was not recorded separately.
- b Includes the share owned by the Bhopal Durbar in the Bhopal-Itarsi railway.
- c Excludes the Panosah-Raipura railway from columns 4 and 5 for which information was not available.
- d Includes the Indian State section of the Jind-Panipat railway.
- e Excludes the Cawnpore-Berhwal line, from columns 3 to 8, which is included with the Oudh and Rohilkhand railway under 5' 6" gauge against "State lines worked by the State."
- f Excludes the United Provinces Distillery siding.
- g Includes the Travancore railway (Indian State section.)
- h Includes the Hindupur (Yesvantpur-Mysore Frontier) railway in columns 4 to 8, but excludes the Lucknow-Bareilly and Tirhoot railways from columns 4 and 5, which are included against "Companies' lines subsidized by the Government of India," also excludes the Alnavar-Dandeli railway from columns 4 to 8, for which information was not available.
- i Includes the Bengal Doars, Lucknow-Bareilly and Tirhoot railways.
- j Included with the Bengal Doars Extensions railway against "Companies lines subsidized by the Government of India."

APPENDIX 8—conold.

Statistical results of working the various classes of railways during the financial year 1921-22.

[N.B.—The figures in columns 3 to 8 are in thousands.]

Class.	Length of line open on the 31st March 1922.	Total capital outlay on open lines to the 31st March 1922, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	396·89	4,65,14	1,843	534	40,62	61,78	-21,16	
State lines worked by Companies ^a	972·17	5,50,66	4,065	807	46,84	46,15	69	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Companies.	195·73	1,40,00	2,051	66	8,63	7,69	94	
Branch line Company's railway under "guarantee" terms worked by the main line.	9·81	3,27	132	3	19	16	3	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	89·00	50,56	698	97	4,79	3,87	92	
(B) Worked by the main line ^b	508·04	2,41,10	2,517	303	23,90	11,38	12,52	
Companies' lines subsidised by the Government of India.	233·83	1,44,46	2,372	301	25,53	14,33	11,20	
Company's line subsidised by Local Government.	51·07	47,10	193	57	14,06	10,15	4,91	
Unassisted Companies' lines ...	72·05	28,43	489	62	3,32	3,37	-5	
Companies' lines subsidised by District Boards.	271·12	1,17,9	5,764	207	23,45	15,65	-7,80	
Indian State lines worked by Indian States.	774·53	1,74,23	4,312	535	23,76	20,72	6,04	
Indian State lines worked by the main line.	63·86	25,26	360	20	2,40	1,84	56	
Company's line guaranteed by Indian State.	38·69	12,81	c	e	1,79	1,56	23	
TOTAL FOR 1921-22 ...	3,676·18	21,10,18	24,701	3,032	2,23,23	1,98,84	24,39	1·17
TOTAL FOR 1920-21 ...	3,386·23	10,98,76	24,833	2,936	2,26,51	1,77,68	48,83	2·44
TOTAL OF ALL RAILWAYS FOR 1921-22.	37,285·67	6,47,97,17	577,023	93,603	92,88,67	70,79,95	22,08,72	3·41
TOTAL OF ALL RAILWAYS FOR 1920-21.	37,026·87	6,36,50,53	572,904	95,507	91,98,76	60,22,04	31,69,72	5·06

§ Do not include items of receipts and charges in England finally accounted for in English accounts.

^a Vide remark ^a against "State lines worked by Companies" under 5' 6" gauge.

^b Excludes the Matheran Light railway from columns 3 to 8 for which information was not furnished.

^c Included with the Kolar District railway against "Indian State lines worked by Indian States."

^d Excludes the United Provinces Distillery siding.

^e Includes cross traffic which is excluded from Appendix 5.

APPENDIX 9.

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

Serial number.	Particulars.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
1	2	3	4	5	6	7
1	Mileage open at close of the year Miles.	36,333	36,616	36,735	37,029	37,266
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) Ra.	5,41,79,90	5,49,74,45	5,66,37,77	6,26,90,53	6,47,97,17
3	Gross earnings (in thousands of rupees) "	77,36,39	86,28,68	89,15,32	91,98,76	92,98,67
4	Gross earnings per mile open "	21,292	23,565	24,269	24,842	24,925
5	Gross earnings per mile open per week "	409	453	467	478	479
6	Gross earnings per train-mile "	4.98	5.44	5.50	5.69	5.80
7	Total working expenses (in thousands of rupees) "	35,96,87	41,80,17	50,65,65	60,39,04	70,79,95
8	Working expenses per mile open "	9,784	11,416	13,789	16,374	18,998
9	Working expenses per train-mile "	2.25	2.64	3.18	3.73	4.42
10	Percentage of working expenses to gross earnings Per cent.	45.72	48.45	56.81	65.54	76.22
11	Net earnings (in thousands of rupees) Ra.	41,39,52	44,48,51	38,49,67	31,59,72	22,08,72
12	Net earnings per mile open "	11,558	12,149	10,480	8,556	59,27
13	Net earnings per train-mile "	2.68	2.80	2.37	1.96	1.39
14	Percentage of net earnings on total capital outlay (item 2) Per cent.	7.75	8.09	6.80	5.06	3.41
15	Coaching train-miles (in thousands) Train-miles.	44,407	44,117	52,092	55,016	60,617
16	Goods train-miles (in thousands) "	72,528	74,288	70,061	67,010	63,180
17	Mixed train-miles (in thousands) "	34,618	34,240	34,169	32,254	30,402
18	Total, including miscellaneous, train-miles (in thousands) "	157,036	158,588	162,161	161,803	160,155
19	Unit-mileage of passengers (in thousands) Unit-miles.	16,204,892	18,039,577	20,614,612	20,985,008	10,794,595
20	Freight ton-mileage of goods (in thousands) Ton-miles.	21,015,126	22,140,806	20,401,656	19,920,888	17,726,009
21	Average miles a ton of goods was carried Miles.	245.97	242.88	232.33	227.56	205.57
22	Average rate charged for carrying a ton of goods one mile Pies.	4.08	4.26	4.43	4.62	5.36
	<i>Average miles a passenger was carried.</i>					
23	1st class Miles.	124.99	133.63	139.16	130.55	120.08
24	2nd class "	96.58	90.64	85.63	77.61	74.03
25	Intermediate class "	71.54	75.87	75.85	71.66	72.08
26	3rd class "	38.91	40.68	40.73	38.73	38.58
27	Season and Vendors' tickets "	8.54	8.81	9.13	9.16	8.89
28	Total "	37.66	39.24	39.64	37.62	35.20
	<i>Average rate charged per passenger per mile.</i>					
29	1st class Pies.	16.58	15.28	16.04	16.72	20.25
30	2nd class "	6.76	7.15	7.59	7.84	9.18
31	Intermediate class "	4.03	4.17	4.21	4.36	4.45
32	3rd class "	2.78	2.86	2.84	2.92	3.04
33	Season and Vendors' tickets "	1.50	1.49	1.54	1.60	1.72
34	Total "	2.99	3.08	3.09	3.18	3.33

APPENDIX 10.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
ASSAM.							
Allipur Duars-Kumargram railway.	E. B. ...	Allipur Duars to Kumargram	Not ...	{ 3' 3 1/2" } 2' 0"	26	Lakhs of rupees. 18.69	Reconnoitred in 1916. Traffic survey sanctioned in 1920.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...
Bagmara-Siju-Jankaraj railway.	A. B. ...	Bagmara via Siju to Jankaraj.	Surveyed in 1920. Not ...	{ 3' 3 1/2" } 2' 0"	23	{ 42.55 40.57	
Bishnath railway	...	Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...	2' 0"	32	9.26	(a)
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Surveyed in 1917.	3' 3 1/2"	17	24.50	
Dipha-Miji Ingling railway	A. B. ...	Dipha to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2' 0"	16	5.06	
Furkating-Badulipara-Anguri railway.	A. B. ...	Furkating to Anguri via Badulipara with a branch to Dhansiri river.	Surveyed in 1917-18.	3' 3 1/2"	69	50.74	
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj and Shaistaganj to Begamkhan	Surveyed in 1912.	3' 3 1/2"	16	8.25	(a) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabehra.	Surveyed in 1916.	{ 3' 3 1/2" } 3' 3 1/2"	{ 30 18	{ 17.25 9.31	(a)
Khowang-Lakwa railway	D. S. ...	Khowang to Lakwa ...	Not ...	3' 3 1/2"	19	20.31	Reconnoitred in 1917.
Khowang-Sibsagar Road station railway	A. B. ...	Khowang to Sibsagar Road Station.	...	3' 3 1/2"	35	...	Alternative to above. Survey sanctioned.
Nalbari-Tangla railway	E. B. ...	Nalbari to Tangla (direct alignment). Patheals to Tangla (alternative alignment).	Not ...	{ 3' 3 1/2" } 3' 3 1/2"	{ 50 60	{ 41.74 48.45	Reconnaissance made.
Pandu-Shillong railway	E. B. ...	Pandu to Shillong ...	Surveyed in 1918-19	2' 6"	66	67.50	(a)
Sorupeta-Barpota railway	E. B. ...	Sorupeta to Barpota ...	Not ...	3' 3 1/2"	12	6.22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	† Srimangal to Maulvi Basar and Maulvi Basar to Manumukh	Surveyed in 1912.	3' 3 1/2"	23	10.73	(a) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak. (2) Madhupur to Ishamati (3) Tarapunji to Therria ghat. (4) Ishamati to Mawlong coal siding. (5) Ishamati to Therria ...	Surveyed in 1916. Not ... Not ... Not ...	3' 3 1/2" 3' 3 1/2" 3' 3 1/2" 2' 6"	28 14 5 3	16.68 29.85 4.98 2.21	(a) Preliminary survey made in 1917.
Sylhet-Therria Ghat railway.	A. B. ...	(6) Sylhet to Therria Ghat, via Madhupur and Tarapunji. (7) Tarapunji to Ishamati	Surveyed in 1917-18.	{ 3' 3 1/2" } 2' 6"	{ 33 3	{ 46.94 0.92	(a)
Tangla-Borjuli railway	E. B. ...	Tangla to Borjuli or Tangla to Rangapara	Surveyed in 1905-06.	{ 3' 3 1/2" } 3' 3 1/2"	{ 48 50	{ 25.40 (b) 27.24 (c) 25.97	Estimates revised and brought up to date in 1915.
BENGAL.							
Allipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...
Akhaura-Birendranagar railway.	A. B. ...	Akhaura to Birendranagar	Not ...	3' 3 1/2"	15	6.75	Reconnoitred in 1919.
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3' 3 1/2"	48	...	(a) Reconnaissance sanctioned.

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

(b) With new girders and rails.

(c) With second-hand girders and rails.

† Srimangal-Maulvi Basar section—cost Rs. 6.70 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
					Miles.	Lakhs of rupees.	
Barsol-Harischandrapur railway.	E. B. ...	Barsol to Harischandrapur	Not ...	3' 3½"	17	11.58	Reconnoitred in 1916.
Birnagar-Santipur-Krishnagar railway.	E. B. ...	Birnagar to Krishnagar via Santipur with an extension to Bhagirathi river opposite Nabadwip.	Surveyed in 1917-18	5' 6"	25	17.20	Birnagar-Santipur, section 8 miles, estimated to cost 5.28 lakhs. Further survey of this section taking off from the north of Churni bridge has been sanctioned.
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2' 6"	...	...	(a)
Chittagong-Akyab railway...	A. B. ...	(i) Chittagong to Chakaria	Surveyed in 1917-19.	3' 3½"	57	103.64	See "Indo-Burma connection railway."
		(ii) Chakaria to Maungdaw			77	90.92	
		(iii) Maungdaw to Buthidaung.			10	23.94	
		(iv) Buthidaung to Akyab			67	117.23	
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2' 6"	34	(b) 12.78	(a)
			Surveyed in 1916.	5' 6"	34	26.33	
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	...	...	...	...
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3' 3½"	95	105.92	(a) Reconnoitred in 1915.
Faridpur-Bhanga-Barisal railway.	E. B. ...	Faridpur via Bhanga to Barisal.	Not ...	5' 6"	34	...	Reconnaissance sanctioned. Faridpur to Bhanga (20 miles) surveyed in 1913-14 and estimated to cost Rs. 36 lakhs. Reconnoitred in 1920.
Ghum-Simana Bustee railway	D. H. ...	Ghum to Simana Bustee ...	Not ...	2' 0"	11	12.53	
Goalundo-Narayanganj Extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1898.	3' 3½"	40	58.47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3' 3½"	24	32.81	
Hooghly Bridge Connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5' 6"	8	112.62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track)			2	6.86	
Ishurdi-Pabna-Sadhganj railway.	E. B. ...	Ishurdi to Sadhganj via Pabna.	Surveyed in 1916.	5' 6"	45	42.30	(a)
		(1) Direct alignment ...			44	42.67	
		(2) Alternative ...			44	22.00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3' 3½"	39	31.69	(a)
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...	Not ...	5' 6"	58	71.28	Reconnoitred in 1917.
		(i) Via Magura ...			58	77.75	
		(ii) "Boalmari ...			26	19.29	
Jessore-Jhenidah Railway extensions.	J. J. ...	(i) Jhenidah to Kaliganga	Not ...	2' 6"	34	23.02	(a) Reconnoitred in 1914.
		(ii) Jhenidah to Madhumati via Magura.			60	65.85	
		(iii) Jessore to Bagmara via Narail.			11	...	
		(iv) Jhenidah to Sulkopa...			...	...
Kalimpong Road-Gangtok railway.	...	See under "Sikkim"	...	...	...	...
Kandi Branch railway ...	E. I. ...	Nerole to Kandi	Not ...	2' 6"	15	12.86	(a) Preliminary survey made. Alternative to Sainthia Khagrachhat railway. Reconnoitred in 1917-18.
Kandi Extension railways	E. I. and E. B.	(i) Berhampore to Bhairamara.	Not ...	5' 6"	47	64.18	
		(ii) Kandi to Bhairamara...			63	25.79	
		(iii) Kandi to Halsa ...			63	26.85	
Kholapota-Beduria Branch of Baraset Basirhat railway.	E. B. L. Ry.	Kholapota to Beduria ...	Surveyed in 1918.	2' 6"	4	(b) 1.60	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5' 6"	66	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905. Reconnoitred in 1915.	2' 6"	55	22.53	(a) Estimates revised in 1918.
				5' 6"	57	50.00	

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur and Ulipur to Chilmari ...	Surveyed in 1912-13.	3' 3½"	21	11.76	(e) Concession granted.
Magra-Hat-Kakdwip railway	B. B. ...	Magra-Hat to Kakdwip ...	Not ...	5' 6"	29	27.95	Further reconnaissance on 5' 6" gauge sanctioned.
Magra-Hat-Kulpi-Kharoo railway.	B. B. ...	Magra-Hat to Kulpi vid Bistapur with a branch from Bistapur to Kharoo.	Surveyed in 1916.	5' 6"	29	32.99	
Midnapore District Feeder railway.	B. N. ...	See remarks ...	Not ...	2' 6"	...	19.99	(a)
Mymensingh-Bhairab Basar Railway extension.	M. B. ...	(i) Kishoregunge to Bajipur. (ii) Atharabari to Goh Basar. (iii) Atharabari to Hossein Pur. (iv) Kishoregunge vid Karimgunge to Ganeshpur.	Surveyed in 1920.	3' 3½"	43 18 26 18	82.88 9.80 17.81 8.60	(a)
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin (i) Northern route vid Nandanpur. (ii) Northern route vid Gangaer. (iii) Southern route vid Kalihati and Elenga. (iv) Southern route vid Bala. Tangail to Singhjani Tangail to Bausi Tangail to Sarinbari. Tangail to Aricha Dacca to Aricha Singhjani to Deopara Aricha to Munshiganj with branches to Rajbari, etc. Tangi to Singhjani (Jamalpur vid Tangail). (i) Tangi to Tangail	Surveyed in 1913-14.	3' 3½"	67 63 61 59 47 41 32 41 46 39 100 42	66.83 63.57 60.50 60.25 37.88 34.88 30.66 32.21 38.21 32.98 104.97 46.81	Reconnoitred in 1915. (a) Reconnoitred in 1916. (a)
Mymensingh-Phulpur-Halooaghat railway.	E. B. ...	(ii) Tangail to Singhjani Mymensingh to Phulpur with an extension to Halooaghat.	Surveyed in 1917-18.	3' 3½"	47	42.55	(a) Surveyed in connection with "Jamalpur-Bakshiganj-Nalitabari railway."
Nabharan-Satkhira railway...	...	(i) Nabharan to Satkhira or (ii) Bongong to Satkhira	Surveyed in 1914	5' 6"	26 27	18.41 22.07	Estimates for (ii) revised in 1920.
Nachoul-Bampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, or alternative to Abdalpur	Surveyed in 1913. Surveyed in 1914.	5' 6"	57 51	83.98 77.31	Cost includes conversion to 5' 6" gauge of Nachoul-Godagari metre gauge section.
Naihati-Habra-Satkhira railway.	B. B. ...	Naihati vid Habra to Satkhira.	...	5' 6"	45	...	Traffic survey made in 1921. Alternative to Nabharan Satkhira railway.
Notrakona-Mohunganj railway.	M. B. B. ...	Notrakona to Mohunganj	Surveyed in 1916.	3' 3½"	17	14.56	(a) Estimate brought up to date in 1920.
Nurubari-Panighatta railway.	D. H. E. ...	Nurubari to Panighatta	Not ...	2' 0"	10	3.64	(a) Reconnoitred in 1915.
Panchura-Tamluk railway	B. N. ...	Panchura to Tamluk ...	Not ...	2' 0"	14	...	(a)
Parbatipur Bonarpura Ry.	B. B. ...	Parbatipur to Bonarpura ...	Surveyed in 1919.	3' 3½"	54	30.50	
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3' 3½"	13	...	Survey sanctioned.
Patgram-Mokliganj railway	B. D. ...	Patgram to Mokliganj ...	Not ...	3' 3½"	7	...	
Phulbari-Sumjhia Branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3' 3½"	13	4.48	
Ramesha and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3' 3½"	32	23.85	Reconnoitred in 1917.
Rajapur-Srimuddi railway...	A. B. ...	Rajapur to Srimuddi vid Rauchandrapur.	Not ...	3' 3½"	31	26.58	Reconnoitred in 1917. Rajapur-Rauchandrapur section (23 miles) surveyed in 1917-18 will cost Rs. 20.14 lakhs.

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

APPENDIX 10—contd.
Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—concl'd.							
Sainthia-Bhairamara railway	E. I.	(i) Sainthia to Bhairamara via Berhampore, or (ii) Sainthia to Bhairamara via Kandi, or (iii) Sainthia to Halas via Kandi.	Not ...	5' 6"	91 88 87	Lakhs of rupees. 115.80 120.58 116.62	Reconnitred in 1917.
Sainthia-Khagraghat railway.	E. I.	Sainthia to Khagraghat ...	Not ...	2' 6"	—	—	(a)
Sainthia-Naya Dumka railway.	E. I.	Sainthia to Naya Dumka ...	Surveyed in 1915-16.	2' 6"	41	31.99	(a)
Santahar-Malda railway ...	E. B.	Santahar to Malda ...	Surveyed in 1910-12.	3' 3 1/2"	54	53.35	(a)
Santahar-Dinajpur railway.	E. B.	Santahar to Dinajpur ...	Not ...	5' 6"	60	—	Reconnaissance sanctioned.
Sirajganj-Bogra railway ...	E. B.	Sirajganj to Bogra ...	Not ...	5' 6"	36	—	(a) Survey sanctioned.
Sirajganj-Mymensingh railway.	S. S.	Sirajganj to Mymensingh	Not ...	—	—	—	Survey of left bank of the Jamuna opposite Sirajganj completed.
Tangi-Tangail Singhjani (Jamalpur) railway.	E. B.	See "Mymensingh and Dacca Districts railways."	—	—	—	—	—
Thakurpukur-Naldari railway.	K. F.	Thakurpukur to Naldari ...	Not ...	2' 6"	16	11.00	New project. Reconnitred in 1921.
Vishnupur-Calcutta chord railway.	B. N.	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5' 6"	76	181.08	—
BIHAR AND ORISSA.							
Bariarpur-Jamooee railway	E. I.	(i) Bariarpur to Gaihat and (ii) Gaihat to Jamooee ...	Not ...	5' 6"	18	12.04 9.47	Reconnitred in 1915.
Barsoi-Harischandrapur railway.	—	(See under Bengal)	—	—	—	—	—
Bansai-Baidyanath railway ...	E. I.	Bansai to Baidyanath ...	Surveyed in 1899.	5' 6"	44	33.35	—
Beohpur-Ramgarh-Bokharo Coalfield railway.	O. & R.	Beohpur (Moghal Sarai) to Leiyu.	Surveyed in 1910.	5' 6"	269	361.64	—
Bhadrak-Chandballi railway	B. N.	Bhadrak to Chandballi ...	Surveyed in 1915.	3' 6"	29	25.55	—
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I.	Bhagalpur to Nalhati ... OR Bhagalpur to Ahmadpur	Surveyed in 1895-96.	5' 6"	—	—	Bhagalpur to Bansai opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N.	Bhojudih to Daltonganj ...	Surveyed in 1899-90 & 1897-93.	5' 6"	171	168.00	—
Daltonganj-Hotur railway.	E. I.	Daltonganj to Hotur ...	Not ...	5' 6"	—	—	New project. Survey sanctioned.
Daltonganj-Jubblepore railway.	E. I.	Daltonganj to a point near Katni.	Not ...	5' 6"	—	—	New project. Reconnaissance sanctioned.
Dinajpur and Furnea Districts railways.	—	See under "Purnea and Dinajpur Districts railways."	—	—	—	—	—
Gorakhpur and Champaran Districts railways.	—	(See under United Provinces)	—	—	—	—	—
Gya-Makbalpur-Jehanabad railway.	E. I.	Gya to Jehanabad via Makbalpur with a branch from Man to Daudnagar.	Not ...	2' 6"	61 26	—	(a)
Gya-Sherghatty railway ...	E. I.	Gya to Sherghatty ...	Surveyed in 1912.	5' 6"	22	(b) 12.80	(a)
Hazariabagh Road-Hazariabagh railway.	E. I.	Hazariabagh Road to Hazariabagh.	Surveyed in 1914.	2' 6"	41	14.58	(a)
Heala-Manharpur railway ...	B. N.	Heala to Manharpur ...	Not ...	5' 6"	170	—	Survey sanctioned.
Isri-Parasnath railway ...	E. I.	Isri to Madhuban ...	Not ...	2' 6"	12	3.77	Reconnitred.
Jagatpur-Kendrapara railway.	B. N.	Jagatpur to Kendrapara ...	Surveyed in 1917.	2' 6"	33	15.53	(a)
Kolhan and Keonjhar railway.	B. N.	(i) Anda via Chaibasa to a point in the neighbourhood of Jamda with a branch. (ii) from Maluka on (i) to Jaitagah.	Surveyed in 1918-19.	5' 6"	68 7	73.17 6.25	Construction of (i) sanctioned.
		(iii) Best alignment to serve the iron ore deposits to the south of Jamda, with the town of Keonjhar as a final objective.	Not ...	5' 6"	—	—	Reconnaissance sanctioned.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 (b) Cost on 2' 6" gauge, excluding land, is Rs. 10.33 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BIHAR & ORISSA—contd.							
Laheriasarai Singhia Shakarpura extension.	B. & N.W.	Laheriasarai to Shakarpura.	Not ...	3' 3½"	...	...
Lohardaga Extension railway.	B.N.	Lohardaga to Venkatnagar. With a branch from Patua to Donganara.	} Not {	5' 0"	232	308.78	} Reconnoitred in 1915.
Lohardaga-Notarhaut railway.	B.N.	Lohardaga to Notarhaut ...		2' 6"	33	16.89	
Lohardaga-Palkote Extension railway.	B.N.	Lohardaga to Palkote ...	Not ...	2' 6"	45	...	
Manharpur Coalfield railway	"	See "Hesla-Manharpur railway".	"	"	"	"	
Muzaffarpur-Darbhanga chord railway.	B. & N.W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3' 3½"	38	32.70	
Parma and Dinajpur District railways.	E. B.	(i) Kasba to Kisingunge with branch from Kutti to Sikti.	} Not ... {	3' 3½"	133	81.69	} Reconnaissance made in 1914.
		(ii) Arariya to Thakurgunge with branch from Joki to Sikti.			49	39.05	
		(iii) Arariya to Sikti and Garbandanga.			22	14.00	
		(iv) Thakurgunge to Sikti	Surveyed in 1915.	3' 3½"	49	36.90	(a) In substitution of Kutti Sikti and (ii) and (iii).
	D. H.			2' 0"	49	37.80	
	D. H.	Thakurgunge to Bahadarganj and via Joki Hat and Arariya to Itahura (near Arariya Road). Itahura to Kamalpur and Kursola.			54	24.30	
		Branches—					
		(i) Bahadarganj North to Garbandhanga.	Not ...	2' 0"	16	5.60	} Reconnoitred.
		(ii) Joki Hat to Kauri (Sikti).			22	9.80	
		(iii) Chahatpur to Kalpin Boboganj (Phulbari on map).			11	8.85	
		(iv) Pothimar Jagir to Kisinganj.			13	5.35	
		Alternatives to the above—					
		(i) Kursola to Kasba via Sarai.			49	21.40	} Reconnoitred.
		(ii) Kasba to Kisinganj			36	18.00	
		(iii) Branch to Bahadarganj Tulsia to near Garbandhanga.	Not ...	2' 0"	24	8.40	
		(iv) Branch from near Kasbir Amur to Kauri.			38	18.20	
	D. H. Ry. Extension.	Kisingunge to Siliguri via Titalia.	Surveyed in 1916.		56	49.55	Including cost of conversion of Kisingunge-Islampur section from 2 ft. to metre gauge.
		Titalia to Jalpaiguri ...	"		25	20.51	Preliminary survey made in 1918.
		Alternatives to the above.					
		Rangunge to Jalpaiguri ...	Not ...		31	24.36	
		Islampur to Dinajpur via Lahiroo Hat-Nischintpur and Pirgunge.			61	40.27	Do.
		Alternative to the above.					
		Islampur to Dinajpur via Lahiroo Hat Nekkunrd Pirgunge and Bochagunge.	Surveyed in 1920.	3' 3½"	58	40.47	
		Alternative to the above.					
		Islampur to Badhikapur via Lahiroo Hat Nekkunrd and Pirgunge.	Not ...		51	31.87	} Preliminary survey made in 1918.
		Lahiroo Hat to Haldibari ...	"		36	27.66	
		Kisingunge to Nekkunrd Pirgunge to Pochagash via Thakurgaon.	Surveyed in 1920.		23	14.01	
		Hariharpur to Atwari ...			39	24.78	
		Kasba to Kisinganj ...	Not ...	3' 3½"	19	9.44	} Preliminary survey made in 1921.
					34	46.42	
		Alternative to the above.					
		Purneah to Dalkolha ... (See under Bengal)	Not ...	3' 3½"	32	33.59	Do.
Furneah-Kisinganj railway	E. B. and D. H. Extension.						
Sainthia-Naya Dumka railway.	"						
Sambalpur-Khurda railway	B. N.	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5' 6"	190	237.00	
Saintilla-Sonpur Branch railway.	B. N.	Saintilla to Sonpur ...	Surveyed in 1897-1898.	5' 6"	48	30.62	To connect Raipur-Visiana-gram with Sambalpur Khurda.

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

APPENDIX 10—contd.
Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
						Miles.	Lakhs of
Projects are arranged under provinces in which situated.							
BIHAR & ORISSA—<i>concl'd.</i>							
South Karanpura Entrance railway.	B. N.	See * Remarks	Not	5' 3"	20	—	Survey sanctioned for certain branch railways off the south Karanpura Extension Railway round the south Karanpura coal field.
Talchir Coalfield railway	B. N.	Cuttack to Talchir	Not	5' 6"	65	—	(c) Question of gauge under consideration. Survey a-mentioned.
Tewaraha-Sitamashi branch railway.	B. & N. W.	Tewaraha to Sitamashi	Surveyed in 1906-07.	5' 3 1/2"	80	16.53	Tewaraha is at mile 19 on projected Musaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea railway	B. B.	Thakurgaon to Purnea	Not	5' 3 1/2"	—	—	(a)
Tilothoo-Sassaram railway	E. I.	Tilothoo to Sassaram	Not	5' 6"	19	—	(a)
Vyas Sarovar-Jajpur railway	B. N.	Vyas Sarovar to Jajpur	Not	5' 6"	17	—	(a)
BOMBAY							
Ahmadnagar and Nasik District railway.	G. I. P.	(i) Nasik city to Belapur. With a branch from Waver to Sangamner.	Not	5' 6" 5' 3 1/2" 5' 6" 5' 3 1/2" 5' 6"	77 17	51.95 49.41 45.83 8.63 9.98 9.26	(c) Reconnitred in 1916. Survey sanctioned. Survey sanctioned.
Ahmedabad-Kapadvanj railway.	B. P.	(ii) Belapur to Shegaon.	Not	5' 3 1/2" 5' 6"	45	31.29 26.14 26.01	Commencement of earthwork sanctioned as a measure of famine relief.
Ambaji-Taranga railway	B. B. & C. I.	From Varethia to Sankar Mandi Ambaji.	Surveyed in 1910-12.	5' 6"	62	22.20	Survey of the area between Kapadvanj-Dassiwad section of the Nadiad-Kapadvanj railway on the one side and Ahmedabad-Naroda section of the Ahmedabad-Parantij railway on the other sanctioned. Construction of the first 18 miles to Samla by a private company sanctioned in 1911. Estimated cost revised in 1916.
Andheri tramway	B. B. & C. I.	Andheri to Vesava	Surveyed	5' 3 1/2"	8	1.11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund	Surveyed in 1900.	5' 3 1/2"	35	24.42	
Baramati-Baura railway	B. B.	Baramati to Baura	Surveyed in 1918.	5' 6"	36	18.77	
Baramati-Pandhara railway	D. B.	Baramati to Malegaon and thence to Pandhara.	Not	5' 6"	7	—	Detailed survey sanctioned.
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bunder or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bunder and Agashi.	Surveyed in 1916.	5' 6"	17	8.69	(d)
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, via Saundatti and Alagwadi or via Saundatti and Nargund.	Surveyed in 1913-14.	5' 3 1/2"	87	50.12	
Bijapur-Talikote railway	M. & S. M.	Bijapur to Talikote via Hipparji or alternatively via Bogwadi.	Not	5' 3 1/2"	45	27.00	(a)
Bilimora-Kalamba railway extensions.	B. B. & C. I.	(i) Bilimora to Bilimora Bunder. (ii) Kalamba to Jherria.	Not Surveyed in 1921.	5' 6" 5' 6"	1 2	— 4.25	Proposed by Baroda Durbar.
Bombay-Sind Connection railway.	B. B. & C. I. B. & N. W.	Virangam or other point on Bombay, Baroda and Central India railway to a point on North Western or Jodhpur-Bikaner railway.	Not	5' 6"	—	—	Survey sanctioned.
Bulsar-Vahial railway	H. E. & C. I.	Bulsar to Vahial	Surveyed in 1912-14.	5' 6"	24	9.50	(a)
Butwara-Songad railway	H. B. & C. I.	Butwara to Songad	Not	5' 6"	30	—	New project. Proposed by Baroda Durbar. Survey sanctioned.
Chinchli (Kudohi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudohi to Bagalkot, via Jamkhandi.	Surveyed in 1911-12.	5' 3 1/2"	75	49.73	52 miles will be in Indian States.
Chinchwad-Narayangan railway.	G. I. P.	Chinchwad to Narayangan	Not	5' 6"	26	—	Alternative to Talegaon-Manchar railway.
Chota Udaipur-Kukai railway	B. B. & C. I.	Chota Udaipur to Kukai with a branch from Rajpur to Mighnar.	Not	5' 6"	26	—	Reconnitred in 1906 as parts of Bodeli-Barwaha railway. Survey sanctioned.
Dandeli-Kirawati railway	M. & S. M.	(i) Dandeli to Bhagvathi.	Surveyed in 1919-20.	5' 3 1/2"	13	5.67	New project. Will be extensions of Alnavar-Dandeli railway.
Dassiwada-Bahial railway	N. E.	(ii) Bhagvathi to Kirwati.	Not	5' 6"	11	5.93	
Dharangdhas State Railway extension.	—	Dassiwada (on Nadiad-Kapadvanj railway) to Bahial via Atarsumba-Halwad to Malia.	Surveyed in 1921.	5' 3 1/2"	26	17.35	

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

* With second-hand bridge and permanent-way materials.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BOMBAY—contd.							
Deesa-Tharad railway ...	S. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Badhanpur ... (ii) Absana to Suigam ...	Surveyed in 1900.	3' 3 1/2"	101	Lakhs of rupees. 28.66	(a) Extension of Palanpur-Deesa railway. Deesa-Diodar section (28 miles) costs 7.98 lakhs and Diodar-Tharad section (88 miles) costs 9.44 lakhs.
Dhond-Baramati Extension railway.	"	See "Baramati-Baura" and "Baramati-Fandhera" Railways.	"	"	"	"	"
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-93.	5' 6"	20	20.00	"
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-06.	3' 3 1/2"	34	18.75	"
Gaodka-Bagasa railway...	Gondal ...	Gaodka to Bagasa ...	Not ...	"	"	"	New project. Proposed by Baroda Durbar.
		1. Amod to Paloj 2. Bardoli to Kadod 3. Barjodi to Bardhu via Barja Naika. 4. Bhalaj to Ahima via Od Sili. 5. Boriavi to Pansora via Chatali Wansol. 6. Boriavi to Wadtal ... 7. Broach to Lucara via Sami Dehoj. 8. Bulsar to South Dange via Khorgam. 9. Dharampur to Mandwa 10. Dohad to Ali-Rajpur ...					
Guzerat Feeder railways ...	B.B.&C.I.	11. Dohad to Jhalid ... 12. Dohad to Kundanpur ... 13. Halol to Bahadrapur via Goraj. 14. Jhalad to Kusalgarh... 15. Kalra to Mahuda via Mehmudabad. 16. Kala-Amba to Waghaj 17. Kim to Mandwi ... 18. Nadiad to Chunei via Saluh Mohol. 19. Pardi to Ghiwal ... 20. Sayan to Bhagwa via Olpad. 21. Shivrajpur to Bodoli ... 22. Umroth to Sandalpur via Beohri Soroli. 23. Vasad to Kambolaj via Sarasa.	Not...	2' 6"	"	"	Reconnitred in 1920.
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3' 3 1/2"	"	"	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M.	Haveri to Havanur ... Alternative. Karaji to Havanur ...	Surveyed in 1917.	{ 3' 3 1/2" 2' 6"	21	{ 13.53 12.76	"
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami and Sami to Radhanpur ...	Not ...	3' 3 1/2"	21	18.92	Reconnitred in 1917.
Habli-Sirsi railway ...	M. & S. M.	Habli to Sirsi via Kalghatgi and Mundgad ...	Not ...	{ 3' 3 1/2" 2' 6"	68	{ 40.43 36.34	(a) Reconnitred in 1917-18.
Indore-Dohad railway ...	"	(See under Central India)...	"	"	"	"	"
Jhagadia-Dedipada railway	Rajpipla.	Jhagadia to Dedipada via Thava.	Not ...	2' 6"	27	"	Proposed by Rajpipla Durbar. Survey sanctioned.
Jambusar Kari railway ...	B. P. and C. I.	Jambusar to Kari ...	Not ...	3' 6"	17	"	Traffic investigation carried out in 1920. Survey sanctioned.

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

APPENDIX 10—contd.
Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
Projects are arranged under provinces in which situated.							
1.	2.	3.	4.	5.	6.	7.	8.
BOMBAY—contd.							
Jamnagar-Dwarka extension railway.	J. N. ...	(i) Jamnagar to Dwarka, (Kurang) with a branch to Balaya from Khambhaliya	Resurveyed in 1919.	3' 31"	66 9	51-15	Proposed by the Navanagar Durbar.
		(ii) Khambhaliya to Wansjali with a quarry siding from Bhanwad to Ranpur.	Not ...	3' 31"	35 8	29-42	Preliminary Survey made in 1919.
Jamwala-Velan railway ...	J. N. D. ...	Jamwala to Velan via Kodinar.	Surveyed in 1921.	3' 31"	23	20-28	Proposed by Baroda Durbar.
Jeur (or Poplej)-Kharda railway.	G. I. P. ...	Jeur (or Poplej) to Kharda	Not ...	2' 6"	40	—	(a)
Jhansi-Manmad railway ...	...	See under Central India.	...	...	...	...	...
Junagad railways ...	J. N. D. ...	(i) Talala to Visvadar via Sasan.	Not ...	3' 31"	...	...	Proposed by Junagad Durbar.
		(ii) Una to Timbi	Not ...	3' 31"	...	...	Survey sanctioned.
		(iii) Una to Nava Bandar	Not ...	3' 31"	29	—	Proposed by Baroda Durbar, but abandoned for the present.
Kalol-Virangam railway ...	B. B. & C. I.	Kalol to Virangam	Not ...	3' 31"	29	—	(a)
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(i) Kalyan to Karjat via Talaja and Chowk.	Surveyed in 1907-08.	2' 0"	40	15-22	Reconnitred in 1907-08.
		with Talaja-Sarsola branch via Belapur.	Not ...	2' 6"	9	16-17	(a)
		Chowk to Nagothna extension.	Not ...	2' 6"	27	2-57	Reconnitred in 1907-08.
		(ii) Diva station to Panvel with branch from Talaja to Belapur.	Surveyed in 1915-16.	2' 6"	21	12-33	(a) Preferred to (i).
		(iii) a point near Thana Bridge Station to Belapur.	Not ...	2' 6"	...	19-47	Reconnaisance sanctioned.
Kapadvanj-Modasa railway	N. K. ...	Kapadvanj to Modasa via Band.	Surveyed in 1912-13.	2' 6"	40	14-74	(a) Concession granted.
Karad-Chiplun-Ulva railway	M. & S. M.	Karad to Ulva via Chiplun	Not ...	3' 31"	202	—	Survey sanctioned in 1919.
Khadro-Pritamabad extension.	M. K. K.	Khadro to Pritamabad	Surveyed in 1915.	3' 31"	5	1-17	(a) Postponed indefinitely.
Kajjadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar	Not ...	3' 31"	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara	Surveyed in 1911 and again in 1917.	3' 31"	12	9-41	
Kunkavao-Bigasara railway	G. P. ...	Kunkavao to Bigasara	Not ...	—	—	—	Proposed by Gondal Durbar.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay	Surveyed in 1907-08.	5' 6"	5	6-07	
Lower Sind branches ...	N. W. ...	(i) Badin to Jungabahi	...	...	70	37-43	
		(ii) Tando Muhammad Khan to Mirpur Butora.	Surveyed in 1902.	5' 6"	33	17-19	
Lunavada-Sunth Bampur railway.	G. I. ...	Lunavada to Sunth Bampur.	Surveyed in 1913.	2' 6"	22	8-87	(a) Concession granted.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satara.	Surveyed in 1913.	2' 6"	21	13-20	(a)
Maroli-Mahuva railway ...	B. B. & C. I.	Maroli to Mahuva via Vesma.	Not ...	2' 6"	18	—	New project. Proposed by Baroda Durbar. Survey sanctioned.
Meghraj Dungarpur railway	...	(See under Rajputana)	...	...	...	...
Modasa-Meghraj railway ...	N. K. ...	Modasa to Meghraj	Surveyed in 1916.	3' 6"	15	5-23	(a)
Moha (Mahuva)-Bardoli railway.	B. B. & C. I.	Moha (Mahuva) to Bardoli	Not ...	2' 6"	—	—	Proposed by Baroda Durbar.
Mumbra-Panvel-Belapur railway.	...	(See under "Kalyan-Belapur-Panvel-Karjat Light railway.")	...	...	...	...
Nadiad-Kaira railway	B. B. & C. I.	Nadiad to Kaira, via Pihij, Vaso and Matar.	Surveyed in 1913-14.	2' 6"	17	8-05	(a) Portion from Vaso to Pihij constructed. Earthwork sanctioned as a measure of famine relief.
Nasik-Belapur railway	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...
Navsar-Nasik railway	...		...	...	...	...
Nipani branch railway	M. & S. M.	(i) Ohinchli route	Surveyed in 1912-13.	3' 31"	35	22-26	(a)
		(ii) Balbag route	Do.	3' 31"	33	22-99	
		(iii) Shirol Road route	Do.	3' 31"	25	25-71	
		(iv) Balbag (direct) route	Reconnitred in 1915.	3' 31"	31	20-12	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 (b) With second-hand permanent-way materials.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BOMBAY—contd.						Miles.	Lakhs of rupees.
Pandharpur-Lonand railway	B. L.	Pandharpur to Lonand	Surveyed in 1917.	2' 6"	63	59.57	Concession to Barad Light railway granted.
Pandharpur-Miraj extension railway.	B. L.	Pandharpur town to Miraj	Surveyed in 1908.	2' 6"	83	...	Concession to Barad Light railway granted. Resurvey sanctioned.
Parola-Sukhoda railway	G. I. P.	Parola to Sukhoda via Amalner.	Not	3' 6"	28	...	(a)
Patanwala Branch of Gondal Porbandar railway.	G. P.	Jam Jodhpur to Patanwala	Not	...	...	...	Proposed by Gondal Durbar.
Pimpri-Jamkhed railway	G. I. P.	Pimpri to Jamkhed and on to Kharda.	Not	2' 6"	60	...	(a) Alternative to new (Piplaj) Kharda railway.
Sounderabad-Gadag railway	Gondal	Sidsar to Patan	Surveyed in 1921.	2' 3 1/2"	8	5.29	Proposed by Gondal Durbar.
Songhad-Vajpur railway	T. V.	Songhad to Vajpur	Not	2' 6"	...	...	Proposed by Baroda Durbar.
		(a) Talegaon to Khed	Surveyed in 1912, resurveyed in 1913.	2' 6"	22	17.58	(a)
Talegaon-Manohar railway	G. I. P.	(a) Khed to Manohar	Not	...	8	...	
		(i) Tankhala to Supran	Not	2' 6"	12	...	
		(ii) Supran to Vajpur	Not	2' 6"	35	...	New project. Proposed by Baroda Durbar. Survey sanctioned.
Tankhala-Suyyan-Vajpur railway.	B. B. & C. I.						
Thasra-Virpur railway	B. B. & C. I.	Thasra to Virpur via Balasindar.	Surveyed in 1918-14.	2' 6"	24	12.99	(a)
Vambori-Sheogaon railway	G. I. P.	Vambori to Sheogaon	Surveyed in 1914.	2' 6"	42	19.81	(a)
Vasad-Katana railway	B. B. & C. I.	Vasad to Katana via Anklae Borsad, Pochasan, Virvad and Bas.	Surveyed in 1917.	3' 6"	26	19.09	Proposed by the Government of Bombay.
Veraval-Sasan tramway	J. U.	Veraval to Sasan	Not	3' 3 1/2"	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway	B. B. & C. I.	Vijapur to Chhara	Not	3' 3 1/2"	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway. Construction of the line as far as Ranapur (14 miles) sanctioned.
Virangam-Radhanpur railway.	B. B. & C. I.	Virangam to Sami and Sami to Radhanpur	Surveyed in 1907-09.	3' 6"	45	59.40	(a) Estimate revised in 1917.
BURMA.							
Bhamo-Momein (Tongyueh) railway.	B.	Bhamo to Momein	Not	2' 6"	122	127.52	Reconnoitred in 1905-06.
Hoho-Tule Valley railway	B.	Hoho to Tule Valley	Not	3' 3 1/2"	7	...	New project. Survey sanctioned.
Indo-Burma connection railway.	A. B. & B.	(i) Chittagong-Akyab-Minbia.	...	...	450	700.00	(i) Chittagong-Akyab section resurveyed, see under "Bengal."
		(ii) Lunding-Manipur-Tamga-Yawo-Kyathin (Manipur route.)	Surveyed in 1894-95.	3' 3 1/2"	885	650.00	
		(iii) Mukim to Mogaung (Hukong valley route.)	...	...	284	383.00	Preliminary survey of the Hukong Valley route sanctioned.
		(iv) Chittagong-Taungup-Prome.	Surveyed in 1908-09.	3' 3 1/2"	490	841.94	
		(v) Chittagong-Pyinmana...	Surveyed in 1914-15.	3' 3 1/2"	593	923.08	(a) Including 132 miles of ferry. Reconnoitred in 1914-15. See "Pyinmana-Magwe railway."
Kyaikthin-Yindak railway	B.	Kyaikthin to Yindak	Not	3' 3 1/2"	20	...	New project. Survey sanctioned.
Kyangin-Petye railway	B.	Kyangin to Petye	Surveyed in 1906. Resurveyed in 1916.	3' 3 1/2"	9	4.79	
Lower Burma railway	B.	(i) Ye to Tavoy and to steam-er anchorage.	...	...	125	72.03	
		(ii) Tavoy to Anya, via Myitta.	Not	...	337	72.03	
		(iii) Moulmein to Three Pagodas.	...	3' 3 1/2"	108	59.02	Reconnoitred in 1912.
		(iv) Ye to Three Pagodas...	...	...	54	58.51	
		(v) Moulmein to Amherst	...	...	56	21.98	
		(vi) Moulmein to Chaung-wabyin.	...	...	235	93.91	
		(vii) Chaungwabyin to Mergui	Not	...	161	64.46	
		(viii) Mergui to Karathuri	Not	2' 6"	189	111.31	Reconnoitred in 1913.
		(ix) Karathuri to Victoria Point.	...	...	89	47.54	
Madouk-Nyaunglebin-Pado railway.	B.	Madouk to Nyaunglebin and	Surveyed in 1908-10.	3' 3 1/2"	10	5.40	(a)
Mingaladon-Bankaw railway	B.	Nyaunglebin to Pado	Not	3' 3 1/2"	13	6.27	
Mingaladon to Bankaw...			Not	3' 3 1/2"	11	...	
Moulmein-Myawaddy railway	B.	Battery point north of Moulmein to Myawaddy.	Surveyed in 1907.	3' 3 1/2"	78	100.19	New project. Survey sanctioned.

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BURMA—contd.							
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3' 3½"	67	Lakhs of rupees. 53-30	
Pyinmana-Magwe railway...	B. ...	Pyinmana to Taungdwingyi and Taungdwingyi to Magwe	Surveyed in 1907-1908. Re-surveyed in 1918.	3' 3½"	67	69-63	Proposed in 1905 as a famine relief work. The section up to Taungdwingyi sanctioned for construction.
					51	60-65	
Pyinyang-Mimpolaung railway.	B. ...	Pyinyang to Mimpolaung.	Not ...	3' 3½"	12	—	(a) To serve coal mines.
Saingbyin-Yell-Taze railway	B. ...	Saingbyin to Yell and thence to Taz.	Not ...	3' 3½"	34	—	New project. Survey sanctioned.
Sakantra-Namtung railway.	B. ...	Sakantra to Namtung ...	Not ...	3' 3½"	14	—	(a) To serve coal mines.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin via Letkabin.	Surveyed in 1899.	3' 3½"	30	14-43	Projected to tap Kabwe collieries and rubymine district. Collieries served by first section to Letkabin (23 miles). Cost 9-94 lakhs.
Shwebo-Yeu railway ...	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3' 3½"	22	—	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Namtu railway	B. ...	Ta Hapalai (on Lashio Branch) to Namtu.	Surveyed in 1919.	3' 3½"	36	68-03	Proposed by Burma corporation.
CENTRAL INDIA.							
Barwaha-Bodeli railway ...	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2' 6"	168	61-15	Bodeli to Chhota Udaipur constructed and construction of Chhota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-18.	5' 6"	107	276-78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Central India coal fields railway.	E. I. & B. N.	See remarks ...	Not ...	—	—	—	New project. Reconnaissance of the area bounded on the north and west by the East Indian Railway and on the south by the Bengal-Nagpur Railway main line and the Bilaspur-Katni branch with a view to determining the lines required to serve coal fields in this area.
Chhatrapur-Rajgarh railway	G. I. P. ...	Chhatrapur to Rajgarh ...	Not ...	2' 6"	24	—	} Reconnaissance sanctioned.
Chhatrapur-Bijawar railway	G. I. P. ...	Chhatrapur to Bijawar ...	Not ...	2' 6"	20	—	
Daltonganj-Jubblepur railway.	...	(See under C. P.)	...	...	...	...	} Reconnoitred.
Damoh-Amanganj railway...	G. I. P. ...	(i) Mau-Ranipur north to Gursarai.	...	...	23	15-89	
Garotha-Mau-Ranipur-Mad- sura-Tehri-Lalitpur rail- ways.	G. I. P. ...	(ii) Mau-Ranipur south to Lalitpur via Mahroni.	...	...	84	40-44	
		(iii) Mahroni to Madaura Branch.	Not ...	2' 6"	14	7-02	
		Alternatives.					
		(iv) Mau-Ranipur north to Garotha.			23	12-56	
		(v) Mau-Ranipur south to Lalitpur via Banpur and Mahroni.			86	43-01	
Godhra-Kuksi railway ...	B. B. & C. I.	Godhra to Kuksi via Baria	Not ...	2' 6"	97	—	Proposed by Baria Durbar.
Harpalpur-Nowgong railway	G. I. P.	Harpalpur to Nowgong ...	Not ...	2' 6"	19	—	New project. Reconnaissance sanctioned.
Indore Broad Gauge connection railway.	G. I. P. ...	Indore to a point on the Bhopal-Ujjain section of G. I. P. Railway.	Surveyed in 1921.	5' 6"	42	100-43	Proposed by Indore Durbar. Will form part of Jhansi-Manmad railway.
Indore-Dhar railway ...	B. B. & C. I.	Indore to Dhar ...	Not ...	3' 3½"	40	—	(a) Forms part of Indore, Dohad railway.
Indore-Dhulia railway ...	G. I. P. & B. B. & C. I.	Indore to Dhulia via Mhow Manpur and Sendhwa.	Not ...	5' 6"	168	—	Proposed by Indore Durbar in preference to Indore Dohad railway.
Indore-Dohad railway ...	B. B. & C. I.	Indore to Dohad or Anas...	Not ...	5' 6"	120	—	
Jhansi-Manmad railway ...	G. I. P.	Jhansi to Manmad via Bisara, Indore, Mhow, Khalghat and Sundura.	Not ...	5' 6"	464	—	
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2' 6"	100	—	Proposed by Indore Durbar.
Mhow-Barnagar Railway ...	B. B. & C. I.	(i) Mhow to Sirdarpur, and	} Not ...	{ 3' 3½"	—	—	Proposed by Gwalior Durbar. Survey sanctioned.
		(ii) Sirdarpur to Barnagar.			2' 6"	—	
Mirzapur-Maihar chord railway.	...	See under United Provinces.	...	...	...	...

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

APPENDIX 10—contd.
Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system,	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles..	Lakhs of rupees.	
CENTRAL INDIA—contd.							
Neemuch-Pachpahar-Chhabra railway.	G. I. P. & E. B. & C. I.	(i) Neemuch to Pachpahar (ii) Pachpahar to Jhalarpatan. (iii) Jhalarpatan to Chhabra.	Not ...	3' 3 1/2" 5' 6"	61	42.38	Proposed by Jhalawar Durbar Reconnitred in 1918. Pachpahar-Jhalarpatan section is alternative to Kot Durbar & Srichhatrapur-Jhalarpatan-Arnia section.
					26	26.52	
					60	63.86	
		Foodor Railways—					
		(i) Baran to Etawah ...			80	12.99	
		(ii) Baran to Aklera with a branch to Sangod.			62	30.38	
		(iii) Aklera to Manohar Thana.			19	9.36	
		(iv) Jhalarpatan to Salamatpur with a branch from Barasia to Sironj.	Not ...	2' 6"	175	91.51	
		(v) Jhalarpatan to Ujjain.			99	34.88	
Nowgong-Ohhatrapur railway	G. I. P. ...	Nowgong to Ohhatrapur ...	Not ...	2' 6"	17	...		Reconnaissance sanctioned. (a) Concession granted.
Rawah-Sutna railway	E. I. ...	Rawah to Sutna ...	Re-surveyed in 1912.	2' 6"	32	10.27	
Ujjain-Sonkach railway	G. I. P. ...	Ujjain to Sonkach via Dewas	Not ...	3' 3 1/2"	41	...	Proposed by Gwalior Durbar. Survey sanctioned.
Ujjain-Susner railway	G. I. P. ...	Ujjain to Susner via Agar.	Not ...	3' 3 1/2"	59	...	Proposed by Gwalior Durbar. Survey sanctioned.
CENTRAL PROVINCES.							
Akola-Akot-Hiwarkhed railway.	G. . P. ...	Akola to Hiwarkhed via Akot and Argaoon.	Not ...	5' 6"	40	111.40	
Akola-Basim railway	G. I. P. ...	Akola to Basim	Not ...	5' 6"	50	...	
Amraoti-Sonnair railway	G. I. P. ...	Amraoti to Narkher via Morel.	Surveyed in 1906-07.	5' 6"	70	65.70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Oberaidongri...	Surveyed in 1905-08.	2' 6"	158	101.74	
Bir-Bhopal railway		(See under Central India.)					
Borkhedl-Hinganghat railway.	G. I. P. ...	Borkhedl to Hinganghat ...	Surveyed in 1906-07.	5' 6"	26	20.91	Chord between the North-East line and the Wardha co branch.
Damoh-Amanganj railway	G. I. P. ...	Damoh to Amanganj via Hatta.	Not ...	2' 6"	60	29.26	Reconnitred.
Drug-Jaipur-Kottavala railway.	B. N. ...	Drug to Kottavala comprising—					
		(i) Drug to Jagdalpur ...	Surveyed during 1913 to 1917.	2' 6"	194	127.94	Estimates include rolling stock and interest during construction.
		(ii) Jagdalpur to Joypur ...			52	26.87	
		(iii) Joypur to Araku ...			66	50.11	
		(iv) Araku to Nalpalum ...			59	38.47	
		(v) Nalpalum to Kottavala.			22	16.28	
Elliehpur-Chandur railway		(See Murtasapur-Elliehpur railway extension).					
Khangaoon-Ohiokhli railway	G. I. P. ...	Khangaoon to Ohiokhli ...	Surveyed in 1915.	2' 6"	30	23.88	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed in 1914.	5' 6"	23	32.20	
Lohardaga extension		(See under Bihar and Orissa.)					
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar via Buldana and Ohiokhli.	Not ...	...	62	...	(a) Reconnaissance proposed. Alternative routes
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar via Buldana and Ohiokhli.	Not ...	...	78	...	(a)
Murtasapur-Elliehpur railway extension.	M. E. ...	Elliehpur to Chandur ...	Surveyed in 1917.	2' 6"	19	14.17	
Murtasapur-Yootmal railway extensions.	M. Y. ...	(1) Yootmal to Wun ...	Surveyed in 1916.	2' 6"	72	40.43	(a)
		(2) Darwha to Pusad ...	Surveyed in 1913-14.	2' 6"	43	26.57	(a)
		(3) Takli to Edlabad ...			32	30.31	
Pachora Jamner extension railway.	G. I. P. ...	(See Moigaon-Mehkar railway.)					
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct, or	Surveyed in 1909-10	5' 6"	200	367.96	
		Via Gokavaram ...			215	367.84	
Jambalpur-Khurda railway		(See under Bihar and Orissa.)					
Venkatanagar-Korea Coal-fields railway.	B. N. ...	Kherjhiti to Bapalpur with a branch from Kharibana to Chirimiro.	Surveyed in 1918-19.	5' 6"	47	53.45*	
				5' 6"	7	7.94	
CCORG.							
Joorg District railway (British Section).	M. & S. M.	(i) Mysore frontier to Sidapur bridge station.	Surveyed in 1917.	3' 3 1/2"	37	22.56	Called "Gauvery line."
		(ii) Mysore frontier to Gattathella station.			26	22.81	Called "Lakshman Tirth line."
Joorg Forest tramways	M. & S. M.	(i) Hosapatna to Nagarhola.	Surveyed in 1917.	2' 0"	42	11.78	
		(ii) Makut to Kekkapolu.			7	4.05	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 *Including cost of Kherjhiti Station.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
HYDERABAD.							
Khamgaon-Chickhli railway	---	(See under Central Provinces.)	---	---	---	---	---
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag via Raichur.	Surveyed in 1913-14.	3' 3 1/2"	292	217.62	Secunderabad-Shrirammagar section constructed and Shrirammagar-Gadwal section also since opened.
Takli-Edlabad railway	---	(See under Central Provinces.)	---	---	---	---	---
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	---	(See under Punjab)	---	---	---	---	---
MADRAS.							
Ammayanayakanur-Uttamapalayam railway.	S. I.	Ammayanayakanur to Uttamapalayam.	Surveyed in 1906.	3' 3 1/2"	61	25.85	---
Attur-Chinnasalem railway.	S. I.	Attur to Chinnasalem	Surveyed in 1913-14.	3' 3 1/2"	20	8.86	---
Attur-Tirumondurai railway	S. I.	Attur to Tirumondurai	Surveyed in 1913-14.	3' 3 1/2"	32	12.78	Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway		Attur to Perambalur		3' 3 1/2"	33	14.21	
Bangalore-Hosur railway	---	(See under Mysore)	---	---	---	---	---
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett	Not	5' 6"	54	43.50	(b)
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle	Surveyed in 1916.	5' 6"	29	29.25	
Cuddalore-Vridhachalam railway.	S. I.	Cuddalore to Vridhachalam	Surveyed in 1905.	3' 3 1/2"	27	35.59	
Dhantari-Bastar-Salur railway.	---	(See under Central Provinces.)	---	---	---	---	---
Dhanushkodi-Talimannar railway.	S. I.	Dhanushkodi to Talimannar	Not	3' 3 1/2"	23	110.91	Preliminary survey made in 1918. Will connect India with Ceylon.
Dindigul-Palghat railway	S. I.	Dindigul to Palghat, via Palni, Pollachi and Kollengode.	Surveyed in 1904 and 1905-1906.	3' 3 1/2"	108	66.52	(a) Pollachi-Palghat section. Re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I.	Erode to Satyamangalam	Surveyed in 1909-1911.	3' 3 1/2"	41	16.81	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpuram-Berhampore-Bussell Konda railway.	B. N.	Gopalpuram to Surada via Berhampore and Russell Konda.	---	5' 6"	76	64.59	Proposed by District Board of Ganjam.
		Gopalputam to Bussell Konda via Berhampore.	Surveyed in 1916.	2' 6"		58		49.54
		Berhampore to Russell Konda.	---	5' 6"	49	48.70	Proposed by District Board of Kistna.
		(i) Guddivada to Bhimavaram.	Surveyed in 1913.	5' 6"	41	32.16	
		(ii) Nidadavolu to Narsapur via Bhimavaram.	---	5' 6"	47	35.80	
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Guddivada to Bhimavaram.	Surveyed in 1913.	3' 3 1/2"	41	25.14	---
		(ii) Nidadavolu to Narsapur via Bhimavaram.	---	5' 6"	47	45.94	---
Guntur-Macherla railway	M. & S. M.	Guntur to Macherla via Gurzala.	Surveyed in 1916.	3' 3 1/2"	60	46.77	---
Hassan-Mangalore railway.	---	(See under Mysore)	---	---	---	---	---
Kalikiri-Rayachoti railway	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3' 3 1/2"	34	10.76	---
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not	---	15	---	Survey sanctioned.
Karaikudi-Arantangi railway	S. I.	Karaikudi to Arantangi	Surveyed in 1910.	3' 3 1/2"	18	8.79	(c) Alternative to Devakota-Arantangi branch of the Trinopoly-Bamnad railway.
Kavali-Udayagiri railway	M. & S. M.	Kavali to Udayagiri	Surveyed in 1906.	2' 6"	51	15.96	---
Kollengode-Trichur railway.	S. I.	Kollengode to Trichur	Not	3' 3 1/2"	41	31.50	Reconnoitred in 1917.
Madura-Bodinayakanur railway.	S. I.	Madura to Bodinayakanur via Theni.	Surveyed in 1913-14.	3' 3 1/2"	55	25.78	Proposed by District Board of Madura.
Manantoddy-Tellicherry railway.	S. I.	Manantoddy to Tellicherry	Not	3' 3 1/2"	49	86.11	Reconnoitred in 1920.
Mangalore-Panmangalore railway.	S. I.	Mangalore to Panmangalore	Surveyed in 1916.	3' 3 1/2"	14	18.43	Reconnaissance sanctioned.
Mannargudi-Tiruturaipundi railway.	S. I.	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	2' 6"		16		10.69
Munnar-Cochin State railway.	S. I.	Munnar to a point on the Cochin State Railway via Anamalis District.	Not	3' 3 1/2"	30	---	---
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry	Surveyed in 1899-1900.	2' 6"	145	81.00	---
Nandyal-Atmakur railway	M. & S. M.	Nandyal to Atmakur, via Velgode.	Surveyed in 1909	3' 3 1/2"	30	14.87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Devala railway.	---	(See under Mysore)	---	---	---	---	---
Nanjangud-Erode railway	---	(See under Mysore)	---	---	---	---	---
Ollapalem-Kanigiri railway.	M. & S. M.	Ollapalem to Kanigiri via Singarayakonda.	Surveyed in 1917.	3' 3 1/2"	47	34.49	Proposed by Nellore District Board.
		Alternative route—(Southern entry into Singarayakonda from Kanigiri.)	Diitto	3' 3 1/2"	46	34.28	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
 (b) With second hand 41-lb. rails cost will be 26.56 and with second hand 75-lb. rails 32.80 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—contd.							
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3' 3½"	60	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I.	Palakodu to Krishnagiri via Kaveripattanam.	Not ...	2' 6"	...	...
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	3' 3½"	38	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1908-04.	3' 3½"	84	84-33	
Parlakimedi-Gunupur railway.	B. N.	Parlakimedi to Gunupur	Surveyed in 1910-11.	2' 6"	32	8-29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunupur railway.	B. N.	Parvatipuram to Gunupur	Surveyed in 1916.	5' 6"	35	80-70	
Ramnad-Kilakkarai railway	S. I.	Ramnad to Kilakkarai	Surveyed in 1909-10.	3' 3½"	11	22-45	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I.	Ramnad to Virudupatti	Surveyed in 1909.	3' 3½"	66	27-89*	(a)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces.)	...	...	...	...
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram	Surveyed in 1915.	5' 6"	6	5-10	Concession granted, but on construction deferred.
Salem-Attur railway	S. I.	Salem to Attur	Surveyed in 1909-10.	3' 3½"	38	16-74	Proposed by District Board of Salem; estimates revised in 1918.
Salem-Samayapuram railway	S. I.	Salem to Samayapuram via Namakkal.	Not ...	3' 3½"	38	31-67	Reconnoitred in 1915. Survey sanctioned.
Shoranur-Manantoddy railway.	S. I.	Shoranur to Manantoddy via Nilambar.	Not ...	3' 3½"	128	256-77	Reconnoitred in 1920.
Tanjore-Tiruvadi railway	S. I.	Tanjore to Tiruvadi	Surveyed in 1915.	3' 3½"	9	1-55	Proposed by Tanjore District Board.
Tirupatti (Ranigunta)-Madras railway.	M. & S. M.	(i) Tirupatti to Madavaram. (ii) Madavaram to Madras Beach with branches from— (a) Madavaram to Ayanavaram. (b) Ayanavaram to Salt Cotanars or alternatively. (c) Ayanavaram to Chintput.	Surveyed in 1913.	3' 3½"	69	50-98	
Tirurairupundi-Vedaraniyam Railway extension.	S. I.	Agastiyampalli to point Calomere.	Not ...	33' ½"	...	...	New project Survey sanctioned.
Trichinopoly-Jayankonda Sholapuram railway.	S. I.	Kuttur to Jayankonda Sholapuram.	Surveyed in 1916.	3' 3½"	52	38-26	Kuttur is a station on the proposed "Panruti-Trichinopoly railway."
Trichinopoly-Panruti railway	S. I.	Trichinopoly to Panruti via Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3' 3½"	95	128-49	Cost of a low grade line 84 lakhs.
Trichinopoly-Ramnad railway	S. I.	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3' 3½"	108	54-28	Concession granted for construction of Trichinopoly-Pudukkottai section (miles).
Ulundurpettai-Chinna Salem railway.	S. I.	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3' 3½"	33	13-52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3' 3½"	15	...	Survey sanctioned.
Virudupatti-Tenkasi railway	S. I.	Virudupatti to Tenkasi, via Sivakasi.	Surveyed in 1912.	3' 3½"	76	80-39	(a)
Visianagram-Visagapatam railway.	B. N.	Visianagram to Visagapatam via Bimlipatam.	Surveyed in 1916.	5' 6"	38	45-37	
Yerragudi-pad-Nandyal railway.	M. & S. M.	Yerragudi-pad to Nandyal	Surveyed in 1906-09.	3' 3½"	71	40-85	
MYSORE.							
Bangalore-Hosur railway	M. & S. M.	Bangalore to Hosur, via Attibala or via Bannerghatta.	Resurveyed in 1914.	2' 6"	39	13-28	Proposed by Mysore Durbar Route via Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3' 3½"	72	...	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
*At 1350-lb. rails cost will be 30-70 lakhs.
† Estimate revised in 1920.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
MYSORE—contd.							
Hasan-Mangalore railway	...	Hasan to Mangalore	Surveyed in 1916-17.	2' 0"	110	101-91	Proposed by Mysore Durbar.
Mysore-Coorg railway	...	See "Coorg District railway." (See under Madras)	...	3' 3 1/2"	108	158-18	
Mysore-Tellicherry railway	...	...	...	2' 0"	118	58-82	
Mysore and West Coast railways.	M. & S. M.	(i) Nanjangud to Tellicherry via Manantoddy and Perya. (ii) Shimoga to Bhalke	Surveyed in 1917. Not ...	2' 0" 3' 3 1/2"	112 111	81-74 118-78	Construction of the line from Shimoga to Arasalu sanctioned. Reconnaissance survey sanctioned but held in abeyance at present. Including rolling-stock the whole line (of which 88 miles are in Mysore) will cost Rs. 181-66 lakhs. The Coimbatore District Board have proposed to construct the Erode-Satyamangalam section. The construction of the line as a whole has been deferred for the present, but in the meantime the construction of the section from Nanjangud to Hardanballi (27 miles) by the Mysore Durbar has been sanctioned.
Nanjangud-Devala railway	M. & S. M.	Nanjangud to Devala	Not ...	3' 3 1/2"	78	...	
Nanjangud-Erode railway	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalayam.	Surveyed in 1909-1911.	3' 3 1/2"	110 28	109-67 13-59	
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway."	...	...	...	...
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W.	Kulachi to Dera Ismail Khan	Not ...	2' 0"	27	12-62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W.	Mardan to Charsadda	Surveyed in 1914	2' 0"	17	7-41	(a) } Concession granted but construction deferred.
Mardan-Swabi railway		Mardan to Swabi	Surveyed in 1914.	2' 0"	29	10-62	
Sarai Kale-Abbottabad-Srinagar railway.	...	(See under Punjab)	...	...	...	...
Trans-Indus railway	N. W.	Kohat to Banna	Surveyed in 1909.	2' 0"	79	60-57	
PUNJAB.							
Abohar-Khanpur railway	N. W.	Abohar to Khanpur	Not ...	5' 6"	...	...	New project.
Abohar-Bhakkar railway	N. W.	Abohar to Bhakkar with a branch from the Bevi to Lyallpur.	Not ...	5' 6"	...	...	New project. Alternative to Abohar-Khanpur railway.
Bajinath-Nurpur railway	...	Bajinath to Nurpur	Not ...	2' 0"	70	...	(a) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Batala-Dehranank railway	N. W.	Batala to Dehranank	Surveyed in 1918.	5' 6"	78	15-37	
Dhak Branch railway	N. W.	(i) Dhak to Tajuwala direct	Surveyed in 1908-07.	5' 6"	11	(b) 7-97	} To serve coal mines.
		(ii) Dhak to Tajuwala via Katha.	Surveyed in 1909.	5' 6"	15	(b) 7-86	
Dina-Sultanpur railway	N. W.	Dina to Sultanpur	Not ...	5' 6"	9	...	Survey sanctioned.
Fatehjang-Khaur railway	N. W.	Fatehjang to Khaur	Not ...	5' 6"	28	20-39	Reconnoitred. Alternative to "Gagan-Khaur railway."
Fazilka-Abohar railway	N. W.	Fazilka to Abohar	Surveyed in 1920.	2' 0" 2' 0"	23 23	12-83 9-28	
Gagan-Khaur railway	N. W.	Gagan to Khaur	Not ...	5' 6"	25	20-59	Reconnoitred.
Gujranwala-Chuhar Khana railway.	N. W.	Gujranwala to Chuhar Khana.	Not ...	...	40	...	Reconnaissance sanctioned.
Hoshiarpur Sailakhard railway.	N. W.	Hoshiarpur to Sailakhard	Not ...	5' 6"	20	21-74	Reconnoitred in 1920.
Jagadhri Light Railway extension.	J. L.	Jagadhri Town to Sadhaura via Chachrauli and Bilaspur.	Not ...	2' 0"	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Bajinath railway	E. I.	Kalka to Bajinath with branches— (1) Mandi to Kalka (2) Nalagarh to Bapat	Not ...	6" 6"	48 16	49-15 11-90	Reconnoitred in 1912.
Kapurthala State tramway	N. W.	Bhogpur to Kapurthala via Dhillwan.	Not ...	2' 0" 1' 6"	20	...	Proposed by Kapurthala State

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

(b) Excluding the cost of rolling-stock.

* Cost rupees 10-50 if line is provided with dips.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—contd.						Miles.	Lakhs of rupees.
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha via Kaithal.	Not ...	5' 6"	70	56.00	
Ludhiana-Kalka railway ...	N. W. ...	Ludhiana to Kalka via Chamkor and Kureli.	Not ...	5' 6"	71	112.38	Reconnoitred in 1918.
Ludhiana-Rupar-Nalagarh railway.	N. W. ...	Ludhiana to Nalagarh via Chamkor and Rupar.	Not ...	5' 6"	58	61.20	Reconnoitred in 1918.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana via Bulloke to Changa Manga.	Surveyed in 1918.	2' 6"	98	45.60	
Pathankot-Bakloh railway...	N. W. ...	Changa Manga via Chunan, Hujra and Dipalpur to Pak Patan.	(i) Pathankot to Katlu via Nurpur.	2' 6"	32	58.41	Alternative to Pathankot Nurpur.
			(ii) Pathankot to Katlu via Dunera.				
Pathankot-Nurpur-Guler railway.	N. W. ...	(i) Pathankot to Nurpur ...	Surveyed in 1918 and 1920	5' 6"	14	18.96	(a)
		(ii) Geroli on (i) to Guler or to Nangrotah.	Not ...	2' 6"	30	25.20	Reconnoitred in 1915.
Patiala Feeder railways ...		(i) Patiala to Dhond via Pihowa.					
		(ii) Sirhind to Rupar via Sanghol.		25	22.54		
		(iii) Patiala to Sirhind ...		26	...		
		(iv) Samana to Manza via Sonam.		20	...		
		(v) Samana to Ghuram ...	Not ...	2' 6"	21	...	Proposed by Patiala Durb. Survey sanctioned.
		(vi) Manza to Tapa ...					
		(vii) Tapa to Badhaur ...		14	...		
		(viii) Sonam to Barnala ...		19	...		
		(ix) Samaha to Chhintanwala.		...	...
		(x) Chhintanwala to Amargarh.		...	...
		(xi) Doraha to Pael Narnaul-Dadri ...	Not ...	3' 3 1/2"	39	...	Proposed by Patiala Durb. Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5' 6"	54	51.73	Estimates revised in 1921. Proposed by Patiala Durb. Proposed by North West railway. Survey sanctioned.
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...				
		(i) Raowind to Sangla Hill.		5' 6"	...	...
		(ii) Sangla Hill to Khushab.		2' 6"	94	40.00	Preliminary survey made. Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(iii) Gujranwala to Lyallpur		2' 6"	33	...	
		(iv) Bajla to Tandlianwala		2' 6"	39	...	
		(v) Jaranwala to the Ravi bridge near Thatta Naus Dogar.	Not ...	2' 6"	...	9.80	Preliminary survey made. Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(vi) Jaranwala to Lyallpur		2' 6"	...	12.81	Preliminary survey made. Survey sanctioned.
		(vii) Lyallpur to Chinlot ...		2' 6"	23	...	
		(viii) Chinlot to Bhagtanwala.		2' 6"	94	48.31	Preliminary survey made. Survey sanctioned.
		(ix) Sargodha to Gujrat ...		2' 6"	15	...	
		(x) Gujrat to Lukanwal ...		2' 6"	34	...	
		(xi) Sargodha to Bhora ...		2' 6"	51	48.18	Preliminary survey made. Survey sanctioned. Alternative to Shahpur-Bhara. Estimates recast in 1911.
		(xii) Chinlot to Jhang ...	Surveyed in 1906.	5' 6"	51	33.00	Estimates revised in 1911.
		(xiii) Sargodha to Johania Shah via Sahiwal.	Surveyed in 1906.	2' 6"	...	...
		(xiv) Lyallpur to Jhang ...		2' 6"	...	...
		(xv) Jhang to Montgomery via Gojra, Summudri and Gojra.		2' 6"	...	...
		(xvi) Montgomery to Pak Patan.	Not ...	5' 6"	28	...	
		(xvii) Montgomery to Johania.		2' 6"	...	...
		(xviii) Muzaffargarh to Allpur.		2' 6"	53	...	

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

† The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—contd.							
Lyalpur-Tandhariwala railway.	N. W. ...	Lyalpur to Tandhariwala	Not ...	...	26	—	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla via Chandigarh.	Not ...	5' 6"	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. J. & N. W.	Rohtak to Bhiwani ...	Not ...	5' 6"	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5' 6" 2' 6"	20	11'24 800	Reconnitted.
Sarai kala-Abbottabad-Srinagar railway.	N. W. ...	Sarai kala to Srinagar, via Abbottabad. (Comprises the following sections)— (i) Sarai kala to Abbottabad. (ii) Abbottabad to Garhi Habibulla. (iii) Garhi Habibulla to Kashmir frontier. (iv) Kashmir frontier to Domel. (v) Kashmir frontier to Srinagar.	Re-surveyed in 1907-09 Surveyed in 1892-93.	5' 6" 5' 6" 5' 6" 5' 6" 3' 3½"	51 28 4 5 100	87'78 77'39 10'41 27'24 157'89	Sarai kala Havelian portion of the line constructed on the 5' 6" gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915. Part re-surveyed in 1917-18.	5' 6"	49	31'42	(a)
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	...	30	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5' 6"	18	...	(a) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K. ...	Sirhind to Kotkapura via Malerkotla and Bhadaur.	Not ...	2' 6"	...	...	Proposed by Malerkotla Durbar.
Sirhind-Rupar-Nalagarh railway.	N. W. ...	Sirhind to Nalagarh via Murinda, Kurail and Rupar.	Surveyed in 1921.	5' 6"	41	100'78½	
RAJPUTANA.							
Agra-Karachi Railway connection.	B. B. & O. I.	Agra to Karachi ...	Not ...	5' 6"	...	...	Survey to determine best alignment for a direct 5' 6" gauge railway connection between Agra and Karachi completed. Further survey of the area between Cawnpore and Ajmer being made.
Balotra-Badgaon railway ...	J. B. ...	Balotra to Badgaon ...	Surveyed in 1921.	3' 3½"	110	(b) 90'00 (c) 84'54	Proposed by Jodhpur Durbar.
Baran-Marwar railway ...	B. B. & O. I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehaspur to Paondero Branch.	Surveyed in 1898-99.	3' 3½"	218 153 71	196'67 96'12 31'63	Baran-Kotah section (41 miles) has been constructed on 5' 6" gauge, and construction of Kotah-Marwar (or Nasirabad) section is under consideration.
Beawar-Todgarh railway ...	B. B. & O. I.	Beawar to Todgarh ...	Not ...	3' 3½"	43	...	(a) Consideration postponed for the present.
Jaipur-Loharu railway ...	J. S. M. & S.	Jaipur to Sarajgarh via Beengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3' 3½"	135	2.	Proposed by Jaipur Durbar, Jaipur-Beengus (35 miles) has been constructed. The Beengus-Pasiana portion 14.17 miles of Beengus Sikar section (31 miles) has also been constructed and Sikar-Jhunjhnu (40 miles) section is under construction.

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

(b) With 50 lb. old rails.

(c) With 41½ new rails.

§ Including the cost of rolling-stock.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
RAJPUTANA—contd.							
Karauli Branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine-relief-work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Etawa ...	Not ...	2' 6"	30	12'99	
		(ii) Baran to Aklera with a branch to Sangod.			42	30'38	
		(iii) Atdera to Manohar Thana.			19	9'36	Reconnoitred in 1919-20 See "Neemuch-Pachpahar Obhadravy" under "Central India."
Mauli-Nathdwara railway ...	U. O.	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3 1/2"	15	4'73	
Meghraj-Dungarpur railway	Guzerat Ry.	Meghraj to Dungarpur ...	Not ...	2' 6"	41	16'40	Reconnoitred.
Modasa-Dungarpur railway.	Guzerat Ry.	Modasa to Dungarpur ...	Not ...	2' 6"	44	17'61	Reconnoitred. Alternative to "Meghraj-Dungarpur railway." Survey sanctioned.
Nasirabad-Kokri railway ..	B. B. & C. I.	Nasirabad to Kokri ...	Surveyed in 1898-99.	3' 3 1/2"	35	15'26	This is a part of "Baran-Marwar railway." Estimates revised in 1916.
Neemuch-Obhadravy railway ..	D. B.	(See under Central India) Rajakhora to Bhadravli ...	Not ...	2' 6"	...	...	Survey sanctioned.
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar ...	Not ...	3' 3 1/2"	...	...
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3 1/2"	31	8'60	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H.	Kalimpong Road to Teesta Bazar.	Not ...	2' 0"	2	3'51	Three alternative alignments } Reconnoitred.
		(i) Kalimpong Road to Rangpo.			15	30'20	
		(ii) Kalimpong Road to Gangtok.			43	72'58	
		(iii) Kalimpong Road to Bongli.			30	54'55	
UNITED PROVINCES:							
Agra Fort-Bah or Batozar railway.	B. B. & C. I.	Agra Fort to Bah or Batozar via the Taj or Fatehabad.	Not ...	5' 6"	46	...	Survey sanctioned.
Auriya-Pokhrayan railway	G. I. P.	Auriya to Pokhrayan ...	Not ...	2' 6"	180	...	(a)
Auriya-Phaphand railway ..	H. I.	Auriya to Phaphand ...	Surveyed in 1907.	5' 6"	19	3'33	(a) Concession granted.
Bellraon-Dhanurabra railway	R. & K.	Bellraon to Dhanurabra ..	Surveyed in 1913-14.	3' 3 1/2"	39	15'22	
Bulandshahr-Soyani railway	O. & R.	Bulandshahr to Soyani ...	Not ...	2' 6"	10	...	(a)
Chandauli-Bhilsal railway ...	O. & R.	Chandauli to Bhilsal via Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Babrala via Shauwan.	Not ...	2' 6"	26	...	(a)
		Dibal to Kasganj ...			84	...	
Dibal-Kasganj railway ...	O. & R.	Dibal to Kasganj ...	Surveyed in 1913.	5' 6"	187	32'79	Rajghat-Kasganj alternative to Dibal-Kasganj railway.
Etawah-Farakhabad railway	H. I. & B. B. & C. I.	Etawah to Farakhabad ..	Not ...	2' 6"	150	...	(a)
Fatehpur-Markundi chord railway.	H. I.	Fatehpur to Markundi alternatiyas.	Surveyed in 1900-1901.	5' 6"	72	98'46	
		(i) Fatehpur to Karwi ...			52	72'59	
Garhmukhtesar (Simbhaoli) Rajghat railway.	O. & R.	(ii) Khajuri to Manikpur ... Garhmukhtesar (Simbhaoli) to Rajghat.	Surveyed in 1921.	5' 6"	57	85'08	(a) Alternative to Rajghat-Hapur section of Roosi-Budaon-Hapur railway.
					45	09'64	
Garhwal District railway...	O. & R.	Dhampur to Kalagash Road	Not ...	5' 6"	31	19'11	Reconnoitred in 1916. See also "Kashipur-Kalagash railway."
		Nagina to Kalagash Road	Not ...	2' 0"	21	15'08	
		Forest Lines.					
		Kalagash Road to Lidpani	Not ...	2' 0"	16	11'67	Reconnoitred in 1916.
		Lidpani to Dhikala	Not ...	2' 0"	3	1'39	
		Dhikala to Bhuni	Not ...	2' 0"	4	3'13	
		Bhuni to Bilot	Not ...	2' 0"	3	1'73	
		Bilot to Sultan Road	Not ...	2' 0"	4	2'20	
		Sultan Road to Gairal	Not ...	2' 0"	2	1'68	
		Sona Nadi Branch.					
Garotha-Man Eanipur-Madana-Tehri-Lalitpur railways.		Dhudia junction to Khori (See under Central India)	Not ...	2' 0"	12	7'40	
Gorakhpur and Champaran Districts railways.	B. & N. W.	(i) Captainganj to Thunthi-bari via Maharajganj.	Surveyed in 1915.	3' 3 1/2"	41	18'60	
		(ii) Captainganj to Tahall Deoria.			32	13'45	
		(iii) Maharajganj to Nautanwa via Pharenda.			44	23'34	
		(iv) Bagaha to Tribeni ...			26	10'52	

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

APPENDIX 10—concl'd.

Railways and tramways projected up to the 31st March 1922.

NAME OF PROJECT.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1.	2.	3.	4.	5.	6.	7.	8.
UNITED PROVINCES— concl'd.							
					Miles.	Lakhs of rupees.	
Hardoi-Sandi Branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902	5' 6"	14	3.62	(a)
Hardwar-Karnprayag railway.	M. D. ...	Hardwar or Rishikesh to Karnprayag.	Not ...	{ 2' 6" 2' 6" }	84	...	Reconnaissance completed.
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	} Not ...	{ 2' 6" 2' 6" }	82	...	(a)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur <i>via</i> Bath.					
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(i) Kartal to Atarra ... (ii) Atarra to Kamassin <i>via</i> Baberu.	} Not ...	2' 6"	57	26.94	(a) Alternative to "Karwi-Bajapur" railway.
Karwi-Bajapur railway ...	G. I. P. ...	Karwi to Bajapur direct or <i>via</i> Pahari ...					
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra <i>via</i> Etah.	Surveyed in 1913-14.	3' 3 1/2"	75	46.61	
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi <i>via</i> Atrauli, Bulandshahr and Okhla.	Not ...	3' 3 1/2"	125	...	
Kasganj-Rewari railway ...	R. & K. & E. I. R.	Kasganj to Rewari <i>via</i> Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3' 3 1/2"	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3' 3 1/2"	20	17.44	Part resurveyed in 1913-14 and 1915. Preferred to "Dhampur-Kalagarh Road" and "Nagina-Kalagarh Road" railways.
Kunoh-Madhogarah railway...	G. I. P. ...	Kunoh to Shankarpur <i>via</i> Jalson with Jalson-Madhogarah Branch.	} Surveyed in 1906.	{ 5' 6"	36	18.44	(a) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2' 6" gauge line.
					16	5.92	
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gasapur to Garhmukhtesar.	Surveyed in 1915.	{ 2' 6"	85	36.30	(a)
					23	9.39	(a)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5' 6"	140	155.00	
Mughalsarai-Bhabua Road railway.	E. I. ...	Mughalsarai to Bhabua Road <i>via</i> Chakia.	Not ...	2' 6"	56	...	Proposed by the Benares State. Survey sanctioned.
Rajghat-Kasganj railway ...	O. & R. & E. I. R.	Rajghat to Kasganj ...	Not ...	3' 2 1/2"	...	30.65	Reconnoitred in 1921. (a) Alternative to Dibal-Kasganj railway.
Ramnagar-Kumaria railway	R. & K. ...	Ramnagar to Kumaria <i>via</i> Mohan.	Surveyed in 1919-20.	3' 3 1/2"	20	28.83	
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ... (ii) Budaon to Babraha ... (iii) Rajghat to Hapur with a branch to Bulandshahr.	} Surveyed in 1910-1911.	{ 5' 6"	73	93.00	(a) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway." Garhmukhtesar (Simbhaoli) Rajghat railway alternative to Rajghat Hapur section.
					54	60.27	
					60	60.24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur <i>via</i> Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	{ 5' 6" 5' 6" }	147	180.21	
					16		
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarman <i>via</i> Safipur. (ii) Unao to Bangarman <i>via</i> Hyderabad. (iii) Bangarman to Madhoganj.	} Surveyed in 1910-1911.	{ 5' 6"	30	24.73	(a)
					38	29.34	
					18	14.66	

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

Principal commodities carried by railways and the

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

Railway system.	I				II			
	CHALK, LIME AND LIMESTONE.				COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.			
	Quantity.			Earnings.	Quantity.			Earnings.
	Originating on Home line whether Local or Foreign.	Other traffic	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
1	2	3	4	5	6	7	8	9
5' 6" gauge.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal-Nagpur ...	45,773	23,309	479,056	9,53,886	2,344,686	243,256	3,592,952	1,25,49,702
Bombay, Baroda and Central India ...	12,123	6,003	25,795	86,658	20,604	4,71,886	492,790	22,20,268
Eastern Bengal ...	3,089	41,927	50,086	1,23,859	21,697	1,120,026	1,141,633	14,23,758
East Indian ...	154,195	92,418	246,641	13,15,373	6,572,212	399,112	3,972,624	6,77,23,536
Great Indian Peninsula* ...	94,675	10,289	104,944	2,45,654	1,460,205	913,777	1,373,982	74,37,224
Madras and Southern Mahratta ...	43,279	7,835	51,114	1,23,575	22,570	262,614	265,184	19,62,730
Nizam's Guaranteed State ...	193	25	188	1,413	417,108	1,452	418,560	14,93,343
North Western ...	62,036	6,473	69,109	2,75,855	162,323	361,949	1,551,277	21,69,718
Oudh and Rohilkhand ...	2,869	62,977	65,845	89,957	...	6,47,785	647,133	26,70,247
South Indian ...	16,051	2,304	18,355	1,10,045	87,198	11,474	43,672	2,02,662
5' 8 1/2" gauge.								
Adon ...	14	...	14	50	...	...	...	...
Assam-Bengal ...	9,849	649	10,489	63,345	49,385	43,090	97,475	3,25,548
Bengal and North-Western ...	20,213	23,407	43,620	1,21,399	15,075	140,381	1,55,406	14,31,777
Bengal Doan ...	74	1,248	1,322	15,024	2,551	37,148	39,699	2,53,751
Bhavnagar State ...	4,247	12,410	16,657	37,707	339	23,953	24,292	48,470
Bombay, Baroda and Central India ...	21,475	4,654	26,129	31,157	4,621	210,199	214,820	3,79,357
Burma ...	...	...	...	...	34,623	...	34,623	2,63,398
Dibru-Sadiya ...	2,036	1,309	4,495	14,407	507,935	43	508,028	7,63,894
Gondal ...	20,172	3,263	23,435	51,916	7,114	24,925	132,039	57,932
Jamnagar ...	488	1,376	2,339	3,869	...	1,304	1,304	3,543
Jodhpur-Bikaner ...	23,670	181	23,851	44,038	18,942	5,191	24,133	24,423
Junagadh State ...	4,418	590	5,038	5,493	56	230	283	454
Morvi ...	1,293	118	1,411	1,653	335	13,440	13,775	21,790
Mysore, Birur-Shimoga, Chikmagalur-Chitaldrug, Bangalore-Chikmagalur Light, Kolar District and Mysore Light.	536	154	710	2,227	37	1,982	2,019	3,101
Nizam's Guaranteed State ...	810	53	863	4,537	944	45,672	149,546	2,00,188
Rohilkhand and Kumaon ...	10,112	1,041	11,153	16,170	150	7,364	7,514	9,640
Udaipur-Chitorgarh ...	...	...	18	95	...	...	844	1,026
2' 6" and 2' 0" gauges.								
Harid Light (2' 6") ...	25	8	33	98	154	13,013	13,177	45,769
Shahdram (Delhi)-Saharanpur Light (2' 6") ...	110	1,789	1,899	4,992	16	384	400	420
Darjeeling-Himalayan (2' 0") ...	123	790	913	9,645	4,059	946	5,015	46,671
Other 2' 6" and 2' 0" gauge lines ...	1,36,671	90	136,761	3,20,948	23,510	12,774	36,284	65,016
Total 1931-32 ...	1,132,944	308,277	(a) 1,431,339	40,43,188	13,736,104	5,029,260	(a) 16,766,228	7,29,99,074
Total 1920-31 ...	...	...	1,257,444	37,79,812	...	...	21,860,644	8,21,89,403
Increase ...	...	...	173,895	2,63,376	...	...	...	...
Decrease ...	...	...	...	...	...	...	8,074,416	91,40,333

*Excludes the Mathuran Light Railway for which information is not available.

†Includes Rs. 1,18,801 in respect of steam boat service, not taken into account in the grand total and in Appendix 5.

‡Includes duplicated weight of interchanged traffic, not taken into account in the grand total and in Appendix 5.

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

DIX 11.

earnings therefrom during the financial year 1921-22.

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

III											
COTTON.											
(1) Raw.				(2) TWIST AND YARN.				(3) Piece goods, European.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
10	11	12	13	14	15	16	17	18	19	20	21
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
10,248	89,759	50,037	14,87,673	13,620	13,128	31,748	7,24,671	251	1,332	1,583	52,250
91,984	107,000	198,984	41,04,639	23,339	638	24,977	5,63,852	2,976	153	3,129	1,11,700
1,140	2,971	4,111	19,913	3,601	2,167	5,768	60,587	7,626	614	8,240	1,76,837
14,620	25,090	39,710	5,28,591	12,512	4,235	16,747	2,91,426	16,658	233	16,381	6,02,913
369,828	149,737	519,565	1,39,55,726	38,923	3,756	42,679	12,02,065	2,265	1,186	3,451	9,2,398
83,729	19,969	103,698	15,44,164	18,579	21,432	40,011	6,23,995	2,398	1,389	3,787	67,527
5,346	10,639	15,985	2,79,724	1,033	3,772	4,805	1,13,320	...	704	704	11,793
124,993	7,849	132,842	34,05,681	3,919	1,723	5,642	1,04,454	4,198	579	4,777	2,6,204
24,649	1,614	26,263	1,49,044	3,822	5,428	9,250	1,07,975	369	1,920	2,289	39,537
40,672	3,348	44,020	4,41,808	23,088	2,321	25,409	3,63,235	3,233	828	4,121	75,562
...	...	...	...	35	...	35	585	231	...	231	1,233
3,646	15	3,661	39,904	36	937	973	3,674	12	962	1,004	11,321
5,340	461	5,804	41,891	4,361	2,258	7,299	1,37,618	481	5,327	5,808	80,657
2	1	3	42	2	78	80	424	5	400	205	2,113
14,566	7,483	20,049	1,06,159	1,319	380	1,840	11,847	...	7	7	57
19,493	39,739	139,632	17,93,467	10,076	5,991	16,064	3,54,239	1,325	1,853	3,178	39,425
16,835	...	16,835	1,01,891	...	...	...	...	...	...	...	...
...
14,314	4,750	19,064	68,796	109	1,008	1,717	7,907	8	74	82	349
26	13	39	151	7	234	241	781	24	235	259	380
12,547	2,835	15,382	92,575	501	1,701	2,008	18,934	16	1,177	1,193	15,181
12,643	2,522	15,165	69,122	7	271	278	1,194	...	80	86	319
3,544	1,367	4,911	25,118	26	84	110	458	4	...	4	28
291	8	299	1,617	318	159	477	3,508	...	14	14	113
69,109	308	69,417	10,48,576	956	1,309	2,229	36,198	4	2	6	34
645	66	711	2,946	654	2,224	2,678	20,091	25	531	556	7,772
...	...	4,065	17,433	...	...	51	423	...	...	69	299
16,623	1,018	17,676	1,51,328	25	269	297	1,736	...	143	143	1,266
299	...	299	1,336	41	7	48	274	365	...	365	3,812
...	2	2	41	23	133	171	2,797	4	624	628	15,141
10,692	8	10,700	41,502	936	365	1,354	4,313	166	775	941	1,184
1,034,831	428,685	(a) 1,467,561	3,17,08,876	162,637	91,554	(a) 251,232	47,77,099	43,124	20,297	(a) 63,347	16,24,082
...	...	1,343,381	2,57,97,036	...	...	199,611	37,16,561	...	...	24,322	2,48,072
...	...	123,977	59,11,850	...	...	55,621	10,64,538	...	...	...	...
...	...	...	...	...	...	...	...	...	...	20,822	6,21,048

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

Principal commodities carried by railways and t

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

Railway system.	III— <i>concl.</i>				IV.			
	Cotton— <i>concl.</i>				Dyes and Tans.			
	(4) Piece goods, Indian.				Quantity.			
	Quantity.			Earnings.	Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Earnings
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.					
22	23	24	25	26	27	28	29	30
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur	8,379	15,298	18,677	7,12,012	46,745	8,437	55,183	6,69,914
Bombay, Baroda and Central India ...	44,918	1,831	46,749	16,04,612	6,610	1,676	8,286	1,47,654
Eastern Bengal	3,273	2,742	18,021	93,039	6,768	816	7,584	53,967
East Indian	3,984	15,807	21,741	5,09,152	16,711	14,537	31,248	2,37,930
Great Indian Peninsula*	61,813	31,253	93,066	30,64,617	29,467	22,491	51,958	6,07,812
Madras and Southern Mahratta	9,330	12,306	21,636	4,16,866	51,538	6,738	58,331	4,86,896
Nizam's Guaranteed State	210	2,574	2,784	37,355	2,820	4,806	7,626	65,596
North Western	32,612	16,929	49,541	11,87,707	11,297	4,750	16,047	1,19,238
Oudh and Rohilkhand	4,443	12,217	16,660	1,51,189	3,430	2,000	5,430	32,628
South India	9,473	1,142	10,615	1,68,471	9,366	3,076	12,442	1,00,115
3' 3 1/2" gauge.								
Adon ... ..	...	...	...	...	12	...	12	80
Assam-Bengal	45	1,107	1,152	11,450	119	260	379	2,794
Bengal and North-Western	7,421	16,512	23,933	4,85,893	5,863	1,780	7,643	57,335
Bengal Doonars A.	8	40	48	603	6	87	73	648
Bhavnagar State	767	694	1,461	9,994	145	206	351	1,654
Bombay, Baroda and Central India ...	26,907	12,922	39,829	13,31,421	4,404	4,030	8,434	74,497
Burma ... ..	...	...	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...	...	...
Gondal	320	1,052	1,372	6,197	159	309	468	2,540
Jamnagar	9	37	46	191	17	71	88	314
Jodhpur-Bikaner	977	6,068	7,045	78,812	5,118	2,324	7,442	34,964
Junagud State	5	384	389	2,350	80	119	199	696
Morvi	16	244	260	1,910	20	2	22	87
Mysore, Birur-Shimoga, Chickjajar-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	357	710	1,067	3,603	1,903	264	2,167	10,092
Nizam's Guaranteed State	192	1,890	2,082	38,469	1,323	476	1,799	13,196
Rohilkhand and Kumaon	308	1,896	2,202	20,119	2,865	764	3,629	18,431
Udaipur-Chitorgarh ... ..	...	...	507	4,800	...	...	128	687
2' 6" and 2' 0" gauges.								
Barai Light (2' 0")	771	399	1,170	5,431	235	231	466	2,017
Shahdara (Delhi)-Saharanpur Light (2' 6").	6	52	58	294	33	4	37	167
Darjeeling-Himalayan (2' 0")	9	114	123	2,054	3	73	75	999
Other 2' 6" and 2' 0" gauge lines ...	789	86	875	5,025	1,314	135	1,449	4,857
Total 1931-32	214,700	163,311	(a) 378,014	1,00,11,639	208,499	80,693	(a) 189,220	37,40,703
Total 1920-21 ... ..	...	...	327,635	86,93,650	...	...	297,155	25,59,387
Increase ... ..	...	...	50,379	13,18,989	...	...	...	1,81,316
Decrease ... ..	...	...	...	...	...	...	7,925	...

*Excludes Matheran Light Railway for which information is not available.

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

DIX 11—contd.

Earnings therefrom during the financial year 1921-22.

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

V.								VI.			
FODDER.								FRUITS AND VEGETABLES, FARM.			
(1) Oil-cake.				(2) Other fodder.				Quantity.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
31	32	33	34	35	36	37	38	39	40	41	42
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
6,906	2,485	9,391	71,251	40,645	2,222	42,867	1,65,654	8,649	9,531	18,180	1,97,606
5,922	2,337	8,309	58,376	165,260	14,819	180,079	11,75,942	27,739	14,194	41,914	4,18,329
16,064	2,177	20,241	71,882	15,906	921	16,827	59,167	23,179	17,518	40,698	2,87,937
49,207	18,521	61,728	5,24,004	87,324	15,245	52,569	2,53,739	10,891	8,539	14,430	1,55,440
10,992	7,170	18,162	1,21,697	146,630	27,256	173,886	13,70,798	31,287	20,843	52,129	4,52,339
12,524	4,083	16,557	1,17,273	27,641	7,770	35,411	3,30,831	61,296	27,074	88,370	7,54,962
9,082	816	9,898	60,613	8,013	2,502	10,515	84,393	797	2,208	3,006	21,341
13,780	35,786	49,566	2,93,225	185,425	56,501	241,926	19,03,736	43,244	10,201	53,445	5,99,345
8,909	8,543	17,452	1,29,903	33,610	7,105	40,715	1,30,936	11,484	5,393	16,877	73,638
32,244	1,439	33,683	2,16,765	4,394	960	5,354	37,811	96,890	4,527	100,917	5,67,491
1	...	1	5	2,208	...	2,208	6,836	66	...	66	300
3,664	100	3,464	18,896	415	399	814	6,449	3,894	2,135	6,029	46,468
16,308	6,119	22,427	1,05,481	7,315	1,969	9,284	43,219	269,849	5,243	275,092	3,61,629
13	36	49	279	173	48	221	1,327	83	1	83	639
1,840	730	2,570	9,714	634	250	884	2,197	619	2,339	2,849	12,354
6,792	1,994	8,786	65,726	24,183	3,610	27,793	1,16,476	31,575	12,578	43,953	3,64,202
5,334	...	5,334	43,648	32,753	...	32,753	93,112	94,261	...	94,261	9,68,032
...
467	681	1,148	2,437	391	468	857	2,208	396	1,071	1,457	3,383
14	1	15	33	168	447	615	2,593	362	592	1,454	4,119
339	202	531	2,681	14,715	2,189	16,874	77,163	2,701	4,630	7,331	39,518
197	3	200	532	1,909	194	2,103	7,311	1,629	346	2,466	7,359
5	2	7	18	411	210	621	2,047	419	2,066	2,476	3,775
331	50	382	1,324	1,330	219	1,449	7,496	5,609	1,535	7,196	30,334
2,369	240	2,609	14,179	6,540	1,757	8,297	43,745	630	240	870	6,637
819	250	1,069	4,154	7,340	160	7,500	30,340	4,915	346	5,161	39,795
...	...	26	103	...	...	236	707	...	...	250	1,324
137	57	194	1,297	69	105	174	359	11	110	121	449
1,573	5,380	6,953	16,573	30	51	81	226	321	7	328	2,233
22	57	79	945	11	69	80	1,459	1,919	1	1,920	7,775
3,216	93	3,314	8,448	13,404	109	13,513	43,351	4,773	97	4,875	16,185
204,762	99,357	(a) 304,145	19,62,966	773,742	147,523	(a) 926,491	60,42,796	744,629	146,712	(a) 893,591	55,86,739
...	...	306,619	17,75,729	...	...	903,323	67,94,344	...	...	222,898	59,26,693
...	...	...	1,97,137	...	...	23,163	...	...	...	...	...
...	...	4,374	...	...	...	...	7,51,346	...	...	36,247	4,10,963

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Principal commodities carried by railways and the

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

VII.								
GRAIN AND PULSE.								
Railway system.	(1) Rice in the husk.				(2) Rice not in the husk.			
	Quantity.			Earnings.	Quantity.			Earnings.
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
43	44	45	46	47	48	49	50	51
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur	70,194	5,272	75,466	4,72,501	298,698	32,217	325,910	34,72,196
Bombay, Baroda and Central India ..	14,107	576	14,743	71,053	122,143	6,666	128,909	15,22,562
Eastern Bengal	159,218	25,186	183,354	7,08,084	185,816	29,074	214,890	8,66,859
East Indian	51,689	11,324	62,963	1,77,767	261,485	54,201	315,686	32,12,877
Great Indian Peninsula*	4,840	833	5,673	24,364	289,955	113,631	353,786	32,77,862
Madras and Southern Mahratta	77,394	22,158	99,552	5,47,849	315,669	95,328	410,992	36,76,178
Nizam's Guaranteed State	1,927	392	2,219	16,974	44,598	62,281	106,829	9,73,720
North Western	22,811	1,585	23,846	1,03,556	187,755	41,402	229,157	16,09,396
Oudh and Rohilkhand	3,301	8,669	11,960	60,321	14,200	54,966	69,166	4,08,163
South Indian	104,445	13,001	117,446	7,00,882	176,622	62,080	238,702	16,83,293
3' 3 1/2" gauge.								
Aden ... ..	...	...	...	...	196	...	196	562
Assam-Bengal	27,326	359	27,685	1,23,445	69,160	12,831	81,491	6,52,232
Bengal and North-Western	49,654	31,734	81,388	3,94,339	143,316	67,897	281,213	13,50,215
Bengal Doonars	8	7,516	15,234	36,184	3,066	4,668	7,734	24,937
Bhavnagar State	4	3	7	32	4,650	6,083	10,733	45,978
Bombay, Baroda and Central India ...	1,868	1,098	2,481	11,109	18,363	47,537	65,950	5,92,077
Burma	559,929	...	559,929	24,63,948	516,090	...	516,090	32,11,393
Dibru-Sadiya	20,772	3,482	23,254	1,46,090	...	...	...	...
Gondal	48	61	109	429	7,086	6,576	13,662	36,214
Jamnagar	37	...	37	127	1,350	1,820	3,070	4,406
Jodhpur-Bikaner	428	2,043	2,471	10,840	4,570	29,067	24,637	1,35,628
Junagad State... ..	22	10	32	110	4,367	2,920	7,787	31,781
Morvi	8	469	477	1,771	167	755	922	3,128
Mysore, Birur-Shimoga, Chikmagalur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	10,813	963	11,975	40,760	11,176	1,291	12,467	54,109
Nizam's Guaranteed State	398	108	506	2,554	18,302	22,483	37,785	2,74,743
Rohilkhand and Kumaon	25,162	248	25,410	96,963	15,421	6,676	22,097	79,815
Udaipur-Chitorgarh ... ..	...	...	...	2	...	...	761	3,792
2' 6" and 2' 0" gauges.								
Baral Light (2' 6")	2	304	306	1,204	199	6,300	6,499	27,107
Shahdara (Delhi)-Sabaranpur Light (2' 6")	544	159	703	1,372	2,314	1,440	3,654	9,656
Darjeeling-Himalayan (2' 0")	2,765	15	2,780	13,563	6,676	13,840	20,516	2,14,774
Other 2' 6" and 2' 0" gauge lines ...	5,843	572	5,915	16,343	23,806	2,977	26,781	70,305
Total 1921-22	1,218,642	143,079	1,361,721	62,43,488	2,639,049	797,702	(a)3,487,472	2,74,76,563
Total 1920-21 ... ..	...	...	1,260,861	59,62,422	...	...	3,369,334	2,51,27,245
Increase ... ..	...	...	100,860	2,81,066	...	...	118,138	23,49,318
Decrease ... ..	...	...	...	...	...	...	...	...

* Excludes the Matheran Light railway for which information is not available.

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

VII.

GRAIN AND PULSE.

(3) Wheat.				(4) Wheat flour.				(5) Others.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
52	53	54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
26,901	7,616	34,517	2,81,124	10,520	4,508	15,028	1,53,742	79,783	28,817	118,600	11,94,536
33,299	66,718	100,017	10,18,808	9,431	14,117	23,548	2,33,360	113,246	104,378	217,624	21,44,538
12,324	3,406	15,730	88,385	5,893	6,639	12,532	89,899	92,594	32,928	125,512	4,99,114
97,071	197,784	294,855	15,98,785	69,738	3,187	72,925	3,79,555	375,404	194,679	570,083	43,65,440
122,527	113,482	236,009	29,31,427	23,446	14,566	43,012	4,37,777	415,425	283,550	698,975	83,71,467
22,399	2,663	24,962	2,42,160	3,862	14,902	18,164	1,83,784	262,954	191,868	454,822	44,71,377
684	3,358	3,992	27,390	72	3,416	3,488	17,791	51,371	27,731	78,992	6,09,581
500,017	66,879	566,896	54,93,217	79,876	11,308	91,184	6,26,571	637,834	265,484	903,318	67,90,558
133,636	26,248	159,884	8,23,049	4,775	24,689	29,464	1,00,653	196,302	123,013	319,315	20,38,777
2,650	185	2,835	16,842	4,676	2,072	6,748	57,119	144,139	41,726	185,865	12,56,837
2	...	2	6	149	...	149	481	149	...	149	438
4	...	4	29	267	891	1,158	11,523	5,911	5,316	11,227	94,985
124,220	2,930	127,150	7,62,738	5,592	2,114	7,706	71,636	360,663	20,074	380,737	22,41,278
...	16	16	52	177	364	541	3,095	1,006	2,959	3,965	11,069
4,299	6,117	10,416	42,857	26	107	133	535	14,613	17,585	32,198	1,38,185
86,048	89,559	174,602	13,89,833	13,199	5,306	18,505	1,81,692	202,393	192,377	394,770	35,74,740
...	...	...	...	...	...	...	...	108,403	...	108,403	12,66,562
...	...	...	...	...	...	...	...	729	1,414	2,143	14,938
16,707	1,649	18,356	49,504	1,711	111	1,822	5,552	87,952	12,188	100,140	1,31,531
2,068	940	3,008	9,977	171	61	232	955	4,300	2,901	7,201	30,572
12,274	80,188	92,457	4,89,930	1,092	2,442	3,784	24,261	67,995	95,956	163,951	8,94,976
1,029	1,892	2,921	10,656	105	436	541	1,708	5,147	4,514	9,661	31,441
3,704	2,655	6,359	25,678	360	15	375	1,792	7,320	13,991	21,311	81,925
93	673	765	3,400	616	672	1,288	6,685	24,469	6,789	31,258	1,40,756
2,245	15,936	18,211	1,51,074	19	480	499	3,282	16,635	47,630	64,265	5,08,623
51,335	2,493	53,828	1,93,660	4,368	779	5,147	26,040	79,101	17,646	96,747	3,35,480
...	...	1,188	3,974	...	...	92	535	...	...	1,663	7,937
310	1,497	1,807	7,175	5	300	305	1,123	4,855	6,974	11,827	51,946
27,127	159	27,286	67,611	132	7	139	395	8,195	14,407	22,602	32,434
...	74	74	1,089	639	1,856	2,485	30,081	2,008	1,042	3,045	37,118
10,799	494	11,293	40,836	607	231	838	2,892	44,805	2,439	47,244	1,52,504
1,292,637	694,625	(a)1,988,400	1,57,09,805	244,304	115,773	(a)360,069	26,46,339	3,363,294	1,770,656	(a)5,135,813	4,31,34,547
...	...	2,826,197	2,50,56,595	...	...	417,162	23,14,431	...	...	4,896,160	3,67,71,374
...	...	...	...	...	...	...	...	...	...	237,653	86,63,173
...	...	837,797	93,46,790	...	...	57,093	2,68,699	...	...	...	...

[a] Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	VIII.				IX.			
	HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE.				HIDES AND SKINS			
	Quantity.			Earnings.	(1) Hides, Raw.			Earnings.
	Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.	
64	65	66	67	68	69	70	71	72
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur...	8,848	65	8,913	84,214	7,502	764	8,266	1,60,878
Bombay, Baroda and Central India ...	181	178	359	4,778	1,244	404	1,648	19,781
Eastern Bengal ...	8,980	17,750	26,730	87,460	18,491	8,788	27,279	2,26,129
East Indian ...	9,281	20,161	29,442	2,84,277	6,680	4,411	11,091	2,29,315
Great Indian Peninsula* ...	1,492	1,887	3,379	40,589	4,818	1,585	6,403	1,15,785
Madras and Southern Mahratta ...	2,804	898	3,702	27,116	4,651	6,614	11,265	1,91,594
Nizam's Guaranteed State ...	246	108	354	3,208	228	888	560	6,952
North Western ...	316	2,448	2,764	32,781	10,991	1,125	12,116	1,90,588
Oudh and Rohilkhand ...	5,487	2,122	7,609	88,089	3,867	929	4,796	44,051
South Indian ...	1,875	82	1,957	26,784	2,853	451	3,304	27,416
3' 3 1/2" gauge.								
Adon ...	...	...	...	...	4	...	4	28
Assam-Bengal ...	188	61	249	1,627	1,076	22	1,098	11,234
Bengal and North-Western ...	5,881	800	6,681	62,378	4,866	578	5,444	79,175
Bengal Doon ...	...	...	...	...	...	...	...	...
Bhavnagar State ...	...	...	...	...	18	62	80	451
Bombay, Baroda and Central India ...	186	881	1,067	9,710	2,215	928	3,143	43,901
Burma ...	...	...	...	...	5,677	...	5,677	135,858
Dibru-Sadiya ...	...	...	...	...	...	...	...	...
Gondal ...	...	1	1	8	88	66	99	456
Jamnagar ...	...	...	...	...	18	14	32	178
Jodhpur-Bikaner ...	17	118	135	918	1,185	532	1,717	15,177
Junagad State ...	...	...	...	...	80	5	85	140
Morvi ...	1	...	1	4	...	...	...	1
Mysore, Birar-Shimoga, Chikmagalur, Chitaldrug, Bangalore Chik Ballapur Light, Kolar District and Mysore Light.	8	22	30	176	19	8	27	150
Nizam's Guaranteed State ...	47	127	174	1,832	561	37	598	6,447
Rohilkhand and Kumaon ...	3,229	171	3,400	8,784	911	14	925	5,554
Udaipur-Chitorgarh ...	...	...	4	17	...	...	18	69
2' 6" and 2' 0" gauges.								
Barai Light (2' 0") ...	57	58	115	669	77	20	97	803
Shahdara (Delhi)-Saharanpur Light (2' 6") ...	248	12	260	1,074	33	1	34	287
Darjeeling-Himalayan (2' 6") ...	2	10	12	243	799	8	807	7,265
Other 2' 6" and 2' 0" gauge lines ...	99	12	111	398	186	14	200	748
Total 1921-22 ...	48,532	47,405	(a) 95,937	6,11,967	73,191	21,686	(a) 94,877	14,48,316
Total 1920-21 ...	...	...	126,332	8,07,032	...	...	83,778	11,55,958
Increase ...	...	...	...	...	...	...	11,112	2,87,858
Decrease ...	...	...	85,391	1,93,065	...	...	...	...

* Excludes the Matheran Light railway for which information is not available.

† Total hides and skins, for which information by sub-heads is not available.

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

AND LEATHER.												X	
												JUNE	
(2) SKINS, Raw.				(3) Hides and skins tanned, and leather.				(1) Raw.					
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.		
Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.		Originating on Home line whether Local or Foreign.	Other traffic.	Total.			
73	74	75	76	77	78	79	80	81	82	83	84		
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.		
2,096	698	2,694	37,464	717	925	1,642	21,490	5,761	3,971	9,733	54,095		
2,525	1,022	3,547	48,469	2,566	214	2,780	40,405	...	1	1	17		
1,614	330	1,944	27,212	80	85	115	1,187	630,148	220,795	850,938	84,77,011		
4,152	3,838	7,990	1,58,301	1,769	1,604	3,373	85,620	6,431	31,662	38,093	1,38,967		
8,817	4,031	12,848	2,44,167	1,402	1,680	3,082	80,283	84	221	255	3,927		
14,223	7,411	21,634	8,46,435	7,617	2,361	9,978	1,63,743	339	1,857	2,196	27,117		
3,397	761	4,158	46,885	1,326	76	1,402	18,435	75	39	114	1,439		
12,227	356	12,583	2,06,235	3,997	478	4,475	44,998	55	24	79	499		
1,992	401	2,393	18,065	169	85	254	2,158	...	8	8	32		
5,648	806	6,454	65,699	2,575	820	3,395	41,459	208	3	206	2,523		
...		
11	...	11	74	...	...	...	...	...	...	...	...
228	4	232	2,201	1	1	2	45	85,027	111	85,138	4,45,862		
2,485	109	2,594	23,344	210	7	217	1,809	4,141	566	4,707	32,901		
...	...	...	...	690	7	697	3,223	2,685	27	2,912	34,148
18	31	49	299	26	127	153	925	...	...	...	...
2,669	410	3,079	46,288	913	896	1,809	19,932	67	429	496	5,645		
...		
186	134	320	1,270	21	71	92	833	...	3	3	21		
17	1	18	90	35	20	55	294	...	2	2	7		
1,146	51	1,197	9,563	375	591	966	8,032	11	28	44	215		
77	...	77	339	37	45	82	874	...	1	1	7		
12	54	66	372	56	62	118	388	7	24	32	163		
1,499	63	1,562	9,731	104	21	125	499	...	2	2	9		
...		
874	63	936	8,836	68	98	166	1,909	2	43	46	370		
382	10	392	1,909	21	19	40	277	13	50	63	406		
...	...	145	959	...	...	15	92	...	...	...	1
...		
212	45	257	1,256	20	31	51	358	...	43	46	215		
14	6	20	89	23	1	24	119	...	...	...	...
86	1	87	437	...	16	16	419	2,494	11	2,505	39,857		
540	4	544	1,808	136	...	136	508	423	...	423	1,147		
67,133	20,529	(a) 87,662	13,07,771	24,894	10,221	35,200	5,29,564	712,127	259,923	1,012,050	92,76,855		
...	...	62,663	8,31,084	...	...	32,007	5,06,287	...	...	1,205,516	1,06,65,747
...	...	25,144	4,76,697	...	...	3,198	37,277	...	...	...	...
...	...	...	...	...	...	...	...	...	...	293,457	15,20,262

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	X—concl'd.				XI			
	JUTE—concl'd.				MARBLE AND STONE.			
	(2) Gunny bags and cloth.				Quantity.			
	Quantity.			Earnings.	Quantity.		Total.	Earnings.
Originating on Home line whether Local or Foreign.	Other traffic.	Total.	Originating on Home line whether Local or Foreign.		Other traffic.			
84	85	87	88	89	90	91	92	93
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur...	10,443	10,483	20,926	4,16,599	53,668	21,145	79,813	1,52,238
Bombay, Baroda and Central India ...	11,004	2,095	13,099	1,32,799	123,010	47,347	170,357	5,59,447
Eastern Bengal ...	26,506	3,021	29,527	1,84,493	3,955	32,313	36,268	36,437
East Indian ...	30,737	23,814	54,551	11,25,770	307,221	44,566	351,787	8,76,739
Great Indian Peninsula ...	19,231	3,366	27,617	3,26,349	170,051	175,035	345,086	13,64,989
Madras and Southern Mahratta ...	22,500	7,665	30,165	3,13,199	93,019	4,202	97,221	4,33,124
Nizam's Guaranteed State ...	2,283	1,447	3,735	31,830	107,244	166	107,410	2,43,872
North Western ...	23,633	3,004	26,637	4,04,417	434,346	35,969	470,315	10,12,453
Oudh and Rohilkhand ...	4,437	6,243	10,735	96,648	676	19,965	20,641	54,674
South Indian ...	13,613	3,842	17,455	1,42,349	113,462	5,373	118,835	2,48,668
3' 3 1/2" gauge.								
Aden ...	3	...	3	20	...	...	...	...
Assam-Bengal ...	1,230	512	1,792	12,933	9,918	37	9,955	24,806
Bengal and North-Western ...	10,133	9,720	19,872	1,41,493	3,579	6,912	10,391	40,071
Bengal Dockers ...	133	393	525	2,361	3,132	90	3,222	10,343
Bhavnagar State ...	633	1,059	1,692	6,524	17,243	7,793	25,041	22,691
Bombay, Baroda and Central India ...	7,901	7,181	15,082	1,57,858	150,300	55,443	205,743	5,17,909
Burma ...	...	...	...	...	252,176	...	252,176	75,61,004
Dibru-Sadiya ...	...	...	...	...	3,642	640	4,282	9,704
Gondak ...	619	910	1,539	5,476	134,355	24,734	159,089	1,67,436
Jamnagar ...	132	33	163	503	3,731	5,391	9,122	22,123
Jodhpur-Bikaner ...	2,344	1,915	4,259	32,066	75,432	7,599	83,031	2,37,324
Junagad State ...	331	292	623	2,169	69,151	1,605	70,756	50,391
Morvi ...	63	79	147	574	21,976	3,326	25,302	27,902
Mysore, Bijur-Shimoga, Chikmagalur-Chitaldrug, Bangalore Chik Ballapur Light, Kolar District and Mysore Light.	365	386	751	6,074	4,933	3,144	8,077	20,575
Nizam's Guaranteed State...	1,399	2,653	4,057	33,626	65	3,540	3,605	13,323
Rohilkhand and Kumaon ...	1,710	1,480	3,170	14,750	10,279	1,044	11,323	24,932
Udaipur-Chitorgarh ...	...	...	259	1,317	...	...	1,394	3,180
2' 6" and 2' 0" gauges.								
Barai Light (2' 6") ...	324	1,306	1,730	9,615	408	1,227	1,635	2,971
Shahjahanpur (Delhi)-Saharanpur Light (2' 6") ...	540	193	733	1,346	617	654	1,271	3,449
Darjeeling-Himalayan (2' 0") ...	363	279	642	3,139	10,031	3	10,034	13,149
Other 2' 6" and 2' 0" gauge lines ...	1,354	153	1,507	6,813	93,417	1,444	94,861	1,51,577
Total 1921-22	200,639	104,336	(a) 305,124	36,10,337	2,277,663	511,537	(a) 2,790,753	62,12,547
Total 1920-21	...	...	414,625	48,16,843	...	...	3,055,259	72,30,679
Increase	...	...	...	...	...	...	...	...
Decrease	...	...	109,501	12,06,511	...	...	265,176	3,18,132

* Excludes the Matheran Light Railway for which information is not available.

† Includes chalk and lime for which information is not available separately.

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

XII.

METALS.

(1) Bars, sheets, girders and other commercial forms of iron and steel.				(2) Iron and steel machinery and mill work.				(3) Metallic ores.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
94	95	96	97	98	99	100	101	102	103	104	105
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
96,961	10,182	107,143	7,71,235	16,224	3,615	19,839	1,68,806	1,079,256	167	1,079,423	32,70,408
49,492	693	50,185	7,38,294	28,637	1,407	30,044	5,02,639	29,546	21	29,567	1,34,740
12,187	21,228	33,415	1,58,210	6,065	12,616	18,681	79,883	...	...	...	...
76,894	10,549	87,443	15,13,446	20,788	5,558	26,346	3,25,706	590	247	787	7,059
92,889	10,383	103,272	10,45,167	20,913	4,144	25,057	3,54,908	2,581	195,041	197,622	16,01,643
25,567	17,178	42,745	4,75,992	10,338	2,560	12,898	1,73,825	9,472	18,238	22,705	1,46,839
123	3,463	3,586	28,626	165	1,702	1,867	22,744	...	...	...	...
32,532	25,839	57,872	11,07,784	7,941	2,758	10,694	2,61,264	19,880	14	19,894	1,77,425
1,887	10,416	12,303	72,776	568	2,477	3,040	18,405	14	2,101	2,115	67
16,128	3,708	19,846	1,67,493	3,967	2,161	6,028	68,004	420	...	420	5,083
9	...	9	36	...	...	...	...	...	...	...	...
1,115	3,070	4,185	40,822	1,002	824	1,826	22,315	...	...	...	...
2,251	5,806	8,057	66,080	2,731	3,572	6,303	49,800	...	6	6	81
152	312	464	4,617	44	258	302	6,398	...	...	...	...
1,617	648	2,265	10,149	214	346	560	2,405	...	...	...	...
3,540	21,624	25,164	2,11,591	2,051	6,172	8,223	68,522	...	21	21	185
...	...	...	...	...	...	...	...	36,659	...	36,659	1,11,149
...
143	1,246	1,389	4,278	160	535	715	2,168	...	...	...	...
98	236	324	990	47	117	164	551	...	16	16	62
440	7,958	8,398	52,522	53	290	343	2,666	5	2	7	67
126	281	407	1,278	111	116	227	936	...	...	...	...
3	23	26	100	36	195	233	783	...	12	12	45
232	3,931	4,163	16,554	227	3,379	3,676	18,059	10,679	...	10,679	12,222
258	3,081	3,339	47,385	183	619	812	9,312	...	...	...	...
250	1,903	2,153	11,053	284	1,138	1,422	6,369	...	...	...	...
...	...	313	1,608	...	...	31	143	...	...	...	...
67	1,203	1,270	6,692	80	114	144	879	...	...	...	...
313	124	437	1,603	85	3	63	193	...	...	...	...
...	...	...	...	6	27	33	209	8	1	9	227
1,797	856	2,653	7,199	1,043	32	1,075	3,373	29,546	...	29,546	37,022
366,600	167,621	(a) 534,221	66,18,555	1,23,860	56,735	(a) 180,595	21,71,155	1,212,386	219,892	1,432,278	55,94,109
...	...	535,989	56,34,133	...	...	144,144	14,87,423	...	...	1,939,822	89,78,683
...	...	18,515	2,79,422	...	...	36,502	6,83,673	...	...	...	...
...	...	...	...	...	...	...	...	...	...	510,054	33,89,506

(a) Includes figures for the Udaipur-Chitorgah railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	XII—concl'd.				XII			
	METALS—concl'd.				OILS			
	(4) Others.				(1) Kerosene.			
	Quantity.				Quantity.			
	Originating on Home line whether local or foreign	Other traffic.	Total	Earnings.	Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.
100	107	108	109	110	111	112	113	114
5' 6" gauge.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal-Nagpur ...	124,059	18,709	142,768	7,77,874	41,018	5,125	46,143	7,76,445
Bombay, Baroda and Central India ...	26,179	2,161	28,340	5,60,040	37,975	837	38,812	6,26,980
Eastern Bengal ...	30,496	24,781	55,277	2,69,869	181,938	5,810	187,748	7,62,139
East Indian ...	75,065	88,902	163,967	10,82,298	1,352	182,979	184,331	25,82,352
Great Indian Peninsula* ...	45,344	18,926	64,270	9,11,357	82,357	13,267	95,624	19,88,565
Madras and Southern Mahratta ...	27,063	20,774	47,836	5,50,088	103,353	4,448	107,801	13,19,127
Nizam's Guaranteed State ...	1,150	5,835	6,985	68,803	250	7,299	7,549	72,715
North Western ...	81,632	14,720	96,352	3,20,954	62,985	1,753	64,738	20,90,554
Oudh and Rohilkhand ...	7,538	8,667	16,205	1,30,303	1,697	30,825	32,522	3,45,089
South Indian ...	17,330	10,895	28,225	2,64,668	53,653	6,952	60,605	5,85,387
3' 3 1/2" gauge.								
Adon ...	2	...	2	9	61	...	61	369
Assam-Bengal ...	3,333	2,977	6,310	60,888	50,855	5,711	56,566	3,05,260
Bengal and North-Western ...	10,991	5,110	16,101	1,37,961	6,927	26,211	33,138	2,64,502
Bengal Doars ...	801	978	1,779	19,851	510	2,462	2,972	14,524
Bhavnagar State ...	544	1,313	1,857	9,202	1,771	978	2,749	10,785
Bombay, Baroda and Central India ...	6,694	13,661	20,355	2,05,167	1,924	14,068	15,992	1,78,707
Burma ...	35,718	...	35,718	5,63,610	44,561	...	44,561	5,40,696
Dibru-Sadiya ...	2,780	3,934	6,714	43,954	...	...	...	...
Gondal ...	839	2,118	2,957	7,466	3,189	2,172	5,361	12,729
Jamnagar ...	78	236	314	1,240	1,011	4	1,015	1,321
Jodhpur-Bikaner ...	2,089	5,835	7,924	54,406	592	11,719	12,311	1,31,016
Junagad State ...	150	656	806	3,316	2,420	70	2,490	3,765
Morvi ...	11	206	217	831	86	949	1,035	5,081
Mysore, Birur-Shimoga, Chickajalur, Chitaldrug, Bansaloro-Ootok Ballapur Light, Kolar District and Mysore Light.	848	2,057	2,905	14,736	3,659	3,172	6,831	32,681
Nizam's Guaranteed State ...	690	2,200	2,890	27,541	271	5,958	6,229	42,684
Rohilkund and Kumaon ...	2,720	3,904	6,624	51,142	1,344	1,780	3,124	17,179
Udaipur-Chitorgarh ...	...	...	235	1,569	...	...	443	2,113
2' 6" and 2' 0" gauges.								
Barai Light (2' 6") ...	139	553	692	3,959	307	3,002	3,309	11,284
Shahdara (Delhi)-Sabaranpur Light (2' 6") ...	639	213	852	3,166	76	275	351	840
Darjeeling Himalayan (2' 0") ...	685	2,131	2,816	35,242	638	971	1,609	16,627
Other 2' 6" & 2' 0" gauge lines ...	2,142	263	2,405	11,508	2,499	627	3,126	10,341
Total 1931-32 ...	457,639	209,723	(a) 660,362	66,94,943	690,019	288,415	(a) 978,434	1,27,02,288
Total 1930-31 ...	...	...	677,115	67,08,139	...	...	961,432	1,06,71,716
Increase ...	...	...	...	...	...	...	16,442	20,30,572
Decrease ...	...	...	16,469	13,197	...	...	...	...

* Excludes the Matheran Light Railway for which information is not available.

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

XIV.											
OIL SEEDS.											
(2) Vegetable oils.				(1) Castor.				(3) Earthnuts.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
115	116	117	118	119	120	121	122	123	124	125	126
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
2,658	3,901	6,554	60,944	2,519	157	2,676	22,569	25,793	8,681	34,474	4,16,179
5,274	238	5,512	67,350	8,663	12,258	20,921	2,65,230	5,653	931	6,584	64,678
7,442	3,823	11,265	70,535	193	1,309	1,402	10,046	...	...	...	...
12,489	879	13,318	1,61,101	13,589	8,653	22,242	1,43,939	637	741	1,368	9,603
4,965	4,056	9,021	1,20,054	2,222	17,873	20,095	2,61,199	19,034	34,575	53,609	6,18,149
6,991	9,443	15,533	1,73,840	5,023	21,915	26,938	2,19,127	183,434	29,548	163,983	16,01,696
3,055	403	3,457	23,397	26,637	10,000	36,637	2,66,540	400	711	1,111	10,043
2,721	1,540	4,261	47,081	17	1,262	1,279	8,673	610	2,400	3,010	49,931
1,850	1,203	3,053	20,725	1,958	397	2,355	13,318	243	523	766	5,387
16,047	443	16,490	1,49,880	3,613	243	3,856	25,880	127,066	205	123,171	9,77,519
1	...	1	6	...	...	...	...	...	...	...	...
1,501	924	2,425	16,091	85	...	85	617	1	...	1	20
4,183	281	4,467	30,924	10,456	304	10,760	42,455	109	54	163	1,579
213	293	511	2,704	...	...	...	...	...	...	...	...
76	330	406	1,409	102	481	583	2,064	115	3,538	3,651	15,589
2,663	1,136	3,799	38,087	21,855	7,789	23,654	1,02,381	1,850	4,773	6,623	1,07,021
7,982	...	7,982	71,111	...	...	...	...	20,050	...	120,050	11,65,983
...
67	134	201	640	303	460	763	2,240	7,694	392	8,086	29,091
16	20	36	96	372	91	463	1,079	334	134	468	1,626
24	910	934	6,353	89	4,579	4,618	20,360	13	317	330	2,397
51	34	85	331	1,031	89	1,140	4,612	391	557	948	4,464
23	130	153	635	149	271	420	1,691	83	196	279	1,349
111	697	808	3,059	249	194	443	2,321	2,339	135	2,666	10,233
248	1,384	2,132	18,410	10,955	34	10,989	37,116	115	607	722	8,278
404	445	849	5,535	2,297	67	2,364	10,965	216	143	359	2,915
...	...	34	143	...	...	25	65	...	...	42	319
26	293	319	1,335	1	...	1	4	7,719	68	7,787	27,320
37	...	57	185	...	...	...	...	22	6	28	124
579	357	936	11,582	...	...	...	...	2	102	104	1,629
1,157	40	1,197	3,305	2,643	4	2,647	10,046	1,673	27	1,699	9,214
81,902	33,840	(a) 115,776	11,04,777	115,019	82,335	(a) 197,379	14,79,442	256,679	89,262	(a) 144,083	41,43,541
...	...	106,765	9,92,305	...	...	159,961	9,33,575	...	...	240,923	24,02,091
...	...	9,011	1,14,573	...	...	46,418	5,45,867	...	...	125,190	17,41,469
...

* Includes Til or Jimili for which information is not available separately.
 (a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Principal commodities carried by railways and the

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

XIV—concl.

OIL-SEEDS—Concl.

Railway system.	(3) Linseed.				(4) Rape and Mustard.			
	Quantity.			Earnings.	Quantity.			Earnings.
	Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
	127	128	129	180	181	132	133	134	135
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur ...	5,835	175	6,010	49,638	9,574	6,084	15,658	1,39,952
Bombay, Baroda and Central India ...	1,524	4,292	5,816	89,963	1,549	5,426	6,975	97,359
Eastern Bengal ...	20,047	1,061	21,108	99,634	52,843	11,437	63,780	3,76,355
East Indian ...	39,126	94,470	133,596	9,59,496	61,194	94,143	155,337	12,19,169
Great Indian Peninsula* ...	17,820	48,947	66,767	10,00,735	11,114	7,826	18,940	2,37,739
Madras and Southern Mahratta ...	1,759	25	1,777	15,734	1,476	1,719	3,195	38,956
Nizam's Guaranteed State ...	2,666	25	2,691	10,326	6	78	84	1,030
North Western ...	116	1,008	1,123	4,603	122,297	83,094	155,391	26,05,438
Ondh and Rohilkhand ...	11,280	4,352	15,632	80,324	44,044	8,807	52,851	3,68,292
South Indian ...	329	80	409	1,918	839	412	1,251	9,215
3' 3 1/2" gauge.								
Aden ...	...	...	...	...	...	...	...	...
Assam-Bengal ...	44	...	44	166	5,853	629	6,482	60,351
Bengal and North-Western ...	118,199	106	118,305	5,19,116	75,293	4,853	80,146	4,18,848
Bengal Doonars ...	...	...	...	...	852	479	1,331	5,097
Bhavnagar State ...	...	...	...	...	22	30	52	203
Bombay, Baroda and Central India ...	2,894	2,902	5,796	25,233	12,068	18,963	31,026	2,09,172
Burma ...	...	...	...	...	...	...	...	...
Dibru-Sadiya ...	...	...	...	...	...	...	...	...
Gondal ...	67	2	69	226	88	32	115	345
Jamnagar ...	...	6	6	19	...	6	6	22
Jodhpur-Bikaner ...	2	2,089	2,091	9,087	426	84,125	34,551	1,82,100
Junagad State ...	...	...	...	...	1	1	2	5
Morvi ...	1	4	5	17	...	...	...	...
Mysore, Birur-Shimoga, Chikmagalur, Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	1	...	1	7	92	10	102	410
Nizam's Guaranteed State ...	1,056	16	1,072	9,608	60	44	104	848
Rohilkhand and Kumaon ...	2,123	...	2,123	9,053	13,343	905	14,248	55,297
Udaipur-Chitorgarh ...	...	...	5	11	...	...	5	28
2' 6" and 2' 0" gauges.								
Barai Light (2' 6") ...	813	...	813	4,759	4	45	49	233
Bhadra (Delhi)-Sahasranpur Light (2' 6") ...	1	15	16	32	1,435	1,621	3,056	6,193
Darjeeling-Himalayan (2' 0") ...	...	...	...	...	1,639	23	1,711	6,745
Other 2' 6" and 2' 0" gauge lines ...	1,912	...	1,912	4,088	510	20	530	1,507
Total 1921-22 ...	229,608	159,523	(a) 389,136	28,94,099	416,162	330,811	(a) 646,978	60,12,078
Total 1920-21 ...	...	...	416,612	31,56,897	...	...	747,064	52,89,335
Increase ...	...	...	...	...	...	...	...	7,22,743
Decrease ...	...	...	64,476	2,61,798	...	...	100,086	...

* Excludes the Matheran Light railway for which information is not available.
(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

				XV.				XVI.			
				PAPER AND PAPERBOARD.				PROVISIONS.			
(5) Til or Jinjili.				Quantity.				(1) Dried fruits and nuts.			
Quantity.			Earnings.	Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.						Originating on Home line whether local or foreign.	Other traffic.	Total.	
136	137	138	139	140	141	142	143	144	145	146	147
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
14,269	568	14,837	1,06,885	580	3,015	3,575	74,864	9,923	4,343	14,265	1,96,550
14,753	11,639	26,398	2,82,699	3,286	133	3,418	68,985	26,586	3,304	34,890	5,15,198
1,539	781	2,270	10,436	13,116	347	13,463	40,721	4,060	505	4,265	27,498
4,472	11,260	15,732	85,985	10,592	8,072	18,664	3,67,761	2,604	6,274	8,878	1,54,133
47,768	18,770	66,538	8,95,766	5,610	2,295	7,905	1,36,094	31,356	29,013	60,369	2,49,899
20,560	15,165	35,725	3,95,409	2,865	2,504	4,869	77,130	52,222	20,548	77,770	2,49,336
11,838	2,450	13,838	1,03,472	29	595	624	5,052	3,400	17,133	20,533	2,13,700
11,183	877	12,080	1,23,733	2,441	3,523	5,964	1,11,675	24,423	4,244	28,672	5,82,174
6,790	659	7,449	45,987	1,158	2,774	3,932	37,469	1,239	2,509	3,748	31,403
12,768	12,348	25,111	1,93,071	3,148	823	3,971	64,263	2,050	9	2,059	29,513
9	...	9	52	...	...	...	...	475	...	475	1,570
1,854	...	1,854	15,338	34	429	463	4,473	883	183	1,066	16,599
4,856	823	5,179	88,163	2,756	410	3,166	12,403	1,702	750	2,452	23,744
...	...	...	...	4	50	54	376	...	42	42	54
1,997	1,756	3,753	15,205	10	129	139	814	2,612	1,077	3,689	12,436
10,522	11,991	22,513	2,01,879	868	1,168	1,551	19,062	2,635	17,563	20,218	2,92,335
...
...
2,636	1,119	4,755	11,630	14	105	119	361	497	3,068	3,565	8,152
256	409	665	1,977	...	58	58	162	415	18	493	1,217
4,166	4,333	8,519	43,926	33	562	595	5,854	235	5,548	5,783	35,520
368	730	1,098	3,723	1	43	44	168	517	144	661	3,031
211	888	1,099	4,658	4	47	51	217	376	3,063	3,481	5,694
3,907	60	3,867	17,984	27	155	182	1,036	1,623	400	2,023	7,369
4,207	35	4,242	26,810	17	137	154	1,340	1,580	4,730	5,160	60,323
1,930	108	2,038	8,767	43	80	123	683	346	897	1,243	7,379
...	...	68	324	...	...	50	259	...	...	713	3,550
...
116	11	127	559	...	59	52	270	269	1,434	1,733	7,864
27	...	27	77	13	26	39	152	30	1	31	153
...	...	...	...	3	163	166	3,258	3	24	56	952
3,636	73	3,706	14,374	113	13	126	435	2,325	443	2,774	9,969
187,104	96,300	(a) 283,473	26,47,838	45,785	27,782	(a) 73,517	10,35,501	172,756	181,763	(a) 206,231	40,55,713
...	...	215,230	17,99,058	...	...	83,192	10,56,394	...	...	297,199	40,10,488
...	...	68,182	8,48,770	...	...	...	...	...	...	3,644	45,225
...	...	...	...	...	...	9,675	20,493	...	...	...	...

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	XVI—concl'd.				XVII.			
	- PROVISIONS—concl'd.				RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.			
	(2) Others.				Quantity.			
	Quantity.							
	Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.
148	149	150	151	152	153	154	155	156
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur	9,358	5,280	14,638	2,38,763	156,750	9,952	166,702	7,42,455
Bombay, Baroda and Central India ...	29,831	8,829	29,660	3,22,672	57,910	1,674	59,584	2,19,442
Eastern Bengal	3,967	2,426	6,393	54,246	5,630	1,189	6,769	17,723
East Indian	32,668	22,780	75,448	10,15,691	32,016	96,236	128,252	5,72,650
Great Indian Peninsula*	23,914	10,425	34,339	4,71,479	20,436	25,821	46,307	3,18,422
Madras and Southern Mahratta	35,893	19,081	54,974	5,50,094	8,829	3,888	12,712	54,206
Nizam's Guaranteed State	1,054	1,192	2,246	23,401	96	592	688	4,075
North Western	21,696	11,140	33,036	4,25,816	7,969	28,391	36,360	2,65,537
Oudh and Rohilkhand	8,349	3,896	7,245	54,285	4	26,464	26,468	2,19,568
South Indian... ..	56,400	6,106	62,596	5,97,696	2,768	6,525	9,293	40,988
3' 8½" gauge.								
Aden	123	...	123	505	...	...	...	...
Assam-Bengal	3,614	346	4,160	39,203	36,267	1,390	37,657	72,213
Bengal and North-Western	9,147	1,584	10,731	67,505	2,719	843	3,067	26,918
Bengal Doonars	338	561	899	9,5678	12	47	59	803
Bhavnagar State	1,719	3,246	4,967	23,551	3,718	3,649	6,362	6,260
Bombay, Baroda and Central India ...	7,158	8,596	15,744	1,59,915	3,067	9,603	12,670	1,10,366
Burma	27,502	...	27,502	3,57,270	...	...	...	...
Dibru-Sadiya	109	240	349	3,626	...	...	...	...
Gondal	5,704	10,231	15,935	41,067	...	4,246	4,246	5,041
Jamnagar	3,290	304	3,594	11,831	10	116	126	388
Jodhpur-Bikaner	4,338	3,638	7,976	57,670	1,061	7,520	8,581	24,189
Junagad State	6,343	403	6,746	20,600	11	1,161	1,172	479
Morvi	542	1,810	2,352	9,992	14	5,608	5,622	7,768
Mysore, Birur-Shimoga, Chickajalur-Chitaldrug, Bangalore Chick Ballapur Light, Kolar District and Mysore Light.	3,254	790	4,054	14,681	77	1,118	1,195	2,811
Nizam's Guaranteed State	4,101	2,421	6,522	38,728	31	101	132	1,189
Rohilkhand and Kumaon	2,080	365	2,445	13,957	...	...	...	...
Udaipur-Chitorgarh ... ..	...	...	575	2,906	...	...	...	...
2' 6" and 2' 0" gauges.								
Barsi Light (2' 6")	85	201	286	1,607	...	38	38	158
Shahdara (Delhi)-Saharanpur Light (2' 6")	671	63	734	3,168	...	5	5	63
Darjeeling-Himalayan (2' 0")	5,693	5,443	11,136	1,04,732	796	...	796	2,075
Other 2' 6" and 2' 0" gauge lines ...	9,572	89	9,661	39,127	10,647	292	10,939	9,386
Total 1921-22	324,453	131,428	(a) 456,456	47,91,273	350,909	334,919	685,828	27,24,701
Total 1920-21 ... ..	...	...	556,546	53,97,783	...	...	511,722	22,12,578
Increase ... ..	...	...	...	...	...	...	74,106	5,12,123
Decrease ... ..	...	...	100,090	6,06,461	...	...	...	...

* Excludes the Matheran Light railway for which information is not available;

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

XVIII				XIX							
SALT.				SPICES.							
Quantity.			Earnings.	(1) Betel-nuts.				(2) Chillies.			
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.	Originating on Home line whether local or foreign.	Other traffic.	Total.	Earnings.
157	158	159	160	161	162	163	164	165	166	167	168
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
81,070	66,813	147,883	18,06,767	6,829	4,712	11,541	2,89,847	4,456	4,984	9,440	1,62,115
190,571	21,017	211,588	10,11,581	2,417	118	2,535	50,329	2,613	1,601	4,214	59,273
29,374	97,156	126,530	7,25,464	7,487	13,129	20,616	2,15,940	3,306	5,821	9,127	78,610
235,174	100,949	336,123	12,84,680	7,510	2,837	10,347	3,64,476	3,005	5,636	8,641	1,38,169
97,721	147,196	244,917	25,36,980	8,127	4,632	12,759	2,76,898	4,712	3,700	8,412	1,92,046
81,921	42,847	124,768	9,75,147	6,664	10,843	17,007	2,51,359	23,923	2,963	21,891	3,85,994
1,887	84,348	86,235	2,37,166	23	905	928	11,906	4,470	1,452	5,922	54,409
153,080	14,100	167,180	13,78,844	69	308	375	3,279	6,767	428	7,195	83,924
8,373	73,823	82,101	4,97,608	451	2,505	2,956	48,309	323	1,785	2,068	23,886
114,420	12,639	127,059	7,94,417	18,917	5,159	24,076	2,16,623	17,294	4,504	21,728	2,11,856
...
36,509	5,048	41,556	2,04,248	6,768	384	7,132	64,938	2,123	991	3,119	27,359
30,980	125,284	156,164	8,44,439	2,743	2,973	5,716	58,839	12,779	82	12,861	91,192
950	4,735	5,685	18,095	48	327	375	1,398	46	...	46	288
2,783	893	3,131	5,174	380	95	475	2,980	375	157	533	3,149
223,051	82,204	305,255	29,95,604	366	1,063	1,429	14,073	4,345	1,978	6,323	69,012
40,814	...	40,814	5,38,756	18,723	...	18,723	13,53,874	...	...	...	...
497	544	1,041	5,571	...	...	...	...	...	...	...	...
4,176	1,489	5,665	8,768	223	383	603	2,105	147	268	415	1,519
172	1	173	634	52	6	58	154	11	45	56	227
39,606	842	40,448	1,97,710	19	332	343	2,935	469	1,370	1,739	13,100
2,377	238	2,615	4,541	432	16	448	2,708	221	19	240	1,361
975	63	1,038	1,784	16	116	132	563	27	246	273	1,335
840	11,804	12,644	35,480	4,906	901	5,807	28,898	178	614	792	4,439
450	19,290	19,740	1,76,890	63	755	823	9,675	689	738	1,427	14,775
6,967	26,954	33,921	1,58,567	67	493	560	3,882	851	454	1,305	9,266
...	...	1,210	5,091	...	...	9	85	...	...	90	388
277	6,441	6,718	30,753	47	735	782	3,741	24	59	83	479
994	1,715	2,709	6,593	7	7	14	78	121	2	123	561
1,341	2,378	3,619	40,776	84	164	248	3,199	8	4	12	92
8,233	941	9,174	29,919	273	33	311	1,129	812	32	894	3,514
1,385,342	911,151	(a) 2,297,703	1,60,52,936	93,706	53,304	(a) 147,019	22,33,614	99,065	44,833	(a) 143,968	16,29,853
...	...	2,238,976	1,47,05,167	...	...	141,167	19,94,379	...	...	140,410	14,87,033
...	...	58,727	13,47,769	...	...	5,852	2,39,244	...	...	3,578	1,43,299
...

† Includes chillies for which information is not available separately.

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	XIX—concl'd.				XX			
	SPICES—concl'd.				SUGAR.			
	(8) Others.				(1) Refined and unrefined.			
	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.	Originating on Home line whether local or foreign.		Other traffic.	Total.		
169	170	171	172	173	174	175	176	177
5' 6" gauge.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
Bengal-Nagpur	3,855	7,990	11,845	1,51,388	28,893	6,218	34,606	6,81,392
Bombay, Baroda and Central India ...	6,824	8,306	17,130	2,96,124	46,189	2,135	48,324	6,59,040
Eastern Bengal	10,238	4,718	14,956	1,35,815	24,801	7,860	32,661	2,21,139
East Indian	10,637	6,599	17,236	8,17,175	100,822	30,818	221,640	54,19,816
Great Indian Peninsula*	12,047	6,742	19,889	8,46,378	46,027	28,501	74,528	8,58,734
Madras and Southern Mahratta	26,506	10,865	37,461	4,72,064	20,695	13,649	34,344	3,07,258
Nizam's Guaranteed State	1,135	1,108	2,643	27,817	298	4,427	4,725	44,318
North Western	2,738	2,043	4,781	66,999	170,559	66,976	237,535	42,43,115
Oudh and Rohilkhand	2,330	1,541	3,871	24,831	25,082	46,377	71,459	7,09,973
South Indian	9,893	108	10,006	1,26,024	18,612	3,619	22,281	1,67,256
3' 6" gauge.								
Adon	195	...	195	904	176	...	176	653
Assam-Bengal	319	345	664	6,220	919	1,192	2,111	15,239
Bengal and North-Western	6,341	2,985	9,326	1,01,692	67,315	7,610	74,925	8,05,609
Bengal Decans	123	167	290	2,020	177	546	723	3,817
Bhavnagar State	67	491	558	2,648	6,223	2,391	8,614	38,833
Bombay, Baroda and Central India ...	18,918	4,581	23,499	1,58,914	20,563	66,404	86,967	7,85,250
Burma ... ..	...	...	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...	...	...
Gondal	39	614	718	2,393	2,674	3,302	10,976	34,918
Jamnagar	16	12	28	80	1,407	318	2,225	6,636
Jodhpur-Bikaner	618	927	1,545	8,856	1,892	20,054	21,936	1,52,526
Jannagad State... ..	112	562	674	2,561	2,221	2,676	4,897	18,495
Morvi	69	320	389	1,524	74	624	698	2,863
Mysore, Birur-Shimoga, Chickajjar Chitaldrug, Bangalore-Chick Balla- pur Light, Kolar District and My- sore Light.	1,140	874	2,014	9,483	3,235	1,178	4,413	16,120
Nizam's Guaranteed State... ..	275	723	1,003	10,810	635	3,947	4,582	43,029
Rohilkund and Kumaon	387	303	690	3,308	10,968	4,687	15,675	65,816
Udaipur-Chitorgarh ... ..	...	...	343	1,722	...	...	1,320	7,630
2' 6" and 2' 0" gauges.								
Barai Light (2' 6")	38	266	299	1,445	35	1,512	1,547	6,944
Shahdara (Delhi)-Saharanpur Light (2' 6").	149	9	158	1,021	8,021	278	8,299	25,240
Darjeeling Himalayan (2' 0")	1,177	136	1,303	17,026	256	1,281	1,537	23,393
Other 2' 6" and 2' 0" gauge lines ...	2,143	117	2,250	8,231	7,320	620	7,940	18,537
Total 1921-22	116,378	64,137	(a) 180,863	23,05,587	705,499	334,695	(a) 1,041,514	1,54,13,256
Total 1920-21 ... ..	...	...	181,277	23,17,532	...	...	613,265	63,57,934
Increase ... ..	...	...	...	...	...	...	428,249	90,55,322
Decrease ... ..	...	...	414	11,995	...	...	...	...

* Excludes the Matheran Light railway for which information is not available.

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

DIX 11—contd.

earnings therefrom during the financial year 1921-22.

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

				XXI.				XXII.			
				Tea.				Tobacco.			
(2) Gnr, rab, jaggery, molasses, etc.								(1) Raw.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
178	179	180	181	182	183	184	185	186	187	188	189
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
7,893	15,414	28,307	2,52,193	2,066	628	2,694	1,03,061	3,795	12,945	16,740	3,30,161
10,237	37,687	47,924	6,96,582	3,806	436	4,242	89,219	18,962	920	19,882	2,78,377
14,958	21,398	36,356	1,99,428	8,860	20,867	29,727	8,00,196	31,329	18,168	49,497	6,14,883
54,649	32,706	117,355	9,06,695	3,040	286	3,326	1,52,923	7,746	22,673	30,419	3,35,646
85,683	86,973	172,656	13,21,102	879	2,701	3,580	86,624	4,362	13,936	18,318	3,12,639
93,226	10,415	103,641	9,12,054	190	1,567	1,757	36,979	30,843	5,045	36,787	4,25,123
865	13,099	13,964	1,06,281	6	132	138	2,019	484	5,990	6,474	79,773
60,666	34,520	95,186	9,04,800	2,720	6,180	8,900	2,53,118	20,737	8,507	29,244	4,03,426
30,134	20,107	50,241	3,43,550	41	1,930	1,971	18,456	2,619	4,169	6,788	80,500
46,435	565	47,000	3,83,708	11,825	126	11,951	1,26,103	19,032	2,655	21,747	194,368
...	...	...	...	697	...	697	5,076	...	...	...	...
3,796	937	4,733	31,320	37,436	3,871	41,307	6,46,675	997	4,338	5,335	53,607
183,089	1,234	184,323	14,51,980	7	91	98	1,836	32,892	4,153	37,045	3,61,671
162	716	878	3,691	15,944	...	15,944	3,47,354	18,499	54	18,553	38,378
1,717	2,338	4,055	16,584	60	289	349	2,405	94	978	1,067	6,523
20,986	106,365	127,351	13,01,413	90	2,763	2,853	87,334	8,249	9,613	17,862	2,20,136
69,726	...	169,726	15,44,430	...	...	...	...	13,872	...	13,872	1,14,155
314	418	732	6,094	14,438	223	14,661	1,61,680	...	...	...	...
378	3,008	3,386	11,648	16	353	369	1,677	230	1,082	1,312	6,030
210	339	549	1,554	11	30	41	175	71	329	400	2,030
2,057	15,445	17,502	1,15,031	2	763	765	10,214	596	4,115	4,711	37,921
245	524	769	2,584	33	144	177	934	35	258	293	1,587
186	1,962	2,148	9,305	4	121	125	650	120	970	1,090	5,841
996	354	1,350	4,731	3	37	40	329	1,342	1,028	2,370	15,409
682	6,467	7,149	53,597	6	43	49	618	166	4,461	4,627	75,024
18,918	6,637	25,555	1,40,312	34	36	70	521	4,020	235	4,255	40,653
...	...	1,928	8,487	...	...	5	78	...	...	533	3,513
63	1,732	1,795	8,474	...	19	19	116	11	203	214	1,201
9,178	7	9,185	25,128	...	...	...	1	480	299	779	3,416
421	45	466	2,412	6,721	110	6,831	1,02,429	1,160	40	1,200	11,731
13,151	746	13,897	42,790	5,310	14	5,324	27,568	2,057	128	2,185	7,619
716,249	424,078	(a)1,142,325	97,67,297	114,247	49,761	(a)1,64,018	30,61,638	219,839	128,941	(a)349,352	40,03,183
...	...	1,149,991	88,97,757	...	...	194,321	37,20,686	...	...	330,425	35,15,306
...	...	...	8,70,140	...	...	...	...	...	...	18,926	4,77,876
...	...	7,736	...	...	...	30,308	6,59,045	...	...	...	...

† Includes sugar unrefined for which information is not available separately.

... for the Jhaidpur-Chitorgach railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	XXII—concl'd.				XXIII.			
	TOBACCO,—concl'd.				WOOD.			
	(2) Manufactured.				(1) Timber, unwrought.			
	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or Foreign.	Other traffic.	Total.	Originating on Home line whether local or foreign.		Other traffic.	Total.		
190	191	192	193	194	195	196	197	198
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur	2,364	569	2,933	78,417	106,965	8,097	115,062	6,51,192
Bombay, Baroda and Central India ...	878	48	421	14,172	107,569	24,748	132,317	7,54,613
Eastern Bengal	769	757	1,526	20,833	35,020	25,989	61,009	2,82,736
East Indian	5,682	1,056	6,738	1,57,786	30,684	68,502	99,186	4,32,497
Great Indian Peninsula*	681	2,011	2,692	69,738	182,712	49,485	232,197	10,85,994
Madras and Southern Mahratta	3,214	527	3,741	76,518	65,412	67,926	133,338	7,88,622
Nizam's Guaranteed State	185	497	682	7,811	47,815	2,578	50,393	2,33,302
North Western	5,162	1,756	6,918	1,46,325	214,625	52,303	266,928	10,84,988
Oudh and Rohilkhand	264	878	1,142	18,050	62,681	89,970	152,651	4,50,487
South Indian	3,100	764	3,864	59,153	211,898	2,558	214,456	11,24,793
3' 3½" gauge.								
Aden	364	...	364	2,070	...	...	...	...
Assam-Bengal	28	93	121	1,912	13,214	956	14,170	68,303
Bengal and North-Western	674	694	1,368	19,922	64,787	5,891	70,678	2,41,122
Bengal Decans	379	45	324	1,377	6,766	84	6,850	27,778
Bhavnagar State	183	144	327	1,949	13,707	1,773	20,480	69,373
Bombay, Baroda and Central India ...	95	393	488	10,633	13,777	54,503	68,280	3,87,648
Burma ... ..	...	...	...	...	269,176	...	269,176	13,91,312
Dibru-Sadiya ... ..	...	...	...	...	7,693	1,515	9,208	32,217
Gondal	72	325	397	1,979	8,950	9,024	17,974	36,674
Jamnagar	10	71	81	449	104	607	711	2,344
Jodhpur-Bikaner	67	510	577	5,994	1,624	15,929	17,553	74,224
Junagad State ... ..	...	81	81	439	5,002	656	6,658	11,420
Morvi	6	275	281	1,512	189	2,250	2,439	6,079
Mysore, Birar-Shimoga, Chikmagalur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	80	78	158	1,175	24,178	1,658	26,836	83,459
Nizam's Guaranteed State	157	233	390	6,167	22,687	4,735	27,422	74,688
Rohilkhand and Kumaon	168	85	253	1,956	163,454	538	163,992	6,12,596
Udaipur-Chitorgarh ... ..	...	...	14	102	...	...	376	1,345
2' 6" and 2' 0" gauges.								
Baral Light (2' 0")	110	52	162	1,437	16	798	814	2,681
Shahdara (Delhi)-Saharanpur Light (2' 6")	25	...	25	233	1,016	2,382	3,398	7,717
Darjeeling Himalayan (2' 0")	181	426	607	10,982	217	5	222	1,016
Other 2' 6" and 2' 0" gauge lines ...	22	33	125	533	53,157	1,393	54,550	1,17,465
Total 1921-22	24,287	12,401	(a) 36,703	7,13,536	1,759,563	490,998	(a) 2,250,939	1,00,37,616
Total 1920-21 ... ..	...	...	37,569	6,75,037	...	...	2,109,180	90,35,206
INCREASE ... ..	...	...	...	38,499	...	...	141,759	10,02,410
DECREASE ... ..	...	...	897	...	...	...	...	...

*Excludes the Matheran Light Railway for which information is not available.

(a) Includes figures for the Udaipur-Chitorgarh Railway for which detailed information is not available.

DIX 11—contd.

Earnings therefrom during the financial year 1921-22.

[The figures shown in this table are for the production and imports of wool in India and is therefore not the same as the total production and imports.]

XXIV											
Wool.											
(2) Manufactured.				(1) Raw.				(3) Others.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
199	200	201	202	203	204	205	206	207	208	209	210
Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
6,392	1,408	7,800	92,408	89	230	819	9,489	29	95	124	2,561
4,239	630	4,908	63,319	746	5,675	6,621	1,74,014	106	426	529	14,518
6,634	3,810	10,444	71,012	18	216	234	4,535	141	204	345	6,047
6,734	3,198	9,932	1,14,188	1,050	3,464	4,514	48,443	1,211	946	2,157	62,718
7,678	3,496	11,169	1,36,983	881	474	1,355	29,679	694	1,075	1,769	47,354
8,979	3,889	12,868	1,32,511	1,006	495	1,441	34,300	1,696	264	1,930	29,811
994	239	1,172	9,571	229	16	239	4,540	183	153	336	4,099
9,495	1,624	11,119	1,07,190	23,498	822	24,320	9,04,687	1,032	346	1,398	36,813
4,315	2,147	6,462	43,858	116	1,023	1,141	4,840	630	580	1,210	12,642
16,869	1,608	18,477	1,57,253	83	23	106	1,392	495	311	716	11,404
85	..	85	420	..	..	..	..	..	..	..	..
6,613	1,796	8,408	66,319	..	..	..	1	4	31	35	460
4,990	1,502	6,492	45,701	213	1,325	1,538	25,347	83	109	192	2,540
3,720	377	3,697	29,266	..	..	..	..	..	13	13	215
971	296	1,267	6,845	207	317	524	4,836	..	..	..	..
2,323	3,625	3,848	29,510	3,876	4,327	11,203	1,67,245	91	503	594	12,990
..
..
343	638	978	3,180	322	112	434	2,243	6	10	16	48
164	124	288	938	253	10	263	1,120	17	3	20	117
555	537	1,092	7,061	5,028	396	5,324	70,544	416	137	551	5,600
683	273	963	3,651	97	172	269	1,370	..	1	1	6
55	370	325	2,183	230	297	427	3,162	13	45	58	361
1,403	204	1,607	7,733	45	83	73	581	56	171	227	1,232
513	334	833	7,842	30	5	35	543	92	33	150	1,306
1,397	140	1,537	8,677	444	62	506	2,413	49	83	122	913
..	..	51	229	..	..	135	882	..	..	3	36
..
147	150	297	1,533	..	..	..	..	67	31	119	674
60	21	81	353	5	30	35	190	5	..	5	25
3,747	133	3,830	30,239	1,423	945	2,378	12,431	1	2	3	73
1,151	68	1,217	5,321	267	5	233	563	4	..	4	32
100,138	30,649	(a) 130,838	11,73,254	43,723	20,913	(a) 64,131	15,29,939	7,916	5,617	(a) 12,636	2,52,897
..	..	139,521	12,28,976	..	..	48,651	10,29,026	..	..	11,377	2,54,737
..	..	..	..	..	..	15,536	5,00,912	..	..	759	3,969
..	..	8,633	55,722	..	..	..	..	..	..	..	..

(a) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Principal commodities carried by railways and the

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

Railway system.	XXV				GRAND TOTAL.			
	ALL OTHER ARTICLES OF MERCHANDISE.							
	Quantity.			Earnings.	Quantity.			Earnings.
	Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
211	212	213	214	215	216	217	218	219
	Tons.	Tons.	Tons.	Rs.	Tons.	Tons.	Tons.	Rs.
5' 6" gauge.								
Bengal-Nagpur	456,205	138,158	594,363	32,04,837	6,812,836	830,678	7,643,514	3,31,64,536
Bombay, Baroda and Central India	652,041	85,780	737,821	55,40,792	2,208,729	1,112,952	3,321,681	3,09,89,818
Eastern Bengal...	234,961	63,699	298,660	9,30,414	1,938,961	1,949,211	3,938,172	1,99,06,775
East Indian	710,655	202,258	912,913	69,26,530	11,607,987	2,180,837	13,988,824	8,16,41,182
Great Indian Peninsula*	877,314	311,370	1,188,684	1,15,23,787	3,941,303	3,019,318	6,960,621	7,79,92,827
Madras and Southern Mahratta	434,011	126,197	560,208	42,15,602	2,405,307	1,208,455	3,613,762	3,27,42,074
Nizam's Guaranteed State...	27,819	21,694	49,513	2,39,090	794,428	272,568	1,066,996	59,90,542
North Western	1,140,297	209,429	1,349,726	1,54,63,309	4,754,136	1,469,115	6,223,251	6,05,63,475
Oudh and Rohilkhand	320,124	139,245	459,369	21,09,651	1,002,510	1,513,415	2,515,925	1,31,13,434
South Indian	600,307	96,411	696,718	49,30,771	2,251,170	343,135	2,594,305	1,82,47,913
3' 3½" gauge.								
Adon	10,029	...	10,029	75,430	24,367	...	24,367	98,225
Assam-Bengal	10,741	3,245	13,986	2,72,787	505,284	119,009	624,293	44,39,76,623
Bengal and North-Western	168,353	39,723	208,076	10,16,600	1,834,949	619,525	2,504,474	1,32,54,854
Bengal Doars...	3,245	4,403	7,648	34,597	30,097	72,418	152,515	9,69,999
Bhavnagar State	33,665	10,638	44,303	1,26,688	143,101	199,085	342,186	8,88,503
Bombay, Baroda and Central India	431,005	156,431	587,436	38,20,630	1,532,059	1,327,313	2,859,372	2,25,41,193
Burma	538,303	...	538,303	38,09,306	2,740,657	...	2,740,657	1,76,04,479
Dibru-Sadiya	59,843	5,426	65,269	2,69,156	651,488	24,633	676,121	14,81,551
Gondal	33,923	18,099	52,022	1,59,317	(a) 223,727	(b) 132,915	356,642	9,90,003
Jamnagar	5,093	7,121	12,214	39,548	27,557	27,173	54,730	1,44,905
Jodhpur-Bikaner	55,232	42,136	97,368	17,10,789	368,503	431,097	799,600	42,88,675
Junagad State	27,643	3,042	30,685	1,02,094	144,041	29,793	173,834	4,28,672
Morvi	7,309	17,912	25,221	89,453	30,411	77,739	108,150	3,70,255
Mysore, Birur-Shimoga, Chikmagalur, Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	10,140	11,041	21,181	1,16,816	149,308	67,933	217,241	3,86,033
Nizam's Guaranteed State	80,437	4,823	85,260	7,73,965	(c) 360,309	(c) 217,418	577,727	40,34,716
Rohilkhand and Kumaon	175,173	3,612	178,785	5,32,449	649,576	104,873	754,449	27,57,453
Udaipur-Chitorgarh	...	...	2,263	7,343	...	...	23,002	92,877
2' 6" and 2' 0" gauges.								
Barri Light (2' 6")	23,754	3,639	27,393	1,47,733	63,711	54,830	118,541	5,68,637
Shahdara (Delhi)-Saharanpur Light (2' 6")	18,473	3,775	22,248	64,106	85,046	35,542	120,588	3,21,447
Darjeeling Himalayan (2' 0")	9,634	3,154	12,788	60,453	69,367	37,852	107,219	9,31,460
Other 2' 6" & 2' 0" gauge lines	374,373	3,472	377,845	7,61,968	923,350	32,736	956,086	20,59,665
Total 1921-22...	7,645,043	1,736,339	(d) 9,381,382	6,75,88,318	48,599,745	17,431,713	(d) 66,014,459	45,90,55,013
Total 1920-21 ...	...	...	8,337,648	6,39,49,437	...	...	69,058,026	44,47,27,051
Increase	...	...	496,202	35,69,481	...	...	...	1,43,27,962
Decrease	...	...	...	...	...	...	3,043,569	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes 20,126 tons of bones.

‡ Includes Rs. 80,434 for bones.

§ Excluding Rs. 53,516 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

¶ Excluding Rs. 5,97,333 in respect of ferries and Steam boats which are included in details. The tonnage and earnings of the Cawnpore-Burhwal (3' 3½" gauge) link railway are included throughout with the Bengal and North-Western Railway.

|| Excluding 132,513 tons on account of interchange of traffic.

|| Excluding 40,000 tons on account of interchange of traffic.

(a) Excluding 100,934 tons on account of interchange of traffic.

(b) Excluding 31,979 tons on account of interchange of traffic.

(c) Including figures on account of interchange of traffic.

(d) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

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earnings therefrom during the financial year 1921-22.

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

XXVI.

ANIMALS.

(1) CATTLE.				(2) OTHERS.				Total.			
Quantity.			Earnings.	Quantity.			Earnings.	Quantity.			Earnings.
Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.		Originating on Home line whether local or foreign.	Other traffic.	Total.	
220	221	222	223	224	225	226	227	228	229	230	231
Tons.	Tons.	††Tons.	Rs.	Tons.	Tons.	††Tons.	Rs.	Tons.	Tons.	††Tons.	Rs.
13,768	346	14,109	1,43,368	1,951	33	1,984	49,212	15,714	379	16,093	1,92,578
2,733	4,638	14,971	4,72,230	11,475	9,838	21,313	8,01,506	21,206	14,476	35,682	12,73,733
1,047	2,498	3,545	31,157	304	330	524	13,145	1,351	2,718	4,069	44,302
10,219	5,596	15,815	4,91,016	9,595	1,263	10,858	3,57,196	19,814	6,859	26,673	8,48,212
16,206	928	17,134	2,15,583	10,528	505	11,033	3,04,019	26,734	1,438	28,167	5,19,552
3,920	594	4,514	1,05,408	8,577	263	8,840	1,97,899	12,497	857	13,354	3,02,802
35	43	78	1,529	255	39	294	3,836	390	82	472	5,365
19,512	11,407	29,919	4,39,495	1,301	185	1,486	35,960	30,313	592	31,405	4,75,455
3,712	1,229	4,941	66,461	379	1,523	2,402	43,636	4,591	2,752	7,343	1,16,097
2,486	65	2,551	33,327	10,907	208	11,115	86,580	13,393	268	13,661	1,19,907
...
664	...	664	6,330	337	7	344	6,417	1,001	7	1,008	112,609
4,927	192	5,119	70,846	1,336	51	1,437	20,325	6,313	243	6,556	91,671
17	...	17	130	8	2	10	105	25	2	27	235
39	60	99	1,869	54	88	142	3,242	93	148	241	4,611
3,364	2,569	10,333	2,80,046	12,838	789	13,627	4,00,070	21,203	3,353	24,556	6,60,116
11,464	...	11,464	3,29,730	5,418	...	5,418	2,07,555	16,877	...	16,877	5,37,285
...	...	...	...	22	8	30	437	22	8	30	437
62	187	249	1,565	57	112	169	2,057	(a) 69	(b) 273	5342	3,623
74	63	137	455	19	17	36	406	36	30	178	663
2,075	355	2,430	32,590	511	42	553	10,548	2,336	397	2,933	49,138
235	181	416	1,608	14	26	40	389	249	207	456	1,397
74	181	205	1,371	39	64	103	3,337	113	195	308	5,203
223	17	240	3,123	219	6	225	3,263	442	23	465	6,394
83	59	142	2,647	777	106	883	15,173	660	165	1,025	17,819
155	23	178	2,775	42	12	54	855	197	35	232	3,630
...	...	16	157	...	...	77	960	...	...	98	1,126
1	...	1	20	...	1	1	12	1	1	2	32
...	...	...	...	...	...	15	353	...	...	227	1,701
212	...	213	1,943	15	...	16	181	190	...	190	1,044
174	...	174	863	...	...	...	...	...	...	...	...
109,476	20,181	(c) 129,657	27,16,993	77,539	15,443	(c) 93,019	25,68,691	184,965	35,559	(c) 222,616	52,85,636
...	...	158,462	27,47,343	...	...	100,630	24,08,053	...	...	250,043	61,55,921
...	...	...	...	...	...	...	1,60,638	...	...	...	1,30,315
...	...	28,730	30,350	...	...	7,611	...	...	...	36,427	...

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

†† Excluding Rs. 48 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.
 † Excluding 76 tons on account of interchange of traffic.
 (a) Excluding 50 tons on account of interchange of traffic.
 (b) Excluding 26 tons on account of interchange of traffic.
 (c) Includes figures for the Udaipur-Chitorgarh railway for which detailed information is not available.

Analysis of working of each railway system

(Note.—Railways not shown do not

Serial number.	1	2	3	4		
				DESCRIPTION OF RAILWAY		
				Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the fol
(a) ft. and less.	(b) ft. to 100.	(c) ft. to 100.				
Railway system.	Miles.	No.	Miles.	Miles.	Miles.	
5' 6" GAUGE.						
Bengal-Nagpur	5' 6"	1,900-66	335	...	0-55	119-34
Bombay, Baroda and Central India	5' 6"	1,348-88	232	...	1-32	0-32
Eastern Bengal	5' 6"	615-76	180	...	...	...
East Indian	5' 6"	2,854-31	517	6-05	16-62	49-39
Great Indian Peninsula	5' 6"	3,183-25	498	19-31	2-82	72-30
Madras and Southern Mahratta	5' 6"	1,078-70	229	...	18-60	34-42
Nizam's Guaranteed State	5' 6"	354-70	57	...	...	79-19
North Western	5' 6"	5,307-45	837	85-67	114-77	255-80
Oudh and Rohilkhand	5' 6"	1,612-96	291	...	9-30	6-41
South Indian	5' 6"	881-80	88	...	8-12	23-33
3' 3" GAUGE.						
Assam-Bengal	3' 3"	1,044-13	213	10-29	47-43	37-18
Bengal and North-Western	3' 3"	2,144-44	372	0-11	0-15	0-40
Bhavnagar State	3' 3"	218-29	40	...	0-16	3-21
Bombay, Baroda and Central India	3' 3"	3,349-65	362	3-40	0-23	18-75
Burma	3' 3"	1,616-11	327	100-46	45-84	55-70
Eastern Bengal	3' 3"	1,117-34	216	0-34	0-52	4-69
Gondal	3' 3"	280-96	33	...	...	3-23
Nizam's Guaranteed State	3' 3"	550-79	93	313-65	17-59	25-17
Jamnagar	3' 3"	54-33	7	...	...	0-17
Jodhpur-Bikanor	3' 3"	1,330-83	171	...	...	...
Junagad State	3' 3"	140-48	21	...	...	2-54
Madras and Southern Mahratta	3' 3"	1,948-30	304	16-31	33-18	657-00
Nilgiri	3' 3"	28-36	12	23-52	1-60	0-34
Rohilkhand and Kumaon	3' 3"	573-11	100	...	4-85	8-44
Sherapur-Cochin	3' 3"	64-75	16	...	18-86	8-33
South Indian	3' 3"	1,210-23	299	0-04	23-34	33-70
Udaipur-Chitorgarh	3' 3"	68-72	11	...	...	1-10
2' 6" GAUGE.						
Gondia-Chandia, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	2' 6"	626-03	77	...	34-65	90-77
Jacobabad-Kashmor	2' 6"	76-70	7	...	...	...
Kalka-Simla	2' 6"	59-32	20	35-36	...	12-33
Kohat-Thal and Nowahera-Durgai	2' 6"	103-15	11	...	...	25-36
Larkana-Jacobabad	2' 6"	3-80	4	...	...	...
Morappur-Hosur	2' 6"	73-30	10	...	24-65	7-36
Parulia-Banghal	2' 6"	115-30	19	...	9-57	31-34
Raipur-Dhantari	2' 6"	58-34	13	0-51	...	...
Tirupattur-Krishnagiri	2' 6"	25-33	5	...	7-97	2-45
Trans-Indus (Kalabagh-Banna)	2' 6"	160-77	23	5-30	1-04	26-44
2' 0" GAUGE.						
Pipar-Bilara Light	2' 0"	25-25	4	...	...	0-63

* Made up of 2-68 miles of 1 in 51 to 1 in 67 and 9-94 miles of 1 in 68 to 1 in 100.

DIX 12.

during the financial year 1921-22.

prepare these statistics.]

4		5		6	7	8	9	10
WORKED.				FINANCIAL RESULTS.		OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)		
Lowest gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, &c., on the mileage earning revenue. Per cent.	Percentage of net earnings on paid up capital. Per cent.	Capital outlay per mile open. Rs.	Average gross earnings per mean mile worked per week. Rs.	Average working expenses per mean mile worked per week. Rs.
(a) r/r to r/o. Miles.	(c) r/r to s/o. Miles.	(a) Length. Miles.	(b) Inclination. Miles.					
624.65 262.69	150.47 98.96 7.69	0.55 1.32 3.73	1/80 1/80 1/300	4.06 4.40 1.35	4.06	2,34,669 2,10,364 3,98,101	695 882 842	440 686 726
319.16 809.62 189.63	172.67 279.52 113.28	0.15 5.99 0.80	1/50 1/37 1/60	5.87 1.48 5.30	... ... 5.45	2,90,458 2,37,419 1,92,237	928 830 691	599 750 482
110.99 231.26 18.15 313.01	18.22 178.38 22.56 46.84	2.52 6.54 2.25 1.09	1/100 1/25 1/75 1/63	8.68 1.22 3.64 2.32	17.33	1,68,504 2,07,940 1,42,660 1,69,465	525 519 408 552	245 471 399 467
127.16 7.40 74.62 390.63	81.19 7.59 20.46 235.42	10.05 0.11 0.16 3.40	1/37 1/50 1/80 1/40	0.82 8.89 7.43 6.09	... ... ... ...	1,82,417 84,029 56,158 83,366	175 272 206 294	163 114 121 290
161.78 48.68 78.82	146.99 43.13 85.87	23.81 0.82 3.82	1/25 1/180 1/100	4.72 2.18 7.51	... ... ...	1,34,731 1,12,216 80,865	418 305 199	289 247 121
38.86 9.54 256.83	... 6.68 120.26	29.90 0.19 1.17	1/133 1/100 1/130	7.72 7.97 6.35	19.30	84,338 48,782 84,758	267 184 155	158 103 109
41.56 237.45 0.18	16.04 184.10 ...	2.54 16.25 0.29	1/100 1/40 1/12	5.17 4.90 0.12	... 5.45 ...	57,623 86,830 2,06,133	153 280 606	91 196 614
18.85 7.63 185.44 80.75	23.59 2.88 82.59 6.88	3.31 0.84 0.04 0.46	1/70 1/90 1/50 1/100	7.19 1.54 7.60 7.15	... ... ... ...	66,455 1,09,907 1,15,918 34,474	209 275 584 118	113 241 248 67
127.95 3.41 8.40 21.30	33.29 0.51 3.07 4.38	0.08 0.06 25.36	1/73 1/150 1/100	-0.36 3.68 2.98 -11.58	-3.35	65,330 29,431 3,87,701 87,167	100 38 719 93	105 17 525 267
1.44 15.68 83.69 17.83 4.10 23.29	... 5.15 5.39 2.55 0.25 15.42	1.44 2.32 9.37 0.54 0.57 3.44	1/200 1/67 1/30 1/50 1/97 1/45	0.47 2.24 3.40 1.60 3.85 -8.73	... ... 3.40 1.60	69,733 43,940 66,111 18,947 41,622 4,07,505	85 63 120 64 68 117	43 87 38 55 109 326
3.97	3.39	2.68	1/100	2.33	...	11,491	22	27

* For both 5' 6" and 3' 3 1/2" gauges.
 † For Nizam's Guaranteed State Railways only (5' 6" gauge).
 ‡ For Nizam's Guaranteed State Railways only (3' 3 1/2" gauge).

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	11	12	13
	OUTLAY, EARNINGS AND EXPENSES		
Railway system.	Average gross earnings per train-mile. Rs.	Average working expenses per train-mile. Rs.	Net earnings per train-mile. Rs.
5' 6" GAUGE.			
Bengal-Nagpur	5.98	4.09	1.84
Bombay, Baroda and Central India	7.75	6.02	1.73
Eastern Bengal	6.12	5.32	0.84
East Indian	5.72	3.59	2.13
Great Indian Peninsula	6.24	5.71	0.53
Madras and Southern Mahratta	7.07	4.93	2.14
Nizam's Guaranteed State	6.45	3.01	3.44
North Western	7.10	6.44	0.66
Ondh and Behilkhand	6.54	4.79	1.75
South Indian	5.51	4.66	0.85
3' 3 1/2" GAUGE.			
Assam-Bengal	4.76	4.42	0.34
Bengal and North-Western	5.00	2.10	2.90
Bhavnagar State	4.80	2.84	1.96
Bombay, Baroda and Central India	4.96	3.65	1.31
Burma	5.49	3.79	1.70
Eastern Bengal	4.82	3.90	0.92
Gondal	4.92	3.00	1.92
Nizam's Guaranteed State.	5.92	3.06	2.86
Jamunagar	5.33	2.99	2.34
Jodhpur-Bikaner	4.44	3.13	1.31
Junagad State	5.19	3.09	2.10
Madras and Southern Mahratta	4.04	2.33	1.71
Nilgiri	5.00	3.10	1.90
Behilkhand and Kumaon	5.53	2.98	2.55
Shoranur-Cochin	6.12	3.58	2.54
South Indian	5.19	3.38	1.81
Udaipur-Chitorgarh	3.88	2.27	1.61
2' 6" GAUGE.			
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Ohhindwara Extensions.	2.97	3.10	-0.13
Jacobabad-Kashmir	2.61	1.17	1.44
Kalka-Simla	5.39	3.93	1.45
Kohat-Thal and Nowshera-Durgai	1.83	5.83	-3.95
Larkana-Jacobabad	3.45	1.55	1.90
Morapur-Hoaur	1.58	2.58	-0.72
Parulla-Ranohi	3.83	2.45	1.38
Saipur-Dhamtari	3.24	2.80	0.44
Tirupattur-Krishnagiri	2.36	3.46	-1.10
Trans-Indus (Kalabugh-Banna)	3.23	3.03	0.20
2' 0" GAUGE.			
Ploaz-Bilare Light	2.23	1.92	0.31

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

(EXCLUSIVE OF STEAM-BOAT SERVICE).—contd.				Division of expenditure between coaching and goods traffic.		
14	15	16	17	18	19	20
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.	Percentage of total working expenses upon total earnings. Per cent.	Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.	Inclusive of steam-boat service.	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc., (in thousands of rupees).	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)—	
			Percentage of total working expenses on total earnings (for details see Table No. VII). Per cent.		Coaching (in thousands of rupees).	Goods (in thousands of rupees).
7.18 12.00 11.67	69.05 77.72 86.30	67.85 77.29 87.11	69.84 77.72 86.30	4,18.54 4,63.86 2,37.84	1,01.93 1,94.65 1,10.50	2,16.61 2,69.21 1,17.44
6.06 12.33 10.18	62.77 91.49 69.72	61.68 91.16 69.69	62.81 91.49 69.72	2,48.72 12,34.95 2,63.66	2,06.66 4,79.18 1,22.36	6,42.06 7,55.77 1,41.49
6.55 12.34 11.01 12.62	46.78 90.70 73.30 84.53	46.93 90.35 72.48 84.35	46.78 90.63 75.30 84.53	40.78 12,43.14 2,38.14 86.52	18.27 5,11.19 1,01.41 66.67	27.51 7,81.95 1,36.72 41.85
15.48 6.99 11.73 12.07	92.98 41.92 59.23 73.66	93.00 41.02 58.93 73.12	93.75 44.18 59.23 73.66	81.68 1,30.95 18.16 2,45.10	34.91 51.56 7.91 1,46.67	44.77 69.39 5.25 2,01.23
12.13 11.43 15.35	69.12 80.95 61.00	69.43 78.81 60.68	69.76 89.19 61.09	2,35.29 1,39.64 14.11	83.10 67.69 7.64	1,52.19 71.75 6.47
10.77 15.71 11.40	51.68 56.12 70.58	50.04 56.04 69.96	51.68 56.12 70.56	37.19 2.72 71.75	16.53 1.82 29.70	20.46 90 43.06
15.15 12.36 84.24	59.47 70.69 101.30	59.27 63.56 101.35	59.47 70.69 101.30	6.48 1,93.85 9.17	3.20 74.78 5.66	2.98 1,19.12 3.81
10.98 12.00 13.20 12.84	53.85 86.90 65.16 56.90	53.46 86.89 64.78 55.70	53.85 87.87 65.74 58.90	32.96 7.96 2,06.16 2.28	12.20 4.17 1,04.19 1.78	20.06 3.79 1,01.97 80
14.40 9.56 47.20 53.90	104.50 45.04 78.07 810.23	104.65 45.00 72.84 812.12	104.50 45.00 73.07 810.23	33.63 68 16.03 15.15	15.46 43 7.69 7.13	18.36 25 8.36 8.02
18.58 23.61 11.35 21.05 31.49 46.93	45.00 138.80 63.85 86.36 146.91 477.31	45.00 138.97 63.83 86.11 146.94 287.84	45.00 138.80 63.85 86.36 146.91 233.99	8 2.89 4.55 1.63 1.82 26.96	8 2.25 2.96 58 99 8.11	1.04 1.59 1.06 33 18.85
56.38	59.77	59.67	59.77	25	19	17

Analysis of working of each railway system

[Note.—Railways not shown do no

Railway system.	Serial number.	21	22	23
		COACHING		
		GROSS RECEIPTS AND TRAIN-MILEAGE.		
		Receipts from coaching traffic (in thousands of rupees).	Coaching train-miles run (in thousands.)	Average coaching receipts per train-mile.
		Rs.	No.	Rs.
5' 6" GAUGE.				
Bengal-Nagpur		2,00,80	8,827	5'25
Bombay, Baroda and Central India		2,60,85	4,678	5'57
Eastern Bengal		1,22,79	2,977	4'12
East Indian		4,96,78	9,794	5'07
Great Indian Peninsula		5,22,82	11,198	4'68
Madras and Southern Mahratta.		1,75,89	8,165	5'56
Nizam's Guaranteed State		28,19	682	4'18
North Western.		6,69,77	10,447	6'41
Oudh and Rohilkhand		1,78,15	2,954	5'03
South Indian		60,61	1,681	3'83
3' 6" GAUGE.				
Assam-Bengal		47,69	934	5'08
Bengal and North-Western		1,75,72	3,929	5'06
Bhavnagar State		18,54	388	4'00
Bombay, Baroda and Central India		2,28,27	4,971	4'69
Burma		1,52,86	2,618	5'84
Eastern Bengal		85,24	2,285	3'78
Gondal		13,20	302	4'37
Nizam's Guaranteed State		81,87	825	6'80
Jamnagar		8,40	67	5'05
Jodhpur-Bikaner		55,20	1,231	4'49
Junagad State		6,69	115	5'74
Madras and Southern Mahratta		1,80,13	2,938	4'43
Nilgiri		5,00	70	7'13
Rohilkhand and Kumaon		30,03	467	6'43
Shornur-Cochin		5,59	142	3'92
South Indian		1,95,97	3,823	5'13
Udaipur-Chitorgarh		2,89	80	3'63
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		14,32	551	2'60
Jacobabad Kashmir		1,10	38	2'87
Kalka-Simla		13,90	195	7'13
Kohat-Thal and Nowshera-Dargai		3,39	112	2'93
Larkana-Jacobabad		12	5	3'46
Morappur-Hosur		1,63	87	1'88
Puralia-Bonchi		4,78	132	3'59
Rajpur-Dhamtari		1,07	26	4'10
Tirupattur-Krishnagiri		65	29	2'26
Trans-Indus (Kalabagh-Banna)		5,43	92	5'91
2' 0" GAUGE.				
Pipar-Bilara Light		32	14	2'33

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

24	25	26	27	28	29	30
TRAFFIC.						
UNITS AND UNIT-MILEAGE.						Average sum received for carrying a unit one mile.
Number of units carried one mile (in thousands).						
1st class. Unit-miles.	2nd class. Unit-miles.	3rd or intermediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pcs.
7,738 11,726 4,409	17,376 67,772 11,135	46,096 90,457 81,055	877,816 1,094,065 554,957	948,521 1,264,020 601,558	11,896 33,492 9,387	18.49 16.74 16.35
19,268 26,726 6,538	60,155 93,962 24,973	141,767 86,786 16,480	2,132,450 2,260,870 755,782	2,358,635 2,417,944 603,773	23,404 62,910 13,754	19.32 22.72 20.69
931 21,341 5,936 2,753	4,489 85,062 22,850 10,612	219,982 60,208	122,222 2,983,010 777,517 266,712	127,642 3,319,395 866,601 280,077	8,597 49,655 13,178 5,430	18.68 16.28 17.64 19.38
1,863 1,139 153 8,468	1,971 6,071 2,119 20,019	7,724 11,872 54,127	183,946 1,074,373 70,489 1,159,566	195,004 1,035,420 72,760 1,237,180	2,663 5,258 568 16,508	19.68 17.64 15.22 20.65
5,897 2,580 185	19,430 6,748 2,770	13,653	757,879 389,473 63,535	783,206 412,453 66,490	6,964 7,125 445	21.45 18.14 25.66
743 46 963	4,023 699 5,752	19,855	160,491 16,623 251,000	163,257 17,368 270,570	1,968 128 8,310	16.79 16.60 23.02
84 2,777 721	1,247 15,216	5,695	34,497 622,496 5,904	35,823 646,384 6,675	221 6,294 22	15.37 20.13 26.19
762 187 4,325 74	2,245 950 25,318 209	2,201 101	157,639 30,075 1,030,193 15,601	162,747 31,222 1,059,786 15,985	1,361 174 7,622 85	20.12 17.41 27.22 22.90
149 6 952 50	678 63 1,377 328	1,241 251 854 258	79,199 3,948 9,314 17,537	81,267 4,268 12,497 16,173	441 7 264 160	20.25 22.11 21.49 15.99
1 41 168 6 13 218	8 461 33 634	14 638 130 296	691 9,945 20,729 6,133 4,049 25,608	704 9,966 22,046 6,301 4,061 26,806	1 30 224 31 16 499	26.63 28.99 27.15 22.73 16.95 12.65
1	12		1,635	1,636	9	20.28

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Social num. ber.	COACHING		
		81	82	83
		UNITS AND UNIT		
		Average sum received for carrying		
		2nd class. Pies.	3rd or inter- mediate class. Pies.	4th or lowest class. Pies.
5' 0" GAUGE.				
Bengal-Nagpur		9'11	4'70	3'14
Bombay, Baroda and Central India.		7'35	3'50	2'78
Eastern Bengal		8'59	5'85	2'99
East Indian		9'12	4'29	2'98
Great Indian Peninsula		8'78	5'03	2'79
Madras and Southern Mahratta.		8'98	5'34	3'10
Nizam's Guaranteed State.		7'78		3'18
North Western		7'98	4'44	2'99
Ondh and Bohlkhand.		7'18	4'59	3'02
South Indian		8'85		3'12
5' 3 1/2" GAUGE.				
Assam-Bengal		9'95	4'43	3'69
Bengal and North-Western		7'98	4'46	2'44
Bharnagar State		8'18		3'99
Bombay, Baroda and Central India.		9'59	3'50	2'99
Burma		9'68		3'14
Eastern Bengal		8'21	5'53	3'02
Gondal		8'70		3'11
Nizam's Guaranteed State		7'64		2'99
Jamnagar		9'00		3'00
Jodhpur-Bikaner		11'21	4'37	3'15
Jubbahad State		8'16		2'99
Madras and Southern Mahratta.		9'16	5'63	3'10
Nilgiri				7'96
Bohlkhand and Kumaon		12'10	4'41	2'82
Shoranur-Cochin.		8'12		2'93
South Indian		9'04		3'08
Udaipur-Chitorgarh		11'80	4'49	2'99
3' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		9'36	4'47	3'00
Jacobabad-Kashmir		12'38	6'84	4'50
Kalka-Simla		25'18	16'63	10'39
Kohat-Thal and Nowahera-Durgai		7'14	4'50	3'00
Larkana Jacobabad		12'38	6'84	4'77
Morappur-Hosur				9'68
Purnia-Ranchi		10'39	5'03	3'25
Raipur-Dhamtari		11'09	4'50	3'00
Tirupattur-Krishnagiri				2'88
Trans-Indus (Kalabagh-Banna)		4'13	4'50	3'00
2' 0" GAUGE.				
Pipar-Bilwa Light		10'73		3'39

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.

34	35	36	37	38	39	40	41	42
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TRAFFIC—contd.

MILEAGE—contd.

a unit one mile—contd.

Average number of units in a train.

Average for all classes. Fics.	Other coaching traffic per ton-mile. Fics.	1st class. No.	2nd class. No.	3rd or intermediate class. No.	4th or lowest class. No.	Total passenger units. No.	Other coaching traffic. Tons	Average density of traffic. No.
8-45	49-04	2-02	4-54	13-05	229-37	247-88	3-11	499,048
8-20	28-48	2-51	14-50	19-36	234-15	270-52	7-17	940,591
8-30	39-80	1-48	3-74	16-43	186-39	202-04	3-15	976,833
8-35	49-05	1-97	6-14	14-48	217-74	240-33	3-42	874,390
8-27	38-61	2-39	6-39	8-28	201-85	215-91	5-62	759,551
8-47	42-51	2-07	7-89	5-21	233-78	253-95	4-85	745,152
8-38	80-85	1-38	6-58	...	170-10	187-04	3-27	859,860
8-29	88-78	2-04	8-14	21-06	256-30	317-74	4-75	637,492
8-34	39-71	2-01	7-77	20-38	263-24	293-40	4-46	837,371
8-50	33-80	1-74	6-71	...	168-66	177-11	3-43	622,669
4-08	42-78	1-46	2-11	8-27	197-05	209-89	2-85	789,057
2-51	47-40	0-87	1-97	3-25	343-94	355-18	1-70	819,839
8-17	51-62	0-45	6-26	...	203-38	215-04	1-68	831,318
3-16	28-31	0-70	4-03	10-69	235-27	246-88	3-23	326,333
8-44	34-44	2-26	7-42	...	289-51	299-19	2-66	684,624
8-28	39-63	1-13	2-95	5-99	176-43	180-34	3-13	869,133
8-48	57-49	0-61	9-17	...	210-30	220-08	1-47	294,585
8-17	42-26	0-90	4-88	...	191-65	200-43	2-28	800,037
3-23	64-64	0-89	10-39	...	243-99	258-07	1-90	845,553
8-45	36-17	0-78	4-67	10-45	263-91	219-84	2-69	103,309
8-29	52-70	0-78	10-87	...	300-58	312-18	1-98	256,979
8-34	53-91	0-91	5-18	2-01	211-36	219-99	2-13	831,653
10-42	32-64	11-00	...	...	64-18	95-18	1-12	239,497
8-08	55-88	1-63	4-61	4-72	337-47	348-63	2-92	993,979
8-16	45-66	1-31	6-74	...	211-07	219-13	1-22	482,193
8-25	42-92	1-10	6-61	...	267-46	377-18	1-97	875,612
8-20	50-95	0-83	2-63	1-27	195-46	20-27	1-06	2,326
8-11	70-72	0-27	1-23	2-25	143-74	147-49	0-99	129,818
4-78	95-41	0-15	1-65	6-56	103-23	111-64	0-17	85,643
13-55	193-19	4-88	7-06	4-38	47-76	64-08	1-97	208,557
8-18	88-67	0-45	2-92	2-29	156-16	161-22	1-43	177,948
4-93	61-35	0-15	1-46	2-76	123-38	123-75	0-17	185,242
2-95	61-13	0-47	...	...	114-61	115-08	0-34	136,231
3-28	51-25	1-42	3-89	5-80	174-79	183-90	1-29	191,278
3-09	53-63	0-23	1-24	4-96	234-15	240-28	0-79	110,667
2-32	40-61	0-40	...	...	140-37	147-67	0-44	160,004
3-13	41-03	2-38	7-47	3-23	279-41	282-49	5-35	146,731
8-46	26-66	0-66	6-91	...	122-57	123-54	0-68	67,263

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	COACHING		
		43	44	45
VEHICLES AND VEHICLE-MILEAGE.				
	Vehicle miles (in thousands.)	Number of coaching vehicles hauled one mile.	Average number of vehicles in a coaching train.	Average earnings per coaching vehicle per mile.
			No.	Pias.
5' 0" GAUGE.				
Bengal-Nagpur	59,198		15.21	72.32
Bombay, Baroda and Central India	80,177		17.16	62.85
Eastern Bengal	46,699		15.68	53.79
East Indian	153,076		15.63	62.30
Great Indian Peninsula	175,939		15.71	61.70
Madras and Southern Mahratta	47,830		14.93	76.56
Nizam's Guaranteed State	8,641		12.66	62.66
North Western	197,316		17.36	70.91
Oudh and Rohilkhand	44,188		14.96	77.41
South Indian	16,999		10.75	74.30
3' 3 1/2" GAUGE.				
Assam-Bengal	20,807		22.29	45.10
Bengal and North-Western	92,997		30.20	32.16
Bhavnagar State	6,130		18.12	48.83
Bombay, Baroda and Central India	192,616		20.64	48.27
Burma	57,864		22.10	50.72
Eastern Bengal	47,808		20.66	35.86
Gondal	5,107		16.90	55.60
Nizam's Guaranteed State	11,173		18.55	59.91
Jamnagar	1,306		19.41	56.96
Jodhpur-Bikaner	23,388		19.00	47.75
Junagad State	3,305		20.09	62.41
Madras and Southern Mahratta	53,533		18.22	49.19
Nilgiri	582		8.29	165.61
Rohilkhand and Kumaon	11,014		28.59	59.35
Shoranur-Cochin	2,231		15.59	55.69
South Indian	63,689		17.97	54.78
Udaipur-Chitorgarh	1,477		18.50	37.53
2' 6" GAUGE.				
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions.	13,568		24.62	21.15
Jacobabad-Kashmir	763		18.67	29.50
Kalka-Simla	1,739		8.48	165.35
Kohat Thal and Nowshera-Dargal	1,876		10.96	51.28
Larkana-Jacobabad	73		12.28	54.11
Morappur-Hoaur	1,559		17.96	20.33
Purulia-Rauchi	3,216		27.13	29.11
Raipur-Dhamtari	503		19.16	43.46
Tirupattur-Krishnagiri	539		18.03	25.04
Trans-Indus (Kalabagh-Bannu)	1,837		19.55	53.07
2' 0" GAUGE.				
Pipar-Bilara Light	141		10.25	65.59

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

TRAFFIC—contd.									
WEIGHT OF TRAIN AND TON-MILEAGE.						COST OF WORKING AND PROFITS.			
Gross ton-mileage of all coaching trains (in thousands).			Average weight of a coaching train.			Average cost of hauling a coaching train one mile.	Average cost of hauling a coaching vehicle with its load one mile.	Average profits on working a coaching train one mile.	Average profits on working a coaching vehicle one mile.
Freight.	Dead-weight.	Total.	Freight.	Dead-weight.	Total.				
Ton-miles.	Ton-miles.	Ton-miles.	Tons.	Tons.	Tons.	Rs.	Pies.	Rs.	Pies.
89,464	1,849,925	1,419,389	18.16	852.78	371.91	2.66	36.71	2.59	35.61
111,157	1,511,395	1,622,552	23.79	323.46	347.25	4.17	31.48	1.40	10.47
45,880	900,875	946,755	15.41	304.57	317.98	3.71	48.40	0.41	5.39
176,465	3,234,924	3,411,679	18.04	830.32	348.36	2.11	27.14	2.96	35.16
210,929	3,674,398	3,885,327	18.83	328.12	346.95	4.28	56.61	0.88	5.09
62,742	1,138,205	1,200,947	19.82	359.61	379.43	3.86	53.22	1.70	23.34
11,888	191,140	202,528	16.68	280.09	296.77	1.94	88.64	3.19	23.97
251,978	3,891,615	4,143,988	24.06	372.61	396.67	4.59	54.22	1.51	16.72
65,870	855,837	921,407	22.80	289.86	311.96	2.43	44.07	2.60	83.34
25,741	416,463	442,204	16.28	263.25	279.63	3.88	68.48	0.25	4.43
14,456	211,055	225,511	15.49	236.08	241.57	3.74	33.22	1.34	11.28
71,005	668,165	739,170	23.06	316.26	239.42	1.67	11.70	3.39	29.46
4,982	62,468	67,445	14.78	184.91	199.34	2.34	28.55	1.66	21.23
91,277	1,009,788	1,101,015	18.36	203.18	221.49	2.89	30.42	1.70	17.85
54,580	630,599	685,179	20.35	240.29	261.74	3.17	27.57	2.67	23.15
82,111	538,097	615,208	14.06	255.23	269.29	2.97	28.56	0.78	7.30
4,497	45,238	49,790	14.38	149.32	164.80	2.53	32.31	1.34	23.69
11,888	141,626	153,524	14.42	171.79	186.21	2.01	31.32	1.79	22.59
1,186	10,387	11,573	17.32	154.35	171.97	2.70	30.46	2.31	26.50
19,098	240,744	260,442	16.00	195.61	211.61	2.41	25.69	2.08	22.06
2,400	20,700	23,100	20.91	180.37	201.28	3.05	23.15	2.60	29.26
45,463	559,191	604,644	15.48	190.31	215.79	2.54	28.42	1.80	21.07
518	6,443	6,956	7.31	91.88	99.17	3.35	194.18	-1.22	-25.52
11,201	108,904	118,105	21.00	329.00	353.00	2.76	22.19	2.67	29.86
2,074	19,904	21,978	14.35	189.69	184.24	2.93	41.54	0.90	14.05
71,782	717,321	789,163	18.78	187.64	204.42	2.72	29.29	2.48	25.49
1,051	12,770	13,821	13.17	159.99	173.16	2.22	26.91	1.39	10.67
5,336	103,063	107,398	9.68	185.22	194.91	2.81	22.85	-0.21	-1.78
264	4,191	4,455	6.91	109.22	116.58	1.11	11.48	1.76	18.04
1,179	15,118	16,292	6.05	77.50	83.45	3.94	91.49	2.19	73.86
1,259	11,972	13,231	11.31	106.30	117.81	6.35	111.26	-3.41	-60.30
43	563	606	8.17	106.10	114.27	1.55	24.24	1.91	29.17
631	8,901	9,532	7.27	102.58	109.88	2.59	26.72	-0.71	-7.95
1,563	24,554	26,117	13.18	207.44	220.22	2.56	18.26	1.49	10.45
400	2,374	2,774	13.26	90.84	105.90	2.23	28.64	1.87	19.22
260	2,888	3,148	9.00	100.05	109.05	3.43	38.12	-1.17	-13.74
2,120	14,437	16,557	23.14	157.74	180.88	3.35	36.91	-2.24	-28.84
112	197	309	8.11	14.35	22.46	1.31	24.57	1.01	10.92

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	56	57	58
Railway system.	GROSS RECEIPTS AND		
	Receipts from goods traffic (in thousands.) Rs.	Goods train-miles run (in thousands) No.	Average goods receipts per train-mile. Rs.
5' 0" GAUGE.			
Bengal-Nagpur	4,10,09	6,848	5.99
Bombay, Baroda and Central India	3,40,38	3,279	10.33
Eastern Bengal	1,62,63	1,393	9.52
East Indian	8,64,75	14,261	6.06
Great Indian Peninsula	8,29,64	10,811	7.67
Madras and Southern Mahratta.	2,02,37	2,318	8.73
Nizam's Guaranteed State	63,35	818	7.74
North Western	6,74,10	9,346	7.21
Oudh and Rohilkhand	1,43,11	2,286	6.26
South Indian	56,61	763	7.46
3' 8 1/2" GAUGE.			
Assam-Bengal	42,44	1,065	3.38
Bengal and North-Western	1,39,62	2,982	4.68
Bhavnagar State	9,16	149	6.14
Bombay, Baroda and Central India	2,43,54	4,726	5.15
Burma	1,91,16	3,788	5.05
Eastern Bengal	84,61	1,391	6.08
Gondal	30,22	183	5.60
Nizam's Guaranteed State	43,84	469	9.13
Jamnagar	1,59	30	5.32
Jodhpur-Bikaner	46,81	1,181	3.94
Junagad State	4,42	101	4.37
Madras and Southern Mahratta	1,47,39	4,076	3.61
Nilgiri	4,06	44	9.24
Rohilkhand and Kumaon	29,53	662	4.46
Sheranp-Oochin	3,59	82	4.39
South Indian	1,27,18	2,641	4.83
Udaipur-Chitorgarh	1,04	25	4.22
2' 0" GAUGE.			
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions	10,33	549	3.07
Jacobabad-Kashmor	41	30	2.09
Kalka-Simla	8,19	221	3.70
Kohat-Thal and Nowshera-Durgal	1,52	149	1.02
Larkana-Jacobabad	74	41	3.05
Morappur-Hosur	241	69	1.81
Purulia-Ranchi	83	33	2.53
Rajpur-Dhamtari	24	9	2.68
Tirupattur-Krishnagiri	4,14	209	1.93
Trans-Indus (Kalabagh-Banna)			
2' 0" GAUGE.			
Pipar-Bilara Light	10	5	2.12

DIX 12—contd.

during the financial year 1921-22.

Prepare these statistics.]

TRAFFIC—contd.						
VEHICLES AND VEHICLE MILEAGE.						
Average sum received for carrying a ton one mile. Pies.	Number of goods vehicles hauled one mile (in thousands).				Average number of vehicles in a goods train. Nos.	Average earnings per goods vehicle per mile (excluding brakes). Pies.
	Loaded. Vehicle miles.	Empty. Vehicle miles.	Brake vans. Vehicle miles.	Total. Vehicle miles.		
5-30	134,450	61,817	5,584	202,151	29-57	40-12
6-65	82,097	30,915	4,052	117,064	35-70	30-73
7-42	47,852	16,156	1,451	65,459	47-01	38-78
8-65	324,265	288,497	15,609	578,471	40-91	29-76
6-01	201,556	58,580	37,483	272,619	26-22	63-43
6-76	56,288	20,652	3,350	79,186	34-15	51-12
7-31	18,404	7,014	786	21,204	25-02	59-57
5-25	219,047	93,422	8,636	321,105	34-36	41-42
4-18	28,142	15,399	1,293	44,834	19-61	63-11
7-92	12,249	2,467	941	15,657	20-56	74-12
7-17	16,938	6,819	839	24,591	23-09	34-31
6-16	63,428	23,744	5,504	92,740	31-10	30-73
9-61	3,545	1,224	186	4,955	33-22	36-88
6-67	103,265	35,624	5,768	145,252	30-73	33-52
6-89	75,849	25,626	6,151	107,626	23-41	36-17
7-33	41,532	6,063	1,669	52,464	37-72	23-11
10-03	3,248	961	151	4,360	22-72	45-50
10-04	11,479	4,005	788	16,272	34-63	53-12
12-30	466	203	1	671	22-40	45-50
5-85	22,517	10,667	3,024	36,208	30-67	26-21
12-09	1,507	635	44	2,186	31-60	39-60
7-98	67,703	22,730	5,669	96,102	23-56	31-27
75-33	184	56	2	242	6-51	324-72
6-99	11,900	4,995	820	17,115	25-66	34-79
8-24	1,443	850	124	1,917	23-43	33-43
7-67	52,333	13,560	3,745	69,638	26-37	37-05
12-12	309	153	...	462	12-72	43-26
7-22	8,672	4,867	483	14,022	25-52	23-94
12-31	299	87	25	411	20-82	27-43
3-31	820	448	173	1,441	6-54	123-89
7-82	1,335	344	126	1,805	13-03	17-43
12-21	1	1	...	2	12-40	50-94
12-23	379	129	27	535	13-06	25-03
11-17	1,214	317	35	1,566	22-85	30-27
7-91	493	169	36	649	20-09	25-61
14-13	94	20	7	121	12-26	41-02
5-73	2,486	1,268	186	3,940	15-83	21-16
12-43	21	10	13	44	10-70	60-54

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	66	67	68
		GOODS		
		VEHICLES AND VEHICLE MILEAGE—		
		Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.	Percentage of freight upon capacity hauled. Per cent.	Ratio of empty vehicle mileage to loaded vehicle mileage. Per cent.
5' 6" GAUGE.				
Bengal-Nagpur		3,714,467	54.85	1 to 2.17
Bombay, Baroda and Central India		3,066,460	47.55	1 to 2.68
Eastern Bengal		1,087,781	33.07	1 to 2.98
East Indian		10,019,932	45.86	1 to 1.39
Great Indian Peninsula		4,560,308	33.10	1 to 3.75
Madras and Southern Mahratta		1,407,469	40.83	1 to 2.69
Nizam's Guaranteed State		398,485	42.85	1 to 1.91
North Western		6,186,301	39.87	1 to 2.35
Oadh and Rohilkhand		800,877	81.53	1 to 1.83
South Indian		268,714	51.27	1 to 4.97
5' 8 1/2" GAUGE.				
Assam-Bengal		243,853	46.61	1 to 2.48
Bengal and North-Western		897,892	48.46	1 to 2.67
Bhavnagar State		41,269	44.31	1 to 2.89
Bombay, Baroda and Central India		1,837,261	52.43	1 to 2.92
Burma		1,027,747	51.88	1 to 3.86
Eastern Bengal		610,317	36.29	1 to 7.35
Gondal		32,850	60.46	1 to 3.58
Nizam's Guaranteed State		176,970	46.30	1 to 2.87
Jamnagar		4,837	47.48	1 to 2.27
Jodhpur-Bikaner		307,854	49.58	1 to 2.11
Junagad State		16,820	38.52	1 to 3.87
Madras and Southern Mahratta		742,170	47.77	1 to 2.98
Nilgiri		2,420	48.72	1 to 3.30
Rohilkhand and Kumaon		177,704	45.67	1 to 2.26
Shoranur-Cochin		17,326	48.32	1 to 4.12
South Indian		584,161	54.52	1 to 3.85
Udaipur-Chitorgarh		4,084	27.35	1 to 2.03
2' 6" GAUGE.				
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions		112,513	89.92	1 to 1.78
Jacobabad-Kashmir		3,093	18.05	1 to 3.45
Kalka-Simla		10,796	44.37	1 to 1.83
Kohat-Thal and Nowshera Durgai		10,598	35.82	1 to 3.89
Larkana-Jacobabad		14	37.11	1 to 1.38
Morappur-Bosur		3,496	48.64	1 to 3.98
Purulia-Banohi		12,554	33.64	1 to 3.63
Raipur-Dhanbari		4,048	48.94	1 to 2.41
Tirupattur-Krishnagiri		559	59.55	1 to 4.68
Trans-Indus (Kalabagh-Banna)		29,892	46.44	1 to 1.96
2' 0" GAUGE.				
Pipar-Bilara Light		140	71.68	1 to 2.24

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

69		70		71		72		73		74		75		76	
TRAFFIC—contd.															
concluded.															
WEIGHT OF TRAIN AND TON-MILEAGE.															
Average load of loaded goods vehicle, Tons.		Average density of traffic, Tons.		Gross ton-mileage of all goods trains (in thousands).			Average weight of a goods train.								
				Freight, Ton miles.	Dead-weight, Ton miles.	Total, Ton miles.	Freight, Tons.	Dead-weight, Tons.	Total, Tons.						
13-02	1,067,218	3,018,916	3,389,739	4,408,855	295-03	349-23	644-26								
11-97	729,524	982,644	1,257,900	2,239,944	299-65	383-40	683-05								
7-17	557,899	343,224	682,926	1,006,150	246-47	476-04	722-51								
14-01	1,592,452	4,544,859	6,054,816	10,599,675	318-69	424-56	743-25								
13-14	832,315	2,649,467	3,478,440	6,197,907	345-08	331-79	676-84								
10-40	532,763	574,691	814,379	1,388,970	247-88	361-32	609-10								
12-42	469,320	166,468	258,449	419,917	203-49	309-82	513-31								
11-26	473,583	2,466,160	3,467,353	5,938,518	263-86	370-99	634-85								
23-37	407,723	637,650	584,563	1,242,218	287-67	255-70	543-37								
11-25	306,273	187,764	188,754	376,518	180-90	247-66	428-78								
6-71	108,844	113,649	188,467	302,116	106-69	176-38	283-03								
6-85	202,808	494,950	537,158	992,108	145-84	186-32	332-16								
5-16	84,237	18,286	26,452	44,768	122-59	177-38	299-92								
6-75	298,424	701,192	836,774	1,539,966	148-39	177-45	325-84								
7-02	329,619	532,700	722,111	1,254,811	140-64	190-65	331-29								
4-97	198,342	221,504	428,627	650,181	159-24	308-14	467-38								
6-02	84,688	19,558	22,548	42,106	107-15	133-52	240-67								
7-14	148,772	81,942	109,890	191,832	174-88	224-26	400-14								
4-94	42,454	8,303	3,445	5,747	76-30	114-93	191-23								
6-78	114,692	152,635	216,301	368,837	129-29	183-14	312-43								
4-30	46,132	6,480	13,194	19,674	64-04	130-39	194-43								
5-24	191,939	354,563	609,296	968,859	87-00	149-50	236-50								
5-62	85,698	1,084	2,900	3,934	23-55	66-09	89-64								
7-18	141,616	81,162	102,462	183,624	122-61	154-79	277-40								
5-80	139,292	8,371	11,604	19,975	103-31	141-31	244-62								
6-09	268,157	318,494	458,853	772,847	120-59	171-84	292-43								
3-56	16,052	1,193	2,783	3,983	44-69	113-70	157-39								
5-18	71,737	44,910	82,561	127,471	81-74	130-28	212-02								
1-91	7,462	872	2,069	2,641	29-10	105-18	134-28								
5-84	79,937	4,790	12,924	17,714	31-68	58-44	90-10								
2-80	36,647	3,744	11,133	14,877	25-09	74-51	99-60								
5-52	1,406	5	12	17	36-10	39-45	119-55								
3-67	15,895	1,165	3,353	4,418	28-45	79-42	107-87								
3-42	35,980	4,149	9,818	13,967	60-55	143-31	203-86								
4-58	34,788	1,931	2,395	4,976	61-40	92-83	154-23								
3-52	13,105	833	699	1,032	35-23	76-49	112-77								
5-57	86,153	13,851	24,630	38,531	66-20	117-26	184-15								
4-75	4,000	101	188	289	23-03	41-08	64-11								

Analysis of working of each railway system

[Note—Railways not shown do not

Railway System.	Serial number.	77	78	79
	GOODS			
COST OF WORKING				
	Average cost of hauling a goods vehicle with its load one mile.	Average cost of hauling a goods unit (viz., one ton) one mile.	Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum.	
	Pies.	Pies.	Pies.	
5' 6" GAUGE.				
Bengal-Nagpur	30.97	8.01	4.71	
Bombay, Baroda and Central India	45.65	5.25	7.02	
Eastern Bengal	35.28	6.57	10.47	
East Indian	22.10	2.71	4.11	
Great Indian Peninsula	56.87	5.48	7.23	
Madras and Southern Mahratta	35.80	4.72	6.71	
Nizam's Guaranteed State	25.87	3.17	5.49	
North Western	44.98	5.70	8.15	
Oudh and Rohilkhand	60.29	3.99	5.99	
South Indian	54.60	5.83	8.17	
3' 8 1/2" GAUGE.				
Assam-Bengal	37.81	7.90	16.91	
Bengal and North-Western	15.27	3.06	5.38	
Bhavnagar State	21.18	5.51	8.16	
Bombay, Baroda and Central India	27.70	5.51	7.17	
Burma	28.79	5.48	8.10	
Eastern Bengal	27.23	6.22	9.28	
Gondal	29.49	6.35	9.18	
Nizam's Guaranteed State	25.62	4.84	7.96	
Jamnagar	25.81	7.53	11.47	
Jodhpur Bikaner	24.83	5.29	7.12	
Junagad State	26.72	8.83	14.62	
Madras and Southern Mahratta	25.99	6.45	9.28	
Nilgiri	265.30	61.55	93.59	
Rohilkhand and Kumaon	28.64	4.75	7.63	
Shoranur-Cochin	40.63	8.70	12.63	
South Indian	29.70	6.15	8.48	
Udaipur-Ottergath	20.62	8.72	23.91	
2' 6" GAUGE.				
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions.	26.03	7.85	12.59	
Jacobabad-Kashmir	12.56	8.47	22.57	
Kalka-Simla	126.56	33.52	54.61	
Kohat-Thal and Nowshera-Durgai	91.98	41.13	53.22	
Larkana-Jacobabad	27.11	8.62	120.67	
Morappur Hosur	39.40	17.19	25.68	
Purnia-Banohi	19.83	7.34	13.48	
Balpur-Dhamtari	32.88	10.16	15.16	
Tirupattur-Krishnagiri	54.46	18.76	26.55	
Trans-Indus (Kalabagh-Banna).	36.42	26.12	34.69	
2' 0" GAUGE.				
Pipar-Bilera Light	105.39	32.09	45.42	

DIX 12--contd.
 during the financial year 1921-22.
 [prepare these statistics.]

80	81	82	83	84	85	85a
TRAFFIC--concluded.		DETAILED PERCENTAGE OF EARNINGS AND EXPENDITURE.				
AND PROFITS.		Percentage to total earnings.				
Average profit on working a goods vehicle with its load one mile.	Average profit on working a goods unit (viz. one ton) one mile.	Coaching traffic.	Goods traffic.	Sundries including telegraph.	Steam-boat earnings.	Total Earnings.
Pies.	Pies.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
9'15 12'17 4'55	0'89 1'40 0'85	31'61 42'24 45'56	61'36 55'21 49'21	3'36 2'55 5'23	0'47	100'00 100'00 100'00
7'66 5'56 15'41	0'94 0'58 2'04	38'08 38'03 46'87	62'77 60'39 52'17	1'14 1'59 2'46	0'03	100'00 100'00 100'00
33'70 -3'56 2'82 19'52	4'14 -0'45 0'19 2'09	29'12 47'65 52'00 46'93	65'43 47'95 41'78 43'99	3'45 4'40 6'22 9'08	... ... ... ...	100'00 100'00 100'00 100'00
-3'50 15'46 15'72 5'82	-0'75 3'10 4'10 1'16	49'65 50'95 57'68 47'45	44'47 42'63 39'12 50'62	2'52 2'68 3'00 1'93	0'26 3'74	100'00 100'00 100'00 100'00
7'38 4'81 17'10	1'41 1'11 3'68	43'27 47'23 55'31	54'12 48'88 42'80	2'37 3'95 1'89	0'34 1'34	100'00 100'00 100'00
27'50 19'78 2'58	5'20 5'77 0'56	40'95 65'61 51'55	55'92 30'78 43'43	3'18 3'61 5'02	... ... ...	100'00 100'00 100'00
12'88 5'98 53'42	4'26 1'53 13'78	58'73 45'89 54'78	39'38 51'94 44'44	1'89 2'17 0'78	... ... ...	100'00 100'00 100'00
11'15 -3'15 7'35 22'44	2'23 -0'48 1'52 9'41	48'14 60'42 57'69 71'57	47'83 38'66 37'43 25'79	4'53 0'72 2'72 2'64	... ... 1'16 ...	100'00 100'00 100'00 100'00
-3'09 7'00 -3'67 -74'23	-0'63 5'34 -0'71 -33'31	43'79 72'71 62'05 66'82	51'63 37'29 36'54 30'98	4'58 ... 1'41 2'30	... ... ... ...	100'00 100'00 100'00 100'00
23'83 -11'37 10'39 -7'27 -13'44 -73'26	7'59 -4'96 8'83 -2'25 -4'63 -20'40	97'69 63'48 85'96 56'75 72'68 42'32	2'40 31'20 28'69 43'14 27'31 32'30	0'34 0'35 0'11 0'01 2'05	... ... ... ... 23'83	100'00 100'00 100'00 100'00 100'00 100'00
-44'85	-13'66	76'87	23'25	0'03	...	100'00

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Serial number.	DETAILED PERCENTAGES		
		86	87	88
		Percentage of working		
		Maintenance.	Locomotive expenses.	Carriage and wagon expenses.
		Per cent.	Per cent.	Per cent.
5' 6" GAUGE.				
Bengal-Nagpur		11.81	19.36	16.29
Bombay, Baroda and Central India		11.46	31.84	9.45
Eastern Bengal		17.84	21.19	12.56
East Indian		12.56	18.21	8.02
Great Indian Peninsula		16.23	37.10	13.09
Madras and Southern Mahratta		12.18	29.24	12.52
Nizam's Guaranteed State		29.15	14.21	6.90
North Western		19.87	36.53	10.86
Oudh and Rohilkhand		16.61	19.49	10.89
South Indian		25.29	34.53	6.13
5' 3 1/2" GAUGE.				
Assam-Bengal		24.65	19.69	7.39
Bengal and North-Western		9.86	12.19	6.28
Bhavnagar State		6.41	23.46	5.14
Bombay, Baroda and Central India		16.55	25.69	7.57
Burma		15.84	27.20	7.11
Eastern Bengal		23.52	19.42	10.54
Gondal		17.76	21.52	3.96
Nizam's Guaranteed State		10.12	16.87	4.54
Jamnagar		11.61	23.15	8.97
Jodhpur-Bikaner		15.62	24.78	7.53
Junagad State		14.86	17.11	5.84
Madras and Southern Mahratta		11.64	30.53	9.50
Nilgiri		17.54	38.17	6.01
Rohilkhand and Kumaon		14.44	16.32	5.68
Sherapur-Cochin		9.72	51.40	7.64
South Indian		10.18	29.45	7.30
Udaipur-Chitorgarh		21.48	13.54	6.70
2' 6" GAUGE.				
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions		29.61	33.89	14.23
Jacobabad-Kashmir		18.05	16.20	4.95
Kalka-Simla		17.66	28.37	8.10
Kohat-Thal and Nowshera-Durgai		163.79	85.63	18.92
Larkana-Jacobabad		13.05	16.20	4.95
Morappur-Hosur		34.97	41.25	34.83
Purulia-Banohi		18.94	19.02	7.36
Rajpur-Dhamtari		32.47	21.76	7.98
Tirupattur-Krishnagiri		34.63	63.35	23.16
Trans-Indus (Kalabagh Bannu)		47.88	103.35	14.80
2' 0" GAUGE.				
Pipar-Bilara Light		44.44	21.66	3.11

DIX 12—contd.

during the financial year 1921-22.

[prepare these statistics.]

89	90	91	92	93	94a	95a
OF EARNINGS AND EXPENDITURE—contd.					TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.	
					PER MILE OF LINE MAINTAINED.	
expenses upon total earnings—contd.						
Traffic expenses.	General charges.	Miscellaneous charges.	Steam-boat expenses.	Total working expenses.	General Superintendence (including office expenses.)	Maintenance and renewal of permanent-way.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Rs.	Rs.
10.59 13.47 21.38	5.51 5.05 8.95	5.75 6.45 4.90	1.12	69.84 77.73 86.30	795.63 812.93 1,406.53	1,758.16 2,394.32 3,419.78
12.10 11.64 7.38	4.40 6.07 4.70	7.48 7.36 3.70	0.06	63.81 91.49 69.72	666.31 828.67 672.12	3,756.35 3,309.43 2,559.89
7.99 13.82 14.91 9.05	3.17 4.25 5.28 4.94	17.69 4.60 6.09 4.59	... ... ... ...	46.73 90.63 73.30 84.53	566.25 564.76 555.78 380.83	5,533.37 3,307.16 2,195.62 4,975.32
18.41 8.18 12.12 16.15	12.18 3.85 8.33 5.50	10.12 1.79 3.77 5.20	1.11 3.03	68.75 44.18 59.23 73.66	509.15 232.93 150.01 367.61	1,205.24 723.82 290.92 2,245.15
9.31 15.76 9.03	5.67 8.68 4.40	3.75 3.28 4.83	0.83 3.81	69.76 83.19 61.00	538.23 499.33 117.85	1,336.86 1,467.77 1,432.99
9.63 8.21 10.71	8.72 6.59 7.49	1.75 2.59 4.08	... ... ...	51.69 56.13 70.56	363.81 123.13 105.41	681.00 503.62 934.51
10.47 9.87 10.85	7.42 5.43 5.53	3.67 3.27 3.05	... ... ...	89.47 79.09 101.30	133.39 304.45 736.68	741.37 903.06 3,130.44
8.95 8.35 9.68 8.64	5.96 5.16 5.04 4.83	3.50 3.33 3.35 1.68	0.97 3.24	53.45 87.87 65.74 58.90	296.52 Included with the South Indian Railway 3' 6" gauge. 594.55 84.23	832.35 1,117.18 1,097.60
14.32 6.30 13.21 29.01	10.61 3.60 3.31 3.31	3.54 0.90 2.43 4.51	... ... ... ...	104.50 45.00 73.07 310.22	314.31 Included with the North Western Railway 5' 6" gauge. 1,115.23 344.16	734.61 1,991.99 6,219.29
6.30 16.56 9.43 9.37 15.14 35.34	3.60 8.97 8.72 12.15 7.77 7.85	0.90 2.17 1.33 2.13 2.86 3.44	... ... ... ... ... 11.38	45.00 128.60 67.83 86.36 146.91 223.99	45.00 Included with the North Western Railway 5' 6" gauge. 259.60 222.73 76.26 372.30 810.99	734.61 734.61 899.92 723.43 731.76 1,760.16
13.72	1.90	0.61	...	63.77	23.43	549.75

* Includes 3.72 per cent on account of Jetty expenses.

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	96a.	97a.	98a.
TABLE A.			
PER MILE			
Railway system.	Repairs of bridges, etc. Rs.	Conservancy of rivers. Rs.	Repairs of stations and buildings. Rs.
5' 6" GAUGE.			
Bengal-Nagpur	198'22	...	802'71
Bombay, Baroda and Central India	658'28	...	754'31
Eastern-Bengal	497'60	70'24	1,570'70
East Indian	249'10	...	977'01
Great Indian Peninsula	970'51	...	1,006'34
Madras and Southern Mahratta	443'18	...	621'28
Nizam's Guaranteed State	1,352'48	...	881'08
North Western	404'51	24'45	684'76
Oudh and Rohilkhand	168'28	15'87	879'59
South Indian	1,177'51	...	868'59
8' 8 1/2" GAUGE.			
Assam-Bengal	240'85	...	261'55
Bengal and North-Western	161'34	...	124'97
Bhavnagar State	45'00	...	152'60
Bombay, Baroda and Central India	241'20	...	856'67
Burma	917'89	4'09	498'08
Eastern Bengal	626'08	106'15	848'41
Gondal	81'11	...	97'99
Nizam's Guaranteed State	28'98	...	284'74
Jamnagar	125'84	...	165'25
Jodhpur-Bikanor	38'50	...	86'80
Jungnag State	176'39	...	63'91
Madras and Southern Mahratta	207'23	...	271'26
Nilgiri	441'09	...	768'48
Rohilkhand and Kumaon	161'92	87'56	178'94
Sheranur-Cochin	...	Included with the South Indian	885'78
South Indian	407'76	...	100'79
Udaipur-Chitorgarh	88'53	...	...
2' 6" GAUGE.			
Gondia-Chanda, Jubulpore-Gondia and Nagpur-Ohhindwara Extensions	97'76	...	156'90
Jacobabad Kashmir	...	Included with the North	2,131'22
Kalka-Simla	660'54	...	464'31
Kohat-Thal and Nowshera-Dargal	358'74	5'32	...
Larkana-Jacobabad	...	Included with the North	76'25
Morappur-Hosur	123'07	...	114'74
Purnia-Banohi	143'87	...	51'12
Rajpur-Dhamtari	168'57	...	160'05
Tirupattur-Krishnagiri	12'72	...	556'44
Trans-Indus (Kalabagh-Banna)	460'08	...	...
2' 0" GAUGE.			
Pipar-Bilera Light	8'64	...	9'86

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

99a.	100a.	94b.	95b.	96b.	97b.	98b.	99b.
MAINTENANCE OF WAY, WORKS AND STATIONS—contd.							
OF LINE MAINTAINED—contd.		PER MILE OF TRACK, INCLUDING SIDINGS.					
Other charges (net).	Total Maintenance, etc.	General Superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.	Repairs of stations and buildings.	Other charges (net).
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
287.48 188.78 511.28	8,787.15 5,259.07 7,575.53	583.24 561.89 696.42	1,588.81 2,000.85 1,743.77	141.64 454.95 248.08	... ... 84.78	588.43 591.37 777.71	174.05 95.93 233.18
415.65 495.60 88.90	6,244.44 7,140.75 4,885.37	509.85 522.69 536.61	2,198.92 2,485.27 2,043.81	146.60 612.00 853.24	... ... ...	574.99 634.59 496.05	244.62 268.38 70.28
166.34 417.87 228.20 168.29	8,054.47 5,353.38 8,541.31 7,262.56	487.89 377.24 419.20 496.85	4,815.07 2,212.52 1,774.57 4,255.78	1,165.23 270.63 134.38 1,007.22	... 16.36 17.63 ...	328.34 424.68 306.79 812.72	143.81 279.57 184.44 189.66
94.65 127.32 78.91 158.97	2,304.44 1,890.30 687.44 3,869.60	424.54 184.40 130.61 339.63	1,108.98 604.33 2,217.54 1,909.58	203.63 151.41 39.24 205.16	... ... ... ...	321.18 104.35 133.07 363.36	80.02 106.39 69.32 135.20
215.37 328.72 55.33	3,462.27 3,794.41 1,835.21	398.92 393.67 105.16	980.33 1,488.29 1,323.25	693.77 493.55 72.87	3.09 83.69 ...	378.12 278.11 87.44	192.78 219.15 49.38
99.04 102.43 92.06	1,407.57 1,109.77 1,258.78	328.13 114.25 97.28	605.98 550.84 862.49	21.24 110.31 85.58	... ... ...	206.86 153.35 79.65	88.12 95.06 64.97
83.00 8.30 324.31	1,194.99 1,694.30 5,528.60	120.79 372.44 690.16	670.22 308.10 2,763.97	139.53 185.44 383.11	... ... ...	57.79 242.73 672.66	72.22 7.43 220.94
98.06 Railway S' 3 1/2" 280.60 47.89	1,605.35 2,785.87 1,289.04	248.79 505.67 87.62	606.33 950.16 936.97	135.85 346.81 35.83	31.32	150.12 328.11 98.71	63.97 336.64 44.58
151.66 Western Railway 5' 6" gauge. 708.16 226.90	1,515.44 6,602.14 7,838.75	282.94 ... 959.51 495.85	716.44 ... 1,718.86 5,355.94	83.08 ... 578.31 308.94	... ... ... 4.58	140.66 ... 1,333.64 399.86	136.97 ... 604.93 195.49
Western Railway 5' 6" gauge. 45.23 28.35 64.31 46.33 262.67	1,134.30 1,177.01 1,076.78 1,222.61 3,810.27	244.90 269.07 71.34 247.71 679.75	689.23 550.41 676.32 665.39 1,406.13	21.76 130.86 153.04 11.38 380.55	... ... ... ... ...	71.93 105.46 47.83 145.59 460.29	42.73 26.56 60.17 43.19 232.79
131.37	734.10	22.79	544.16	8.33	—	9.37	127.48

Analysis of working of each railway system

[Notes.—Railways not shown do not

Railway system.	100s.	9s.	8s.
	TABLE A.—MAINTENANCE OF		
	PER MILE OF TRACK, INCLUDING SIDINGS—concl.		PER TOTAL
	Total Maintenance, etc.	General Superintendence (including office expenses).	Maintenance and renewal of permanent way.
	Rs.	Rs.	Rs.
5' 6" GAUGE.			
Bengal-Nagpur	2,776 17	2 26	3 50
Bombay, Baroda and Central India	3,634 98	2 20	7 83
Eastern Bengal	3,750 93	3 17	17 95
East Indian	3,374 98	1 59	36 89
Great Indian Peninsula	4,502 93	1 83	18 87
Madras and Southern Mahratta	3,601 40	2 11	8 04
Nizam's Guaranteed State	6,939 89	2 12	20 88
North Western	2,581 60	2 38	13 92
Ordnance and Kobilkhand	2,862 21	2 73	10 79
South Indian	6,212 23	1 73	15 23
3' 6" GAUGE.			
Assam-Bengal	1,948 30	4 17	10 00
Bengal and North-Western	1,160 79	1 85	4 19
Bhavnagar State	599 48	1 07	1 87
Bombay, Baroda and Central India	2,862 98	1 50	8 71
Burma	2,314 51	2 18	5 25
Eastern Bengal	2,991 46	2 43	9 19
Gondal	1,637 60	0 29	11 31
Nizam's Guaranteed State	1,252 51	2 51	4 84
Jamunpur	1,029 81	1 10	5 30
Jodhpur-Bikaner	1,159 92	0 93	8 25
Jungad State	1,080 45	1 89	7 71
Madras and Southern Mahratta	1,516 14	1 35	4 01
Nigiri	4,788 84	3 24	12 96
Rohilkund and Kumaon	1,346 88	2 38	6 63
Bhoranur-Cochin	2,369 39	1 91	8 41
South Indian	1,108 55	0 97	10 38
Udaipur-Chitorgarh			
2' 6" GAUGE.			
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	1,364 64	2 36	7 24
Jacobabad-Kashmir	569 30	Included with the North	4 59
Kalka-Simla	6,750 37	2 57	88 84
Kohat-Thal and Nowshera-Durgai		3 52	
Larkana-Jacobabad	1,070 54	Included with the North	6 71
Morappur-Hoaur	1,081 86	3 38	5 90
Purulia-Banohi	1,009 30	2 39	11 37
Raipur-Dhamsa	1,112 37	1 19	7 81
Tripattur-Krishnagiri	3,151 51	2 91	24 54
Trava-Indus (Kalabagh-Danna)		6 83	
2' 0" GAUGE.			
Pipra-Bilara Light	712 38	0 53	13 86

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

86c.	87c.	88c.	89c.	100c.	94d.	95d.	96d.	97d.
WAY, WORKS AND STATIONS—contd.								
TRAIN-MILES.					PER 1,000 GROSS TON-MILES.			
Repairs of bridges, etc.	Conservancy of rivers.	Repairs of station and buildings.	Other charges (net).	Total Maintenance, etc.	General superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.
Annas.	Annas.	Annas.	Annas.	Annas.	Rs.	Rs.	Rs.	Rs.
0.55 1.78 1.12	0.16	2.28 2.04 3.55	0.68 0.87 1.16	10.77 14.22 47.14	0.26 0.28 0.45	0.57 1.00 1.11	0.06 0.23 0.16	0.08
0.46 2.20 1.39		1.80 2.25 1.95	0.77 0.97 0.29	11.51 16.20 43.79	0.17 0.26 0.28	0.74 1.22 1.06	0.05 0.20 0.19	
5.05 1.70 0.82 3.62	0.10 0.08	1.42 2.67 1.66 1.12	0.62 1.76 1.12 0.51	30.09 22.58 17.40 22.35	0.32 0.29 0.41 0.34	3.15 1.71 1.64 2.21	0.76 0.21 0.13 0.69	0.02 0.02
2.00 1.05 0.32 0.93		2.17 0.73 1.09 1.38	0.78 0.73 0.57 0.62	19.12 8.05 4.82 13.14	0.29 0.29 0.29 0.34	2.27 0.90 0.51 2.00	0.47 0.23 0.09 0.22	
3.70 3.05 0.62	0.02 0.52	2.01 1.69 0.74	0.37 1.60 0.42	18.98 18.48 18.99	0.45 0.44 0.30	1.08 1.67 3.73	0.76 0.55 0.20	0.09
0.17 1.11 0.24		1.60 1.47 0.78	0.67 0.91 0.82	9.59 9.89 11.10	0.59 0.39 0.22	1.09 1.86 1.98	0.01 0.39 0.08	
1.84 0.92 1.79		0.66 1.21 3.15	0.24 0.04 1.32	12.44 7.53 22.46	0.44 0.38 2.12	2.43 1.12 3.43	0.38 0.26 1.17	
1.29 Railway 1.24 0.40	0.30 3' 3" gauge.	1.42 1.18 1.01	0.77 0.86 0.42	12.77 5.50 18.29	0.55 0.47 0.36	1.33 0.89 3.23	0.30 0.22 0.15	0.07
0.88 Western 1.52 2.24	Railway 5' 6" gauge. 0.03	1.42 4.91 2.20	1.39 1.62 1.42	13.79 15.21 46.95	0.33 1.26 2.05	2.12 3.21 22.60	0.26 1.12 1.21	0.02
Western 0.21 1.40 2.55 0.14 3.93	Railway 5' 6" gauge.	0.79 1.15 0.80 1.71 4.78	0.42 0.28 1.00 0.49 2.41	10.43 11.00 16.81 13.16 32.57	1.27 0.84 0.56 1.67 2.37	3.84 1.73 5.32 4.44 4.46	0.12 0.41 1.20 0.07 1.34	
9.19		0.22	2.60	16.18	0.39	23.68	0.27	

APPEN
Analysis of working of each railway system
[Note.—Railways not shown do not

Serial number.	982.			992.			1002.		
	TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS—concl.								
Railway system.	PER 1,000 GROSS TON-MILES—concl.								
	Repairs of stations and buildings.			Other charges (net).			Total Maintenance, etc.		
	Rs.			Rs.			Rs.		
5' 6" GAUGE.									
Bengal-Nagpur				0.26		0.08			1.23
Bombay, Baroda and Central India				0.27		0.05			1.83
Eastern Bengal				0.49		0.16			2.39
East Indian				0.20		0.08			1.24
Great Indian Peninsula				0.32		0.13			2.23
Madras and Southern Mahratta				0.26		0.03			1.82
Nizam's Guaranteed State				0.21		0.09			4.33
North Western				0.33		0.22			2.77
Oudh and Rohilkhand				0.23		0.17			2.63
South Indian				0.22		0.09			4.25
3' 3 1/2" GAUGE.									
Assam-Bengal				0.51		0.19			4.53
Bengal and North-Western				0.15		0.16			1.73
Bhavnagar State				0.20		0.15			1.24
Bombay, Baroda and Central India				0.31		0.15			3.02
Burma				0.42		0.17			2.85
Eastern Bengal				0.31		0.29			3.25
Gondal				0.24		0.14			4.61
Nizam's Guaranteed State				0.37		0.16			2.25
Jamnagar				0.51		0.32			3.47
Jodhpur-Bikaner				0.15		0.20			2.66
Junagad State				0.21		0.26			3.92
Madras and Southern Mahratta				0.34		0.01			2.11
Nilgiri				2.07		0.86			14.70
Rohilkhand and Kunson				0.33		0.18			2.68
Shornur-Cochin				Included with		the North		Indian	2.22
South Indian				0.31		0.23			4.91
Udaipur-Chitorgarh				0.39		0.18			
2' 6" GAUGE.									
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions				0.41		0.41			4.93
Jacobabad-Kashmir				Included with		the North		Western	11.63
Kalka-Simla				3.75		1.24			23.49
Kohat-Thal and Nowshera-Durgai				1.69		0.82			
Larkana-Jacobabad				Included with		the North West		ern Railway	5.96
Morappur Hosur				0.40		0.23			3.39
Purnia-Ranohi				0.88		0.08			7.92
Raipur-Dhantari				0.37		0.47			7.42
Tirupattur-Krishnagiri				0.97		0.27			11.12
Trans Indus (Kalabagh-Banna)				1.63		0.82			
2' 0" GAUGE.									
Pipar-Bilare Light				0.41		5.55			31.00

DIX 12—contd.
 during the financial year 1921-22.
 [prepare these statistics.]

101a.	102a.	103a.	104a.	105a.	106a.	107a.	108a.
TABLE B.—LOCOMOTIVE EXPENSES.							
PER TOTAL TRAIN-MILE.							
General superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Water.	Oil, tallow and other stores.	Maintenance and renewal of locomotives.	Maintenance and renewal of motor cars.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
1.38 1.29 1.47	4.30 5.31 3.68	...	3.36 30.78 7.16	0.40 1.24 0.40	0.40 1.39 0.55	4.91 6.59 6.16	...
1.34 1.44 1.34	3.71 5.54 3.87	369.19 38.22 8.85	3.36 16.51 14.58	0.30 0.52 0.65	1.15 0.75 0.41	4.82 8.88 9.11	83.99 18.40 2.78
1.11 1.32 1.30 1.15	2.46 4.55 3.36 3.57	...	5.00 18.36 6.39 16.34	0.49 0.63 0.39 0.40	0.63 0.83 0.47 0.80	4.24 11.16 5.26 6.54	...
1.79 0.59 0.97 1.55	3.59 1.27 1.81 3.77	...	5.32 3.45 10.51 6.86	0.50 0.38 0.40 0.53	0.49 0.31 0.53 0.56	3.79 2.81 3.79 5.01	...
1.50 1.46 0.70	3.67 3.06 1.46	1.07	11.60 4.58 10.28	0.56 0.36 0.78	0.32 0.57 0.64	5.11 2.59 2.91	3.17
1.35 1.08 0.89	2.38 1.57 1.71	...	4.23 11.39 6.36	0.58 0.39 1.37	0.59 0.58 0.48	4.60 3.85 4.92	0.02
0.76 1.01 3.06	1.97 3.17 14.75	...	7.32 7.33 30.61	0.74 0.68 0.39	0.71 0.37 2.79	1.98 4.83 16.48	...
1.28 Railway 1.92 0.08	1.40 3.31 gauge. 3.80 0.05	5.17	5.65 12.65 0.28	0.34 0.39 0.08	0.41 0.52 0.04	4.00 6.01 0.12	1.25
1.26 Railway 1.37 0.84	3.29 5.13 3.38	4.96	3.60 5.93 9.25	0.39 0.21 0.36	0.38 0.33 0.71	4.33 10.24 8.71	...
5' 6" gauge. 1.37 1.47 1.00 0.79 1.83	3.76 3.34 2.01 3.61 9.20	...	3.30 3.49 2.24 10.39 33.32	0.63 0.37 0.71 2.30 2.29	0.48 0.45 0.71 0.31 1.64	1.94 1.85 2.30 3.68 14.29	...
...	1.36	...	2.32	0.57	0.36	1.36	...

APPE

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	109a.	110a.	111a.	TABLE B		
				PER TOTAL TRAIN-MILE—concl.		
Railway system.	Maintenance and renewal of machinery, tools and plant.	Other charges (net).	Total Locomotive expenses.			
	Annas.	Annas.	Annas.			
5' 6" Gauge.						
Bengal-Nagpur	0.76	2.88	18.42			
Bombay, Baroda and Central India	0.70	2.05	39.35			
Eastern Bengal	0.94	0.50	20.86			
East Indian	0.83	1.64	16.65			
Great Indian Peninsula	0.84	3.29	37.27			
Madras and Southern Mahratta	1.57	1.51	33.14			
Nizam's Guaranteed State	0.05	0.29	34.67			
North Western	1.00	2.59	41.39			
Oudh and Rohilkhand	0.83	2.02	20.32			
South Indian	0.45	0.60	30.45			
5' 3 1/2" Gauge.						
Assam-Bengal	0.47	0.75	15.20			
Bengal and North Western	0.12	1.11	9.99			
Bhavnagar State	0.43	0.43	17.92			
Bombay, Baroda and Central India	0.86	1.20	20.39			
Burma	0.19	1.16	24.11			
Eastern Bengal	0.53	2.05	15.25			
Gondal	0.26	0.57	16.95			
Nizam's Guaranteed State	0.03	2.04	15.80			
Jamnapur	0.23		19.43			
Jodhpur-Bikaner	0.51	0.75	17.59			
Junagad State	0.13	0.11	14.22			
Madras and Southern Mahratta	0.73	1.86	19.95			
Nilgiri	0.40	6.27	54.25			
Rohilkhand and Kumaon	0.66	0.75	24.44			
Sherapur-Cochin		Included with the South	25.23			
South Indian	0.43	0.55	9.63			
Udaipur-Chitorgarh	0.08					
3' 6" Gauge.						
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	0.05	3.31	16.11			
Jacobabad-Kashmore		Included with the North	26.12			
Kalka-Simla	0.90	0.42	25.76			
Kohat-Thal and Nowshera-Dargai	0.13	1.18				
Larkana-Jacobabad		Included with the North	12.29			
Morappur-Hisar	0.07	0.33	11.04			
Punjab-Banohi	0.02	0.65	11.27			
Raipur Dhamtari	0.01	1.53	2.90			
Tirupattur-Krishnagiri	0.04	0.17	39.75			
Tirana Indira (Kalabagh-Banna)	0.20	3.33				
2' 6" Gauge.						
Pipar-Bilara Light			7.97			

* Excludes expenditure attributable to motors.

DIX 12—contd.
 during the financial year 1921-22.
 [prepare these statistics.]

101 b.	102 b.	103 b.	104 b.	105 b.	106 b.	107 b.
LOCOMOTIVE EXPENSES—contd.						
PER ENGINE MILE.						
General Superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Water. Annas.	Oil, tallow and other stores. Annas.	Maintenance and renewal of locomotives. Annas.
1.03 1.05 0.98	3.21 4.32 2.47	...	2.50 16.78 4.79	0.30 1.01 0.27	0.29 1.13 0.38	3.68 5.35 4.12
0.98 1.18 1.09	2.58 4.55 3.00	265.98 33.49 8.35	2.23 18.57 12.18	0.21 0.43 0.53	0.90 0.62 0.38	3.35 6.89 7.45
0.98 1.08 1.07 1.01	2.05 3.55 2.77 3.18	...	4.17 14.78 5.49 14.21	0.40 0.69 0.32 0.35	0.52 0.65 0.39 0.70	3.54 8.70 4.32 5.72
1.44 0.48 0.77 1.38	2.10 1.03 1.44 3.22	...	4.69 2.78 8.42 5.86	0.40 0.24 0.32 0.50	0.39 0.25 0.42 0.48	3.25 2.79 3.16 4.28
1.20 1.09 0.60	2.92 2.28 1.28	1.07	9.24 3.43 8.09	0.45 0.27 0.62	0.26 0.42 0.54	4.07 1.95 1.96
1.14 0.87 0.79	2.00 1.80 1.51	...	3.55 9.70 6.15	0.42 0.31 1.21	0.50 0.44 0.42	3.67 3.17 4.34
0.64 0.37 1.67	1.65 2.79 11.96	...	3.55 6.30 24.62	0.22 0.55 0.72	0.59 0.32 2.26	1.66 4.15 13.87
0.92	1.05	...	4.28	0.26	0.21	3.00
Indian 0.90 0.05	Railway 3.17 0.95	3' 3 1/2" gauge. 5.16	11.15 0.26	0.35 0.08	0.46 0.04	5.30 0.10
Western 0.98 0.96 0.75	1.77 Railway 3.58 3.55	3' 6" gauge 0.48	2.79 4.82 8.28	0.46 0.15 0.65	0.22 0.24 0.33	3.74 7.15 7.78
Western 1.34 1.05 0.72 0.90 1.08	Railway 2.71 2.32 1.44 3.60 5.45	3' 6" gauge.	3.25 1.78 1.60 10.96 19.18	0.32 0.63 0.62 3.20 1.36	0.42 0.22 0.51 0.31 0.87	1.91 1.23 2.08 3.67 6.46
...	1.36	...	3.82	0.57	0.26	1.69

Analysis of working of each railway system

[Note—Railways not shown do not

Serial number	108 %	109 %	110 %	111 %
	TABLE B			
Railway system.	PER ENGINE MILE—concl'd.			
	Maintenance and renewal of motor cars. Annas.	Maintenance and renewal of machinery, tools and plant. Annas.	Other charges (net). Annas.	Total Locomotive expenses. Annas.
5' 6" GAUGE.				
Bengal-Nagpur	...	0.57	2.15	18.73
Bombay, Baroda and Central India	...	0.57	1.66	31.97
Eastern Bengal	...	6.63	0.34	15.96
East Indian.	49.70	0.22	1.13	11.55
Great Indian Peninsula	16.12	0.09	2.70	30.63
Madras and Southern Mahratta	2.70	1.29	1.24	27.13
Nizam's Guaranteed State.	...	0.04	0.58	12.24
North Western	38.16	0.85	2.02	32.27
Oudh and Rohilkhand	...	0.68	1.66	16.70
South Indian	...	0.40	0.51	25.62
3' 6" GAUGE.				
Assam-Bengal	...	0.88	0.60	12.25
Bengal and North-Western	...	0.09	0.90	8.06
Bhavnagar State	...	0.37	0.83	14.23
Bombay, Baroda and Central India	...	0.73	1.02	17.43
Burma	2.17	0.14	0.92	19.20
Eastern Bengal.	...	0.43	1.52	11.40
Gondal	...	0.23	0.48	14.34
Nizam's Guaranteed State	...	0.03	1.71	13.23
Jamnagar	...	0.19	...	15.39
Jodhpur-Bikaner	0.02	0.45	0.66	15.53
Junagad State	...	0.11	0.05	11.91
Madras and Southern Mahratta	...	0.63	1.60	17.14
Nilgiri	...	0.33	5.08	60.21
Rohilkhand and Kumaon	...	0.49	0.55	10.81
Shoranur-Cochin	Included	with the South	Indian	Railway
South Indian	1.24	0.42	0.49	22.24
Udaipur-Chitorgarh	...	0.02	...	0.55
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.	...	0.03	2.48	12.47
Jacobabad-Kashmir	Included	with the	North	Western
Kalka-Simla	...	0.63	0.29	16.22
Kohat-Thal and Nowshera-Durgal.	...	0.11	1.06	22.99
Larkana-Jacobabad	Included with	the North	Western	Railway
Morappur-Hosur	...	0.07	0.33	12.63
Purulia-Kanchi	...	0.02	0.47	7.91
Raipur Dhamtari	...	0.01	1.10	8.06
Tirupattur-Krishnagiri.	...	0.04	0.17	23.84
Trans-Lodue (Kalabagh-Bannu)	...	0.17	5.27	41.89
2' 0" GAUGE.				
Pipar-Bilara Light	...	...	...	7.97

* Excludes expenditure attributable to motors.

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

101a.	102c.	103c.	104c.	105c.	106c.	107c.	108c.
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LOCOMOTIVE EXPENSES— contd.

PER 1,000 GROSS TON-MILES.

General Superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Water.	Oil, tallow and other stores.	Maintenance and renewal of locomotives.	Maintenance and renewal of motor cars.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
0.16	0.49		0.38	0.03	0.04	0.57	—
0.16	0.68		2.67	0.16	0.19	0.85	—
0.21	0.51		1.00	0.03	0.08	0.88	—
0.14	0.40	586.43	0.36	0.03	0.12	0.52	100.24
0.20	0.76	59.44	2.27	0.07	0.10	1.15	18.99
0.17	0.48	5.57	1.97	0.09	0.05	1.20	1.80
0.17	0.37		0.75	0.07	0.10	0.64	—
0.18	0.56		2.33	0.11	0.11	1.38	—
0.19	0.51		1.01	0.08	0.07	0.80	—
0.22	0.68		3.22	0.08	0.16	1.24	—
0.42	0.81		1.38	0.12	0.12	0.88	—
0.13	0.28		0.75	0.07	0.07	0.62	—
0.26	0.49		2.83	0.11	0.14	0.74	—
0.36	0.87		1.37	0.13	0.13	1.15	—
0.31	0.76		2.38	0.11	0.07	1.05	—
0.26	0.55		0.33	0.06	0.13	0.47	—
0.23	0.48		3.39	0.24	0.22	0.76	—
0.32	0.56		0.39	0.13	0.14	1.07	—
0.37	0.55		4.14	0.14	0.19	1.35	—
0.21	0.41		1.37	0.33	0.11	1.18	—
0.24	0.62		2.47	0.14	0.23	0.63	—
0.28	0.89		2.05	0.19	0.11	1.35	—
1.35	2.64		20.08	0.55	1.63	10.78	—
0.28	0.32		1.33	0.08	0.10	0.94	—
0.27	0.93	24.67	3.27	0.10	0.14	1.56	5.93
0.34	0.31		1.66	0.17	0.23	0.67	—
0.37	0.67		1.06	0.17	0.08	1.43	—
0.22	3.44		4.64	0.14	0.62	6.87	—
0.49	2.31		5.39	0.56	0.41	5.07	—
0.78	1.38		4.80	0.49	0.24	1.11	—
0.43	0.94		0.78	0.25	0.12	0.54	—
0.47	0.95		1.65	0.41	0.34	1.37	—
0.45	2.05		6.24	1.21	0.18	3.23	—
0.63	3.14		11.01	0.78	0.56	4.88	—
	2.60		7.33	1.08	0.69	3.58	—

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Serial number.	100c.	110c.	111c.
		TABLE B.—LOCOMOTIVE EXPENSES— <i>concl.</i>		
PER 1,000 GROSS TON-MILES— <i>concl.</i>				
		Maintenance and renewal of machinery, tools and plant. Rs.	Other charges (net). Rs.	Total Locomotive expenses. Rs.
5' 6" GAUGE.				
Bengal-Nagpur		0.09	0.88	9.11
Bombay, Barod a and Central India		0.10	0.26	5.06
Eastern Bengal		0.18	0.07	3.82
East Indian		0.04	0.17	1.78
Great Indian Peninsula		0.11	0.45	5.11
Madrns and Southern Mahratta		0.21	0.20	6.87
Nizam's Guaranteed State		0.01	0.10	3.21
North Western		0.13	0.32	5.10
Oudh and Rohilkhand		0.13	0.31	3.08
South Indian		0.09	0.11	5.80
5' 3 1/2" GAUGE.				
Assam-Bengal		0.11	0.18	3.40
Bengal and North-Western		0.03	0.24	2.19
Bhavnagar State		0.13	0.12	4.87
Bombay, Baroda and Central India		0.19	0.28	4.68
Burma		0.03	0.24	4.95
Eastern Bengal		0.10	0.37	3.77
Gondal		0.03	0.19	5.59
Nizam's Guaranteed State		0.01	0.48	3.70
Jamnagar		0.08	0.18	6.82
Jodhpur-Bikaner		0.12	0.18	4.21
Junagad State		0.04	0.04	4.31
Madrns and Southern Mahratta		0.20	0.51	5.87
Nagiri		0.27	4.10	48.59
Rohilkhand and Kumaon		0.16	0.17	3.88
Shoranur-Cochin		Included	with the	South Indian
South Indian		0.12	0.14	8.53
Udaipur-Chitorgarh		0.14	...	8.55
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Obhindwara Extensions		0.01	0.94	4.72
Jheobabad-Kashmor		Included	with the	North
Kalka-Simla		0.01	0.28	17.52
Kohat-Thal and Nowshera-Durgai		0.07	0.69	14.99
Larkana-Jacobabad		Included	with the	North
Morappur-Hosur		0.04	0.22	7.03
Parula-Ranchi		0.01	0.19	3.23
Raipur-Dhamtari		...	0.72	5.31
Tirupattur-Krishnagiri		0.02	0.10	13.58
Trans Indus (Kalabagh-Bannu)		0.10	3.03	24.18
2' 0" GAUGE.				
Pipar-Bilara Light		-0.01	...	15.27

* Excludes expenditure attributable to motors.

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

112a.	113a.	114a.	115a.	116a.	117a.	118a.
TABLE C.—CARRIAGE AND WAGON EXPENSES.						
PER TOTAL TRAIN MILE.						
General Superintending (including office expenses).	Repairs and renewals of coaching vehicles.	Repairs and renewals of goods vehicles.	Repairs and renewals of machinery, tools and plant.	Cleaning and oiling.	Other charges (net).	Total Carriage and Wagon expenses.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
0.47 0.50 0.33	3.27 4.72 6.49	9.32 4.39 3.94	0.34 0.22 0.50	1.53 1.27 1.36	0.01 0.02 0.27	15.44 11.72 12.39
0.41 0.62 0.65	1.37 4.17 5.21	3.63 6.55 7.25	0.19 0.27 0.30	1.01 1.50 0.89	0.21 0.06 -0.01	7.35 12.17 14.20
0.51 0.61 0.66 0.39	2.90 3.88 3.54 3.26	5.01 5.87 6.03 0.43	0.02 0.47 0.27 0.15	0.59 1.39 0.88 1.12	0.09 0.06 0.01 0.05	7.12 12.39 11.39 5.40
0.30 0.22 0.22 0.69	2.23 1.08 1.74 2.47	1.94 3.22 1.11 2.09	0.03 0.06 0.28 0.19	0.63 0.36 0.55 0.53	-0.01 0.01 -- -0.01	5.67 4.95 3.95 6.01
0.58 0.74 0.23	1.94 3.86 1.61	3.19 2.90 0.70	0.16 0.05 0.24	0.37 0.70 0.41	0.08 0.03 0.03	6.30 8.25 3.12
0.64 0.35 0.34	1.75 1.95 2.33	1.42 0.54 2.19	0.01 0.01 0.30	0.42 0.32 0.56	0.06 -- -0.12	4.30 3.27 5.69
0.25 0.33 0.69	2.32 2.28 3.48	1.05 2.93 0.85	0.06 0.18 0.12	0.82 0.36 2.41	0.35 0.01 0.14	4.85 6.14 7.69
0.51 Railway 0.34 0.32	1.99 3' 3 3/4 gauge. 2.54 2.55	1.54 -- 2.29 0.67	0.30 -- 0.17 0.04	0.65 -- 0.79 0.57	0.03 -- 0.02 --	5.02 -- 6.15 4.15
0.25 Western -- 0.12	2.66 Railway 5' 6" gauge. 3.37 1.57	2.92 -- 2.42 1.44	0.03 -- 0.03 0.04	0.20 -- 1.14 2.22	-- -- 0.01 0.29	6.76 -- 6.97 3.69
Western 0.46 0.36 0.57 0.28 0.76	Railway 5' 6" gauge. 6.05 1.60 1.47 4.57 3.68	-- 2.28 1.09 1.54 2.94 1.87	-- 0.02 0.04 -- 0.02 0.03	-- 0.83 0.92 0.53 0.99 3.40	-- 0.06 -- 0.02 0.06 0.01	-- 12.39 4.51 4.13 6.74 2.74
--	0.02	0.50	--	0.25	--	0.77

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Serial number.	TABLE C.—CARRIAGE AND.				
		1125	1135	1145.		
				PER 1,000		
				General super-intendence (including office expenses).	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage.	Repairs and renewals of goods vehicles calculated on goods vehicle mileage.
				Rs.	Rs.	Rs.
5' 0" GAUGE.						
Bengal-Nagpur				1.14	38.15	30.16
Bombay, Baroda and Central India				1.14	29.23	18.16
Eastern Bengal				1.61	37.98	8.44
East Indian				0.98	17.82	10.82
Great Indian Peninsula				2.21	32.52	42.16
Madras and Southern Mahratta				1.68	35.91	30.18
Nizam's Guaranteed State				1.58	32.25	13.07
North Western				1.88	22.86	21.27
Oudh and Rohilkhand				1.79	28.12	25.06
South Indian				1.70	24.53	4.47
5' 3 1/2" GAUGE.						
Assam-Bengal				2.12	12.48	9.75
Bengal and North-Western				0.42	4.92	1.07
Bhavnagar State				0.95	7.96	8.95
Bombay, Baroda and Central India				1.66	14.41	8.37
Burma				1.32	4.45	7.29
Eastern Bengal				1.74	18.61	13.36
Gondal				0.88	9.61	7.00
Nizam's Guaranteed State				1.84	12.54	6.94
Jamnagar				1.39	9.22	8.81
Jodhpur-Bikaner				1.08	15.28	13.56
Junagad State				0.81	7.34	8.32
Madras and Southern Mahratta				0.92	18.15	12.75
Nilgiri				5.96	43.37	24.39
Rohilkhand and Kumaon				1.16	12.18	5.47
Shoranur-Cochin				Included with	the South	Indian.
South Indian				1.03	14.66	14.44
Udaipur-Chitorgarh				1.07	11.38	9.32
2' 6" GAUGE.						
Gondia-Chanda, Jabalpur Gondia, and Nagpur-Chhindwara Extensions				0.86	13.26	14.43
Jacobabad-Kashmir				Included with	the North	Western
Kalka-Simla				0.02	45.40	49.60
Kohat-Thal and Nowshera-Durgai.				0.62	16.98	14.06
Larkana-Jacobabad				Included with	the North	Western
Morappur-Hoaur				1.75	35.30	35.53
Paralia-Ranohi				2.09	5.70	8.31
Raipur-Dhamtari				1.81	11.31	8.31
Tiruputtur-Krishnagiri				1.00	22.24	43.64
Trans Indus (Kalabagh-Bannu)				2.45	33.76	6.68
2' 0" GAUGE.						
Pipar-Bilera Light				...	0.11	11.77

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

115b.	116b.	117b.	118b.	119c.	120c.	121a.	122a.
WAGON EXPENSES—contd.				TABLE D.—TRAFFIC EXPENSES.			
VEHICLE-MILES RUN BY HOME VEHICLES.				PER TOTAL TRAIN-MILE.			
Repairs and re- newals of machinery, tools and plant.	Cleaning and oiling.	Other charges (net).	Total Carriage and Wagon expenses.	General super- intendence (including office expenses).	Station staff.	Train staff.	Fuel, lighting, water and general stores.
Rs.	Rs.	Rs.	Rs.	Annas.	Annas.	Annas.	Annas.
0.88 0.74 0.95	3.72 2.95 2.61	0.02 0.04 0.52	37.53 27.19 23.87	1.78 1.58 2.50	4.57 9.03 12.28	1.38 1.64 2.88	1.17 2.28 2.82
0.42 0.26 0.78	2.29 5.29 2.07	0.53 0.21 -0.03	16.68 46.47 86.81	1.74 1.14 1.04	5.05 5.44 4.02	1.87 2.74 1.26	1.65 1.86 1.24
0.06 1.06 0.76 0.68	1.85 3.13 2.40 4.91	0.30 0.18 0.02 0.24	22.25 27.02 31.08 28.60	1.83 1.74 2.20 1.03	3.85 8.16 6.95 8.46	1.22 2.09 2.07 1.29	0.97 2.43 2.84 1.29
0.68 0.11 0.67 0.45	1.79 0.68 1.61 1.38	-0.03 0.02 -0.03	15.00 9.50 11.53 14.27	2.21 0.85 1.25 1.10	5.46 2.96 4.12 4.98	1.06 0.87 0.77 1.14	1.76 0.90 1.41 1.53
0.36 0.13 0.52	0.87 1.65 1.55	0.15 0.04 0.11	14.44 19.49 11.69	1.48 2.19 0.61	3.63 6.19 3.16	1.21 1.70 0.29	0.86 1.33 1.63
0.03 0.02 0.96	1.21 1.90 1.80	0.17 -0.40	12.46 12.33 17.83	1.63 1.19 1.14	3.66 2.08 2.63	1.53 0.54 0.68	1.27 1.49 2.15
0.21 0.51 1.04	2.59 1.01 20.71	1.12 0.02 1.23	15.39 17.10 68.27	1.16 0.20 1.25	4.13 2.78 6.81	0.69 1.01 2.79	0.71 0.67 0.51
Railway 3' 3 3/4" 0.68 0.30 0.53	gauge. 1.48 2.36 1.93	0.07 0.08	11.31 18.13 14.01	1.39 1.02 0.95	2.35 3.78 1.80	0.68 1.11 0.31	1.23 1.48 1.11
Railway 5' 6" 0.08 0.28 0.19	gauge. 1.38 2.27 11.45	0.01 0.06 1.51	16.76 56.71 29.21	1.06 2.15 0.48	3.52 5.74 5.28	1.04 1.89 1.36	0.80 0.74 1.55
Railway 3' 6" 0.08 0.10 0.01 0.07 0.09	gauge. 3.16 2.25 1.68 3.66 11.00	0.15 0.01 0.09 0.22 0.63	39.59 10.98 19.13 32.34 81.55	1.38 0.49 0.42 1.66 2.65	2.02 3.68 2.89 2.23 13.51	0.79 0.62 1.64 0.76 1.71	0.23 0.85 0.70 0.29 3.54
	1.51	0.01	4.63		3.34	0.33	0.01

Analysis of working of each railway system

[Note.—Railways not shown do n

Serial number.	123a.	124a.	125a.
Railway system.	PER TOTAL TRAIN-MILE.		
	Clothing. Annas.	Printing, stationery and tickets. Annas.	Charges for delivery and collection of goods, etc. Annas.
5' 6" GAUGE.			
Bengal-Nagpur	0.38	0.40	0.02
Bombay, Baroda and Central India	0.46	1.74	...
Eastern Bengal	0.49	0.89	0.01
East Indian	0.28	0.50	0.06
Great Indian Peninsula	0.25	0.63	...
Madras and Southern Mahratta	0.13	10.56	0.04
Nizam's Guaranteed State	0.24	0.45	0.01
North Western	0.70	0.80	0.01
Oudh and Rohilkhand	0.68	0.44	0.02
South Indian	0.07	0.74	...
3' 3 1/2" GAUGE.			
Assam-Bengal	0.11	0.47	...
Bengal and North-Western	0.12	0.58	...
Bhavnagar State	0.12	1.41	...
Bombay, Baroda and Central India	0.28	1.00	...
Barma	0.17	0.59	...
Eastern Bengal	0.31	0.59	...
Gondal	0.18	0.90	...
Nizam's Guaranteed State	0.23	0.55	...
Jamnagar	0.12	0.93	...
Jodhpur-Bikaner	0.20	0.55	...
Junagad State	0.20	1.86	...
Madras and Southern Mahratta	0.12	0.55	...
Nilgiri	0.60	0.79	...
Rohilkhand and Kumaon	0.08	0.85	...
Shoranur-Cochin	...	Included	with the South
South Indian	0.07	0.69	...
Udaipur-Chitorgarh	0.10	0.84	...
2' 6" GAUGE.			
Gondia-Chanda, Jabbulporo-Gondia and Nagpur-Chhindwara Extensions	0.23	0.06	...
Jacobabad-Kashmir	...	Included	with the North
Kalka-Simla	0.66	0.16	0.33
Kohat-Thal and Nowshera-Durgai	...	0.09	...
Larkana-Jacobabad	...	Included	with the North
Morappur-Howar	0.10	0.38	...
Purnia-Ranchi	...	0.08	...
Raipur-Dhamtari	...	0.12	...
Tirupattur-Krishnagiri	0.12	0.63	...
Trans Indus (Kalabagh-Bannu)	0.76	0.15	...
2' 0" GAUGE.			
Pipar-Bilara Light	...	0.16	...

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.

126 a.	127 a.	128 a.	129 a.	119 b.	120 b.	121 b.	122
TRAFFIC EXPENSES—contd.							
—contd.—				PER CENT OF TRAFFIC EARNINGS. (Abstracts H. and I. of Revenue Accounts).			
Miscellaneous expenses.	Payments to other lines.	Other charges (net.)	Total traffic expenses.	General superintendence (including office expenses).	Station staff.	Train staff.	Encl. lighting, water and general stores.
Annas.	Annas.	Annas.	Annas.	Per cent.	Per cent.	Per cent.	Per cent.
001	037	001	10-09	1-94	4-79	1-31	1-28
001	003	003	16-72	1-37	7-47	1-35	1-89
			21-08	2-66	12-15	2-66	2-89
002	014	001	11-08	1-91	5-58	1-94	1-82
001	018	002	11-62	1-16	5-53	2-18	1-89
004	005	004	8-34	0-94	2-64	1-14	1-12
002	030	003	8-25	1-36	3-43	1-35	1-00
001	015	008	15-67	1-60	7-53	1-92	2-24
011	031	003	15-60	2-24	7-08	2-11	2-62
002	018	010	7-98	1-23	5-31	1-68	1-61
002	015	002	11-22	3-02	7-60	1-43	2-41
005	020	012	6-45	1-08	3-30	0-86	1-15
001	020	001	9-30	1-69	5-63	1-04	1-89
002	037	002	10-44	1-42	6-40	1-47	1-96
004		004	8-42	1-72	4-45	1-40	1-00
001	003	003	12-38	2-06	8-37	2-39	1-81
004	019	001	7-11	0-78	4-09	0-40	2-19
002	045	002	2-36	1-77	3-59	1-08	1-38
007	068		6-29	1-45	2-52	0-68	1-71
001	038	002	7-61	1-69	3-89	0-99	2-19
002	037	002	8-78	1-48	5-06	0-25	0-87
002	011	001	6-05	1-23	4-39	1-29	1-07
004			15-59	1-46	4-26	7-68	0-40
002	030		7-22	1-64	3-97	0-41	2-69
Indian Railway 2' 8 1/2"		gauge.					
002	008	004	7-29	1-29	6-99	1-40	1-99
003	053		5-37	1-58	2-97	0-51	1-84
002	008	gauge.	6-76	2-33	7-76	2-30	1-76
Western Railway 5' 6"		0-01	11-37	2-54	6-76	1-87	0-87
		0-08	8-72	2-26	17-95	4-48	5-29
002		gauge.	4-93	4-97	6-31	2-06	0-77
002			5-77	0-99	6-04	1-02	1-48
003			2-11	0-81	5-41	3-17	0-20
001		0-01	5-71	4-29	5-92	2-00	0-78
010		1-64	24-65	3-36	20-26	2-56	8-39
	1-15		4-99		9-19	0-90	0-04

Analysis of working of each railway system.

[Note.—Railways not shown do not

TABLE D—

PER CENT OF TRAFFIC

Railway system.	Serial number.	1235.	1245.	1255.	1265.
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.	Miscellaneous expenses.
		Per cent.	Per cent.	Per cent.	Per cent.
5' GAUGE.					
Bengal-Nagpur	71	0.41	0.44	0.02	0.01
Bombay, Baroda and Central India	72	0.38	1.44	0.02	0.01
Eastern Bengal	73	0.52	0.29	0.02	0.01
East Indian	74	0.26	0.56	0.07	0.04
Great Indian Peninsula.	75	0.26	0.85	0.04	0.01
Madras and Southern Mahratta	76	0.19	0.51	0.04	0.08
Nizam's Guaranteed State	77	0.25	0.49	0.02	0.02
North Western.	78	0.65	0.28	0.01	0.01
Oudh and Rohilkhand	79	0.84	0.66	0.02	0.11
South Indian	80	0.09	0.38	0.02	0.02
3' 6" GAUGE.					
Assam-Bengal	81	0.16	0.65	0.03	0.03
Bengal and North-Western	82	4.16	0.74	0.07	0.07
Bhavnagar State	83	0.16	1.90	0.02	0.02
Bombay, Baroda and Central India	84	0.37	1.28	0.02	0.02
Burma	85	0.19	0.69	0.05	0.05
Eastern Bengal	86	0.43	0.80	0.01	0.01
Gondal	87	0.24	1.18	0.06	0.06
Nizam's Guaranteed State	88	0.26	0.60	0.02	0.02
Jamnagar	89	0.14	1.13	0.02	0.02
Jodhpur-Bikaner	90	0.29	0.81	0.02	0.02
Jinnagad State	91	0.25	1.87	0.07	0.07
Madras and Southern Mahratta	92	0.18	0.37	0.04	0.04
Nilgiri	93	0.48	0.62	0.03	0.03
Rohilkhand and Rumaon	94	0.09	1.01	0.02	0.02
Shoranur-Cochin	95	Included with	the South	Indian	Railway 3' 6"
South Indian	96	0.09	0.37	0.03	0.03
Udaipur-Obitorgarh	97	0.16	0.39	0.04	0.04
2' 6" GAUGE.					
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Obhindwara.	98	0.51	0.13	0.05	0.05
Extensions	99	Included with	the North	Western	Railway 5' 6"
Jacobabad-Kashmir	100	0.18	0.18	0.33	0.01
Kalka-Simla	101	0.18	0.31	0.01	0.01
Kohat-Thal and Nowshera-Durgal	102	0.18	0.31	0.01	0.01
Larkana-Jacobabad	103	Included with	the North	Western	Railway 5' 6"
Morappur-Hosur	104	0.35	1.27	0.06	0.06
Purulia-Ranchi	105	0.14	0.14	0.08	0.08
Rajpur-Dhamtari	106	0.23	0.23	0.06	0.06
Tirupattur-Krishnagiri	107	0.32	1.68	0.08	0.08
Trans Indus (Kalabagh-Bannu)	108	1.18	0.23	0.15	0.15
2' 0" GAUGE.					
Pipar-Bilara Light	109	0.45	0.45	0.01	0.01

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.

197b.	198b.	129b.		190a.	181a.	193a.	193a.	194a.
TRAFFIC EXPENSES.—concl'd.				TABLE E.—GENERAL CHARGES.				
EARNINGS (Abstracts H and I of Revenue Accounts)—concl'd.				PER TOTAL TRAIN-MILE.				
Payments, to other lines.	Other charges (net).	Total Traffic expenses.	General superintendence per cent on traffic earnings (including steam-boat).	General Administration.	Agent's Office salaries and expenses.	Audit accounts and pay office.	Stores Department.	Medical Department.
Per cent.	Per cent.	Per cent.	Per cent.	Annas.	Annas.	Annas.	Annas.	Annas.
0.41 0.02 ...	0.01 ... 0.04	11.02 13.83 22.54	1.94 1.27 2.66	0.62 0.67 0.05	0.23 0.25 0.44	1.10 1.59 1.84	0.43 0.67 0.57	0.39 0.43 0.53
0.15 0.13 0.05	0.01 0.02 0.03	12.24 11.88 7.56	1.86 1.18 0.94	0.38 0.43 0.62	0.21 0.02 0.32	0.76 1.08 1.11	0.28 0.44 0.40	0.30 0.25 0.29
0.81 0.14 0.89 0.28	0.03 0.08 0.03 0.12	8.48 14.45 15.90 9.95	1.96 1.60 2.24 1.28	0.86 0.10 0.07 0.72	0.42 0.15 0.40 0.24	1.69 1.11 1.56 0.91	0.58 0.66 0.68 0.44	0.41 0.31 0.24 0.23
0.20 0.20 0.26 0.47	0.01 0.16 0.01 0.02	15.61 8.28 13.49 13.41	3.09 1.14 1.68 1.42	1.22 0.62 0.13 0.61	1.99 0.24 0.74 0.16	1.60 0.64 1.74 1.02	0.47 0.12 0.53 0.32	0.34 0.14 0.34 0.32
0.04 0.25	0.05 0.02	9.56 16.75 9.20	1.71 2.90 0.78	0.88	0.37 -0.14	1.01 1.02	0.35 0.25	0.54 0.05
0.49 0.30 0.57	0.02 ... 0.11	10.19 8.51 11.28	1.77 1.45 1.69	1.12	0.55 0.28 0.58	2.19 2.07 1.17	0.38 0.40 0.41	0.38 0.08 0.12
0.45 0.17	0.02 0.01	10.67 9.58 10.93	1.43 1.28 1.46	0.53 1.04	1.10 0.19 0.25	1.91 0.44 1.36	0.38 0.33 0.64	0.19 0.16 0.70
0.35 gauge. 0.68 0.68	... 0.04	9.37 9.54 8.67	1.61 1.29 1.58	1.02 0.68 ...	0.50 0.13 0.68	1.74 0.29 0.94	0.21 0.44 0.07	0.24 0.24 0.15
0.06 gauge. ...	0.01 0.02 0.11	14.90 13.40 29.66	2.33 1.75 1.54	2.03 ... 0.01	0.17 0.80 0.08	0.77 ... 0.23	0.21 0.51 0.19	0.23 0.48 0.43
gauge.	0.03 ... 0.02 2.46	16.62 9.48 9.88 15.14 36.07	4.67 0.30 0.81 4.39 3.98	0.25 2.18 2.59 0.39 0.01	0.06 0.21 0.18 0.10 0.10	0.20 0.23 1.01 0.65 0.46	0.25 0.26 0.23 0.29 0.24	0.21 0.37 0.21 0.23 0.43
3.15	...	13.73	...	...	...	0.22	...	0.05

APPENDIX
 Analysis of working of each railway system
 [Note. R railways not shown do not

Serial Number.	TABLE E.—			
	185a.	186a.	187a.	188a.
Railway system.	PER TOTAL			
	Rents and miscellaneous. Annas.	Police. Annas.	Advertising. Annas.	Electric telegraph. Annas.
5' 6" GAUGE.				
Bengal-Nagpur	0.48	0.80	0.04	1.40
Bombay, Baroda and Central India	0.67	0.66	0.01	1.29
Eastern Bengal	1.81	0.29	0.06	1.78
East Indian	0.48	0.42	0.05	1.13
Great Indian Peninsula	0.38	0.34	0.01	1.08
Madras and Southern Mahratta	0.40	0.69	0.04	1.36
Nizam's Guaranteed State	0.48	0.80	0.01	1.18
North Western	0.60	0.62	0.04	1.29
Oudh and Rohilkhand	0.63	0.38	0.03	1.39
South Indian	0.88	0.48	0.02	0.85
5' 3 1/2" GAUGE.				
Assam-Bengal	0.54	0.83	0.03	1.17
Bengal and North-Western	0.16	0.25	...	0.68
Bhavnagar State	0.84	0.85	0.04	1.19
Bombay, Baroda and Central India	0.27	0.50	0.01	1.15
Burma	0.86	0.49	0.01	0.98
Eastern Bengal	Included with the	Eastern Bengal	Railway	...
Gondal	0.76	0.67	0.02	0.82
Nizam's Guaranteed State	0.88	1.23	0.01	1.29
Jamnagar	0.83	0.59	0.03	0.60
Jodhpur-Bikaner	0.88	0.86	...	1.12
Junagad State	0.65	0.74	0.02	0.85
Madras and Southern Mahratta	0.23	0.40	0.02	1.09
Nilgiri	0.74	0.79	0.03	1.35
Rohilkhand and Kumaon	0.42	0.42	0.01	0.70
Shoranur-Cochin	Included with the	South Indian	Railway	...
South-Indian	0.88	0.48	0.02	0.82
Udaipur-Chitorgarh	0.33	...	...	0.49
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur Ohhindwara ..	0.05	0.17	...	1.31
Extensions	Included with the	North Western	Railway	...
Jacobabad-Kashmir	0.18	0.49	0.01	0.86
Kalka-Simla	0.17	0.89	...	0.13
Kohat-Thal and Nowshera-Durgai	...	...	...	...
Larkana-Jacobabad	Included with the	North Western	Railway	...
Morappur-Honur	0.18	0.24	0.01	0.90
Purnia-Banohi	0.68	0.19	...	1.12
Raipur-Dhamtari	0.03	0.14	...	0.91
Tirupattur-Krishnagiri	0.15	0.28	0.01	0.85
Trans Indus (Kalabagh-Bannu)	0.29	2.18	...	1.42
2' 0" GAUGE.				
Pipar-Bilara Light	...	...	...	...

DIX 12—contd.

during the financial year 1921-22.

[prepare these statistics.]

1920.	1921.	1922.	1923.	1924.	1925.	1926.
GENERAL CHARGES—contd.						
TRAIN-MILE—contd.		PER CENT. OF TOTAL EARNINGS.				
Other charges (net).	Total General charges.	Home expenditure.	Agent's office—salaries and expense.	Audit, accounts and pay office.	Stores Department.	Medical Department.
Annas.	Annas.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
0'05 0'02 1'04	5'25 6'26 7'26	0'85 0'54 0'05	0'35 0'20 0'48	1'15 1'23 1'73	0'44 0'54 0'97	0'41 0'35 0'59
0'02 1'33 0'09	4'03 6'06 3'32	0'42 0'43 0'55	0'23 0'21 0'28	0'88 1'02 0'98	0'81 0'44 0'36	0'38 0'25 0'25
0'04 0'63 0'14 0'11	6'86 5'61 5'52 4'35	0'83 0'03 0'07 0'81	0'41 0'22 0'39 0'27	1'64 0'98 1'49 1'68	0'48 0'59 0'65 0'51	0'49 0'34 0'23 0'25
1'48 0'02 0'02 0'01	10'27 3'07 6'40 4'37	1'60 0'81 0'17 0'77	1'30 0'31 0'26 0'20	2'10 1'10 2'27 1'23	0'61 0'16 0'78 0'40	1'24 0'18 0'44 0'40
0'02 5' 6" gauge 0'02	5'00 3'47	1'00	0'41 0'18	1'15 1'20	0'20 0'23	0'22 0'26
0'05 0'06 1'24	8'26 5'61 5'33	1'18	0'18 1'15 0'74	2'23 2'44 1'64	0'79 0'47 0'37	0'61 0'08 0'16
0'03 0'05 0'15	6'17 3'54 7'15	0'82 0'81	1'23 0'30 0'27	2'23 0'99 1'06	0'79 0'36 0'50	0'28 0'25 0'25
0'01 5' 31" gauge 0'10 0'06	5'27 4'21 3'02	1'15 0'81	0'26 0'27 1'53	1'26 1'06 1'51	0'26 0'28 0'12	0'27 0'26 0'24
5' 6" gauge 0'02 0'17	5'04 3'85 3'80	4'26 0'84	0'25 0'28 0'26	1'63 1'06	0'44 0'09 0'55	0'79 0'15 1'42
5' 6" gauge 0'1 0'12 0'23	3'57 5'34 6'29 3'23 5'25	0'81 3'55 0'38 0'81 0'02	0'27 0'25 0'25 0'27 0'06	1'69 1'32 1'06 1'58 0'89	0'81 0'48 0'48 0'75 0'25	0'71 0'61 0'41 0'59 0'77
	0'37			0'67		0'12

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	Railway system.	1955.	1956.	1976.	1985.	1995.
		TABLE E.—GENERAL CHARGES				
PER CENT ON TOTAL EARNINGS						
		Rents and miscellaneous.	Police.	Advertising.	Electric telegraph.	Other charges (est).
		Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
4' 6" GAUGE.						
	Bengal-Nagpur	0.52	0.81	0.04	1.37	0.07
	Bombay, Baroda and Central India	0.55	0.58	0.01	1.08	0.02
	Eastern Bengal	1.46	0.82	0.06	1.28	1.17
	East Indian	0.33	0.45	0.05	1.23	0.03
	Great Indian Peninsula	0.38	0.34	0.01	1.88	1.33
	Madras and Southern Mahratta	0.25	0.61	0.08	1.21	0.08
	Nizam's Guaranteed State	0.46	0.78	0.01	1.11	0.05
	North Western	0.58	0.54	0.03	1.13	0.55
	Ondh and Bhoilkhand	0.60	0.36	0.03	1.33	0.14
	South Indian	0.41	0.54	0.02	0.98	0.12
5' 6" GAUGE.						
	Assam-Bengal	0.71	1.10	0.04	1.54	1.24
	Bengal and North-Western	0.21	0.32	...	0.89	0.03
	Bhavnagar State	1.09	1.10	0.05	1.55	0.08
	Bombay, Baroda and Central India	0.35	0.68	0.01	1.45	0.01
	Burma	0.41	0.54	0.01	1.12	0.03
	Eastern Bengal	Included	with the	Eastern	Bengal	Railway
	Gondal	0.26	0.85	0.03	1.04	0.03
	Nizam's Guaranteed State	0.01	1.30	0.01	1.36	0.05
	Jammagar	0.07	0.69	0.04	0.70	0.07
	Jodhpur-Bikaner	0.23	0.51	0.01	1.50	1.75
	Junagad State	0.78	0.89	0.02	1.15	0.04
	Madras and Southern Mahratta	0.35	0.62	0.03	1.69	0.05
	Nilgiri	0.38	0.62	0.03	1.05	0.13
	Rohilkund and Kumaon	0.48	0.48	0.01	0.79	0.03
	Shoranur-Cochin	Included	with the	South	Indian	Railway
	South Indian	0.44	0.51	0.02	0.98	0.15
	Udaipur-Chitorgarh	0.53	...	...	0.79	0.19
2' 6" GAUGE.						
	Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	0.10	0.37	...	2.76	...
	Jacobabad-Kashmer	Included	with the	North	Western	Railway
	Kalka-Sihla	0.21	0.57	0.01	0.99	0.03
	Kohat-Thal and Nowshera-Durgai	0.25	2.95	...	1.78	0.89
	Larkana-Jacobabad	Included	with the	North	Western	Railway
	Morappur-Hosur	0.40	0.79	0.02	5.12	0.25
	Purnia-Banohi	0.13	0.31	...	1.82	...
	Raipur-Dhantari	0.05	0.25	...	1.76	...
	Tirupattur-Krishnagiri	0.41	0.74	0.02	2.27	0.22
	Trans Indus (Kalabagh-Bannu)	0.42	2.20	0.03	2.08	0.23
2' 0" GAUGE.						
	Pipar-Bilara Light	...	...	...	...	...

DIX 12—contd.

during the financial year 1921-22.

prepare these statistics.]

140	141	142	143	144	145	146	147
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.							
PER CENT ON TOTAL EARNINGS.							
Total General charges.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	Other charges (net).	Total Special and miscellaneous expenses.	
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
8.81 8.05 8.11	0.02 0.11 0.02	0.23 2.07 0.49	0.17 0.35 0.59	0.78 1.60 ...	0.35 2.81 3.19	5.75 6.45 6.22	
6.40 6.05 6.70	0.02 0.05 0.05	1.97 2.08 0.42	0.20 0.23 0.26	2.35 1.98 0.47	3.43 5.02 2.45	7.65 7.95 5.65	
6.17 4.85 5.28 4.94	0.01 0.02 0.16	0.15 1.65 1.41 1.01	0.01 0.08 0.07 0.10	0.47 0.17 2.26 0.84	-15.22 2.72 2.82 2.48	-17.69 4.39 6.09 4.50	
12.18 4.01 8.83 5.50	0.14 0.05 0.04 0.08	0.16 0.38 0.88 2.09	0.15 0.05 0.04	2.26 0.20 0.22 0.44	7.28 1.28 2.28 2.55	10.12 1.98 3.77 5.20	
5.07 5.0 gauge 6.40	0.02 0.01 0.10	0.74 1.34	0.20	0.20 2.41	2.35 0.48	3.70 4.23	
6.71 6.19 7.49 7.42 5.49 5.58	0.01 0.01 0.01 0.14 0.02	0.24 0.17 0.89 2.15 0.47 0.05	0.01	0.60 1.25 2.53 0.20 0.01	0.79 1.17 1.15 1.18 2.53 2.40	1.75 2.59 4.03 3.67 3.19 3.05	
5.96 5.0 gauge 5.04 4.67	0.04 0.01	0.72 0.09 0.01	0.01 0.45	0.24 0.26	1.74 2.35 0.67	2.30 2.95 1.64	
10.61 5.0 gauge 3.31 5.51	0.01	0.81 1.15 0.25	0.04 0.40	0.11	1.77 0.87 2.55	2.54 2.42 4.51	
5.0 gauge 5.97 5.72 12.15 7.77 7.85	0.01	0.02 0.35 0.68 0.04 1.12	0.06 0.08	0.06 0.08	2.09 1.04 1.47 2.74 2.81	2.17 1.29 2.15 2.85 2.44	
100				0.11	0.21	0.22	

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	148	149	150	151	152	153	154	155
	Average number of locomotives on the line.	Average miles run per locomotive per diem.	ACTUAL WEIGHT OF FUEL (IN TERMS OF COAL) PER ENGINE MILE.			AVERAGE GROSS WEIGHT OF TRAINS.			
			Coaching.	Goods.	Mixed.	Coaching.	Goods.	Mixed.	
No.	Miles.	lbs.	lbs.	lbs.	Tons.	Tons.	Tons.		
5' 6" GAUGE.									
Bengal-Nagpur	618	68.79	70.98	184.88	...	279.87	558.80	307.55	
Bombay, Baroda and Central India	399	68.91	76.25	91.88	79.44	246.96	648.18	351.47	
Eastern Bengal	301	59.48	76.78	105.42	91.08	228.92	668.96	118.58	
East Indian	1,299	78.09	...	66.18	...	289.16	667.49	177.30	
Great Indian Peninsula	1,201	55.98	...	99.87	...	354.04	468.70	...	
Madras and Southern Mahratta	808	59.41	...	76.07	...	332.56	577.65	378.71	
Nizam's Guaranteed State	88	59.35	68.85	66.80	84.78	185.72	466.31	304.46	
North Western	1,867	47.73	...	83.24	...	405.51	331.98	281.90	
Oudh and Rohilkhand	202	58.87	...	88.64	...	405.51	331.98	281.90	
South Indian	184	47.68	50.89	74.55	76.64	146.93	404.86	191.97	
3' 3 1/2" GAUGE.									
Assam-Bengal	164	46.29	...	67.48	...	147.94	312.33	219.29	
Bengal and North-Western	344	59.80	...	63.78	...	206.60	358.45	199.18	
Bhavnagar State	28	74.41	...	58.24	...	110.87	272.41	159.66	
Bombay, Baroda and Central India	527	58.97	...	69.07	...	158.96	391.47	173.42	
Burma	836	67.87	65.72	70.35	55.91	193.87	281.57	249.38	
Eastern Bengal	234	57.62	49.50	65.77	48.61	196.59	472.34	265.87	
Gondal	98	68.24	...	66.54	...	108.94	193.61	156.85	
Nizam's Guaranteed State	89	54.26	55.57	66.82	52.45	125.34	355.94	209.76	
Jamnagar	4	81.00	...	63.28	...	86.68	178.74	166.99	
Jodhpur-Bikaner	133	64.20	...	69.77	...	181.27	148.97	189.99	
Junagad State	15	47.08	...	45.52	...	125.28	182.53	187.14	
Madras and Southern Mahratta	848	64.71	...	54.14	...	176.08	224.39	213.23	
Nilgiri	19	20.28	92.43	127.90	123.12	50.48	47.26	53.87	
Rohilkund and Kumaon	72	57.15	...	66.18	...	...	...	...
Shoranur-Cochin	12	57.03	57.49	68.08	...	107.18	204.62	19.87	
South Indian	836	59.34	48.71	54.86	49.39	188.56	267.18	169.34	
Udaipur-Chitorgarh	6	51.14	...	31.40	...	...	...	169.45
2' 6" GAUGE.									
Gondia-Chanda, Jabulpore-Gondia, and Nagpur-Ohhindwara Extensions	75	51.96	...	70.98	...	127.46	171.06	167.17	
Jacobabad-Kashmor	4	42.49	...	42.40	...	...	38.69	99.87
Kalka-Simla	22	56.43	...	46.86	...	41.49	45.45	51.45	
Kohat Thal and Nowshera-Durgai	22	43.54	...	61.00	...	...	...	64.28
Larkana-Jacobabad	3	39.24	...	...	...	...	...	78.41
Morapur-Hosur	3	44.49	...	...	...	...	...	68.94
Purulia-Banchi	18	47.68	...	57.82	39.12	...	...	184.19
Raipur-Dhamtari	5	44.69	...	87.29	...	144.02	184.31	108.63	
Tirupattur-Krishnagiri	2	19.03	...	...	...	30.02	65.63	78.54
Trans Indus (Kalabagh-Banna)	41	48.53	...	96.97	46.70	57.27	140.73	178.97	
2' 0" GAUGE.									
Pipar-Bilara Light	2	25.11	...	90.25	...	...	...	6.97

* Total of passenger, goods and mixed trains.
† Including mixed.
‡ Information not available.

DIX 12—conold.

during the financial year 1921-22.

prepare these statistics.]

156		157		158		159		160		161	
AVERAGE MILEAGE per diem of—				AVERAGE AGE OF SLEEPERS.				PERCENTAGE OF REMOVALS.			
Coaching vehicles, including brakes.		Goods vehicles, including brakes.		Wood.		Iron.		Wood.		Iron.	
Miles.		Miles.		Years.		Years.		Per cent.		Per cent.	
165,000	552,759	11-48	18-08	7-54	5-06	220,559	820,183	11-30	14-40	7-50	1-29
127,893	179,596	10-00	17-00	6-97	7-81	427,774	1,571,765	9-39	11-11	9-24	1-83
427,774	1,571,765	9-39	11-11	9-24	1-83	428,683	746,923	9-90	11-11	4-94	1-04
128,283	216,945	9-90	11-11	10-03	1-04	22,478	59,987	8-25	14-08	5-09	4-77
568,347	855,977	7-39	16-39	11-25	1-48	115,143	181,112	9-71	16-39	11-25	1-48
47,059	43,122	8-25	14-08	11-25	1-48	60,984	65,681	14-00	6-25	6-00	—
239,442	281,000	18-39	2-58	5-74	—	16,795	13,576	18-39	2-58	3-33	—
283,534	398,219	12-50	26-00	7-46	9-21	172,616	303,675	11-47	16-00	8-39	6-66
129,824	143,903	8-33	23-05	2-52	0-09	129,824	11,863	8-33	23-05	2-52	0-09
18,931	11,863	—	—	—	—	30,892	45,484	—	—	—	—
8,579	1,840	11-69	—	0-61	—	64,343	92,996	11-69	—	—	16-74
64,343	92,996	—	29-25	—	—	6,315	5,983	—	—	0-04	—
151,137	263,978	12-16	—	0-06	—	1,588	689	12-16	—	11-23	—
1,588	689	10-05	—	11-23	—	33,692	47,078	16-49	—	7-31	—
33,692	47,078	10-21	—	6-90	—	6,114	5,255	10-21	—	6-90	—
190,878	190,501	10-34	24-25	6-90	0-79	4,076	1,266	10-34	24-25	6-90	0-79
4,076	1,266	—	—	—	—	67,875	38,153	10-85	6-55	3-55	0-02
2,154	1,038	6-93	—	0-20	—	5,290	8,475	6-93	—	8-08	—
5,290	8,475	10-10	15-73	8-08	45-79	8,629	4,228	10-10	15-73	8-08	45-79
8,629	4,228	—	—	—	—	1,667	89	0-50	—	—	—
1,667	89	8-21	—	5-67	—	8,910	1,531	8-21	—	1-39	—
8,910	1,531	9-06	—	1-39	—	8,967	4,194	9-06	—	7-56	—
8,967	4,194	14-29	—	7-56	—	1,399	1,932	14-29	—	6-91	—
1,399	1,932	14-30	—	6-91	—	1,335	423	14-30	—	6-55	—
1,335	423	6-22	—	6-55	—	5,757	10,241	6-22	—	—	—
5,757	10,241	—	—	—	—	338	134	9-75	—	4-02	—
338	134	9-75	—	4-02	—	—	—	—	—	—	—

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

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

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity, consumed by						
			Foreign coal.			Indian coal.			WO
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE. Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1919-20	...	Rs.	Rs.	496,886	6.45	8.36	...
		1920-21	...	...	...	486,908	6.42	8.47	...
		1921-22	...	...	...	524,909	7.33	4.30	...
Bombay, Baroda and Central India.	Africa, Bihar and Orissa and Hyderabad.	1919-20	...	...	...	348,628	16.41	5.79	3,497
		1920-21	...	...	...	873,469	16.66	4.53	2,497
		1921-22	120,790	49.33	a	244,438	20.71	a	4,595
Eastern Bengal ...	Bengal and Bihar and Orissa.	1919-20	...	...	...	194,467	7.61	4.31	...
		1920-21	...	...	...	210,950	7.29	4.21	...
		1921-22	...	...	...	227,680	8.86	5.70	...
East Indian ...	Bihar and Orissa ...	1919-20	...	...	...	1,074,920	5.15	3.71	...
		1920-21	...	...	...	1,083,669	5.29	3.13	...
		1921-22	...	...	...	1,024,558	7.19	4.93	...
Great Indian Peninsula	Africa, Australia, China, England, Bengal, Bihar and Orissa, Central India, Central Provinces and Hyderabad.	1919-20	...	...	...	1,188,657	13.69	5.09	557
		1920-21	...	...	...	1,156,731	9.41	5.78	406
		1921-22	196,981	52.75	50.46	920,094	14.47	5.88	642
Madras and Southern Mahratta	Bengal and Hyderabad.	1919-20	...	...	...	238,705	17.31	5.55	2,376
		1920-21	...	...	...	232,476	17.78	5.35	1,865
		1921-22	40,277	44.80	22.24	186,196	21.54	6.44	1,080
Nizam's Guaranteed State	Hyderabad ...	1919-20	...	...	...	50,358	6.03	5.75	...
		1920-21	...	...	...	58,674	7.88	6.75	...
		1921-22	...	...	...	58,699	8.95	8.00	...
North Western ...	Africa, Japan, England, Baluchistan, Bengal, Bihar and Orissa and the Punjab.	1919-20	846	27.68	b 13.38	890,146	15.91	5.25	5,762
		1920-21	107	27.41	b 13.68	978,803	14.54	5.29	4,639
		1921-22	268,337	51.33	a	628,248	17.23	6.73	33
Oudh and Rohilkhand	Bengal, Bihar and Orissa.	1919-20	...	...	...	212,404	10.67	4.73	...
		1920-21	...	...	...	205,983	10.81	4.80	...
		1921-22	...	...	...	232,329	12.41	6.03	...
South Indian ...	Africa, Bengal, Bihar and Orissa and Hyderabad.	1919-20	27	47.52	13.38	56,327	20.89	5.10	40,388
		1920-21	9	47.54	13.33	77,852	23.21	4.66	8,417
		1921-22	7,768	50.10	23.68	74,219	29.52	5.78	1,513
8' 3 1/2" GAUGE. Adon	a	1920-21	...	...	...	a	a	a	a
		1921-22	247	38.81	...	800	46.00	a	a
	
Assam-Bengal ...	Assam and Bengal	1919-20	...	...	...	52,406	12.53	a	2,170
		1920-21	...	...	...	61,616	13.27	a	863
		1921-22	...	...	...	52,368	15.64	a	958
Bengal and North-Western	Bihar and Orissa ...	1919-20	...	...	...	145,380	9.49	4.88	...
		1920-21	...	...	...	141,278	9.74	4.74	...
		1921-22	...	...	...	143,247	11.60	6.22	...
Bengal Decare ...	Bihar and Orissa.	1919-20	...	...	...	6,892	12.31	5.85	...
		1920-21	...	...	...	6,977	11.78	4.25	...
		1921-22	...	...	...	6,773	13.15	6.80	...
Bhavnagar State d ...	Bihar and Orissa.	1919-20	...	...	...	11,670	c 16.97	5.00	79
		1920-21	...	...	...	11,395	c 17.76	4.94	80
		1921-22	649	45.77	36.50	13,906	c 21.02	7.72	81
Bombay, Baroda and Central India f	Africa, Great Britain and Bihar and Orissa.	1919-20	...	...	...	246,220	15.89	3.10	785
		1920-21	...	...	...	262,608	14.03	3.19	c 1,053
		1921-22	23,211	46.08	42.00	224,336	16.55	7.00	c 1,079

DIX 13.

per ton during the financial years 1919-20 to 1921-22.
where they differ from the corresponding figures in the earlier Reports.

Oil-Fuel.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0.55 ton of oil fuel equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0.55 ton of oil fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.		Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.	Rs.					Rs.
11	12	13	14	15	16	17	18	19	20	21
Rs. ...	Rs. ...	...	Rs. ...	Rs. ...	Rs. 3.38	102.80	79.10	494.88	198.22	
...	...	...	...	...	3.47	105.37	78.39	510.10	198.23	
...	...	...	...	...	4.90	110.79	82.10	563.91	201.75	
6.88	4.88	...	...	...	5.62	100.81	81.54	679.35	203.45	
6.68	4.50	...	...	...	4.60	103.97	84.44	730.90	211.39	
9.58	6.37	...	...	...	...	103.89	84.37	758.01	213.24	
...	...	...	...	...	4.31	99.96	67.74	1,056.54	322.73	
...	...	...	...	...	4.21	104.66	70.93	1,226.09	331.46	
...	...	...	...	...	5.70	116.71	78.09	1,310.72	361.15	
...	...	...	...	...	2.71	93.04	65.32	415.79	146.63	
...	...	...	...	...	3.15	90.20	63.32	416.37	147.23	
...	...	...	...	...	4.93	95.41	66.18	426.07	163.90	
8.95	5.22	9,246	27.14	26.89	5.41	118.03	97.78	328.45	253.34	
8.78	5.18	14,658	35.15	34.31	6.08	115.07	95.37	831.26	248.52	
7.81	5.02	36,885	38.42	37.89	12.87	121.43	90.92	932.59	266.69	
...	
8.37	6.46	...	...	...	5.89	98.57	77.77	642.69	186.27	
8.68	6.30	...	...	...	5.38	95.61	78.46	757.60	201.13	
9.49	6.11	...	94.83	94.83	9.26	92.68	75.90	797.42	196.26	
...	...	...	...	...	5.75	91.89	77.26	711.00	220.27	
...	...	...	...	...	6.75	86.03	71.69	723.92	204.78	
...	...	...	...	...	8.00	87.65	73.18	739.30	211.24	
5.82	3.93	33,976	36.44	22.75	5.77	102.47	81.69	609.49	213.56	
7.43	5.67	49,113	...	...	...	127.34	94.18	683.37	232.36	
12.90	10.36	49,831	36.84	...	...	111.39	84.90	811.58	218.83	
...	...	...	...	...	4.72	91.98	76.82	667.56	197.70	
...	...	...	...	...	4.80	88.25	78.30	611.83	198.68	
...	...	...	...	...	6.03	99.32	81.60	719.29	240.53	
7.56	7.55	...	...	...	8.17	80.67	69.52	874.98	224.18	
7.79	7.79	...	...	...	5.23	78.45	63.44	1,062.48	239.11	
8.20	6.18	...	...	...	7.77	79.06	69.12	1,132.96	240.98	
...	
...	...	...	...	...	...	58.38	51.92	...	...
3.70	2.70	4,791	23.00	23.76	...	55.67	44.37	823.99	212.45	
3.16	3.16	...	...	...	...	55.79	44.18	879.67	217.54	
3.26	3.26	...	...	...	12.79	59.12	47.64	923.38	223.35	
...	...	...	...	...	4.89	54.53	44.41	696.96	202.31	
...	...	...	...	...	4.74	53.49	43.00	654.45	194.93	
...	...	...	...	...	6.23	52.94	42.73	634.12	185.55	
...	...	...	...	...	5.35	47.58	42.97	981.00	...	
...	...	...	...	...	4.25	49.97	45.32	1,168.00	...	
...	...	...	...	...	6.39	50.17	45.69	1,168.00	...	
12.00	...	...	...	...	...	54.18	43.93	1,085.37	258.22	
14.08	...	...	...	...	...	56.29	44.24	1,025.84	251.83	
13.68	...	...	...	...	...	67.08	53.24	1,404.49	291.31	
5.43	5.06	...	...	...	5.11	59.61	50.70	627.54	211.66	
5.46	5.00	...	...	...	5.20	59.12	50.77	724.74	222.31	
5.36	5.74	...	...	...	10.23	57.49	49.07	702.36	210.75	

a Information not available.

b This is the rate for English Patent Fuel.

c Excludes freight over home line.
d Includes the Dharwad Railway up to the 30th September 1919.
e Old sleepers used for lighting purposes.
f Includes the Dharwad Railway from the 1st October 1919.

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

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

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						Actual quantity in tons.
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3 1/2" GAUGE—concl'd.									
Burma ...	Wales and Bengal...	{ 1919-20 1920-21 1921-22	...	...	...	95,402 148,035 150,970	29'63 28'33 29'09	a a a	164,092 23,178 84,023
Dibru-Sadiya ...	Assam ...	{ 1919-20 1920-21 1921-22	...	...	...	10,482 10,500 10,599	8'50 8'50 8'50	a a a	...
Eastern Bengal ...	Bengal and Bihar and Orissa.	{ 1919-20 1920-21 1921-22	...	...	...	114,592 119,292 120,797	9'77 10'37 12'29	4'00 4'21 6'72	...
Gondal ...	Bengal and Bihar and Orissa.	{ 1919-20 1920-21 1921-22	...	...	...	15,921 15,545 18,492	17'26 21'11 21'04	5'23 5'94 6'50	98 175 141
Nizam's Guaranteed State.	Hyderabad ...	{ 1919-20 1920-21 1921-22	...	...	...	45,419 41,800 42,271	9'43 10'31 11'33	5'75 6'75 8'00	...
Jamnagar ...	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	2,264 2,455 3,871	19'49 18'89 21'41	5'39 4'81 5'59	12 14 18
Jodhpur-Bikaner ...	Bihar and Orissa and Rajasthan.	{ 1919-20 1920-21 1921-22	...	...	...	54,454 60,140 60,510	15'27 15'89 19'21	5'00 6'52 8'09	287 781 419
Junagad State ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	5,158 6,510 5,213	19'67 19'93 20'15	4'14 4'48 6'00	44 51 53
Madras and Southern Mahratta, a.	Bihar and Orissa and Hyderabad.	{ 1919-20 1920-21 1921-22	...	...	...	176,195 184,599 153,114	18'43 18'23 16'65	5'94 5'79 7'56	40,394 39,207 34,646
Morvi ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	5,658 5,471 6,580	18'00 18'70 20'30	5'25 6'00 7'50	65 51 74
Mysore d	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	7,994 13,436 16,792	a a 26'59	a a 9'00	180 242 277
Bohlikund and Kuzson.	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	29,814 29,113 23,184	12'28 11'15 18'50	5'00 3'82 5'17	...
South Indian	Africa, Australia, and Bihar and Orissa.	{ 1919-20 1920-21 1921-22	...	...	...	122,332 143,294 147,862	21'50 23'02 30'95	5'14 4'70 5'87	59,773 55,742 69,825
Udaipur-Chitorgarh...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	1,837 1,368 1,550	16'74 16'26 18'33	6'50 6'75 6'75	23 23 50
2' 6" GAUGE.									
Ahmadpur-Katwa ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	1,124 1,227 1,534	6'50 5'54 10'65	4'09 a 7'94	...
[Ambaji-Taranga Light.]		1919-20	...	...	...	107	24'90	a	9
Arkan Light ...			...	...	...	a	a	a	...

DIX 13—contd.

per ton during the financial years 1919-20 to 1921-22.

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

Locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea.	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0.55 ton of oil-fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.		Actual quantity in tons.	Oil-Fuel.			(Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0.55 ton equals 1 ton of coal.)	Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.		Per 1,000 gross ton-miles.
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.	Rs.					17		18	19	20	21
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
6.88	5.98	..	..	..	a	57.16	45.80	605.40	186.78	
6.73	5.73	..	..	..	a	64.05	50.98	726.05	215.56	
6.50	5.50	..	..	..	a	64.55	51.48	707.62	214.27	
..	..	..	..	..	a	91.02	60.83	a	a	a Information not available.
..	..	..	..	..	a	93.76	62.50	a	a	
..	..	..	..	..	a	92.85	63.35	a	a	
..	..	..	..	..	4.00	71.83	53.00	a	a	
..	..	..	..	..	6.21	71.37	52.80	1,090.06	327.14	
..	..	..	..	..	6.72	74.40	55.57	1,072.06	314.88	b Includes figures for Kharva-Bagerhat Railway.
..	..	..	..	..	4.29	65.12	54.60	1,336.96	345.74	
12.00	12.00	..	..	..	7.34	64.54	55.30	1,360.27	346.87	
12.00	12.00	..	..	..	a	66.83	56.54	1,346.88	352.44	
12.00	12.00	..	..	..	5.75	72.54	62.37	1,062.83	300.06	
..	..	..	..	..	6.75	70.48	59.30	1,049.41	275.23	
..	..	..	..	..	8.00	73.20	61.51	1,009.13	274.17	
..	..	..	..	..	5.41	59.43	50.14	1,464.31	324.41	
11.05	11.05	..	..	..	4.83	69.41	55.34	1,845.96	364.57	
11.06	11.06	..	..	..	a	77.79	63.98	2,169.40	436.66	
14.84	14.84	..	..	..	5.04	53.68	47.87	756.33	210.30	
10.12	10.12	..	..	..	6.55	57.62	51.51	837.79	223.58	
12.09	12.08	..	..	..	8.16	56.37	49.77	788.75	216.01	
18.42	18.42	..	..	..	4.21	54.58	44.25	1,273.02	294.16	
9.98	9.93	..	..	..	4.34	62.45	54.11	1,499.22	327.42	
9.48	9.48	..	..	..	9.00	54.34	45.52	1,321.52	274.26	
9.91	9.91	..	..	..	4.75	66.05	57.47	1,048.88	280.08	
7.58	6.68	..	..	..	6.67	66.80	57.61	1,072.68	294.21	c Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways up to the 30th September 1919.
7.76	6.78	..	..	..	10.69	63.02	54.14	1,104.88	281.79	
8.75	7.75	..	..	..	5.30	61.80	60.40	a	a	
11.20	11.20	..	..	..	6.10	57.17	55.98	a	a	
13.50	13.50	..	..	..	6.00	71.00	65.50	a	a	
6.30	6.30	..	..	..	55.42	55.21	a	a		
a	a	..	..	..	a	a	a	a	a	
a	a	..	..	..	9.00	63.40	58.91	2,096.81	336.04	d Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways from the 1st October 1919.
11.30	11.30	..	..	..	5.00	61.05	47.39	800.29	235.26	
..	..	..	..	..	3.82	61.23	46.53	764.09	230.84	
..	..	..	..	..	7.73	61.65	46.18	753.39	230.62	
7.32	6.07	..	..	..	7.48	55.38	48.23	354.69	222.01	
7.23	7.19	..	62.82	60.00	6.89	58.31	51.18	1,029.79	250.46	
8.30	8.28	5	61.30	60.00	9.14	61.53	54.18	1,083.03	257.47	
8.30	8.28	..	61.30	60.00	6.80	55.43	51.12	1,543.27	282.20	
7.62	7.62	..	..	..	6.83	41.00	37.90	1,459.47	213.35	
7.10	7.10	..	..	..	13.23	33.66	31.46	1,632.86	196.68	
7.20	7.20	..	..	..	4.09	33.96	27.63	a	a	
..	..	..	..	..	a	25.02	22.02	a	a	
..	..	..	..	..	7.94	59.16	33.13	a	a	
..	..	..	..	..	a	31.40	a	a	a	e Working suspended with effect from the 4th December 1920.
16.06	16.06	..	..	..	a	a	a	a	a	
..	..	..	..	..	a	a	a	a	a	
..	..	..	..	..	a	a	a	a	a	

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

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

Railways.	Source of supply.	Year.	Description of fuel, with the actual quantity consumed						Actual quantity in tons.
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
2' 6" GAUGE—contd.									
Arrah-Sasaram Light	"	...	...	...	...	a	a	a	...
Bankura-Damodar River.	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	8,162 2,458 2,758	5'85 4'70 5'58	4'26 c 7'94	...
Baraset-Basirhat Light.	"	...	...	...	...	a	a	a	...
Baroda State	Bengal, and Bihar and Orissa.	1921-22	171	48'58	48'00	6,592	23'92	7'54	281
Barul Light	Bengal	{ 1919-20 1920-21 1921-22	...	...	...	5,885 4,781 4,620	16'52 14'75 16'66	5'00 3'25 5'50	9 18 17
Bengal Provincial	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	2,130 1,684 3,001	7'00 7'29 9'50	3'69 4'41 5'60	...
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	{ 1919-20 1920-21 1921-22	...	...	...	7,913 8,110 1,558	15'48 15'57 17'59	3'79 4'59 4'50	228 216 45
Bukhtarpur-Bihar Light.	"	...	...	...	...	a	a	a	...
Bardwan-Katwa	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	1,191 1,377 1,689	6'62 5'54 10'65	4'21 c 7'24	...
Champaner-Shivrajpur-Fani Light.	Bihar and Orissa, Central India and Central Provinces and Bengal.	{ 1919-20 1920-21 1921-22	...	...	...	1,169 1,433 1,012	17'43 17'56 20'07	5'25 5'25 6'10	18 13 9
Catoh State	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	a 451 883	a 27'75 48'50	a c c	5 5
Dahal-Bohtas Light	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	2,439 2,293 2,195	9'31 12'34 14'90	5'75 5'75 10'00	...
Dholpur-Bari	Bihar and Orissa	{ 1919-20 1920-21 1921-22	...	...	...	1,207 1,241 1,328	13'44 13'49 20'13	6'99 6'60 12'15	1 3 6
Great Indian Peninsula.	Bengal, Bihar and Orissa and Central Provinces.	{ 1919-20 1920-21 1921-22	...	...	...	18,634 12,825 12,712	9'48 8'16 9'34	4'96 4'54 5'90	...
Godhra-Lenavada	Bihar and Orissa, Central India and Central Provinces and Bengal.	{ 1919-20 1920-21 1921-22	...	...	...	429 729 563	16'29 16'79 18'24	5'25 5'25 6'16	19 11 12
Bengal Nagpur	Bihar and Orissa and Central Provinces.	{ 1919-20 1920-21 1921-22	...	...	...	51,881 54,295 55,530	7'08 7'01 5'07	4'07 4'24 5'09	...
Jacobabad-Kashmer, Kohat-Thal, Khanai-Hindubagh, Nowshera-Durgal, and Larkana-Jacobabad.	Bihar and Orissa, Baluchistan and the Punjab.	{ 1919-20 1920-21 1921-22	29 2,545	37'68 c	13'88 c	7,821 6,740 7,356	15'91 15'23 c	5'25 5'29 6'78	290 ...

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

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

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by						Actual quantity in tons.
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
2 6" GAUGE—consolid.									
Jomoro-Jhenidah ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	1,320 1,485 1,527	6-23 7-81 12-92	a a 7-94	...
Kalighat-Falta ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	2,090 2,537 2,755	10-25 8-00 12-67	a a 7-94	...
Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Panjab.	{ 1919-20 1920-21 1921-22	...	...	...	10,142 10,328 10,585	15-97 15-47 16-57	5-25 5-29 6-73	197 185
Khulna-Bagerhat ...	Bengal and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	454 510 583	8-60 7-26 8-48	4-31 4-32 5-25	...
Kolar District and Bangalore-Chik Bal- apur Light	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	2,124 1,759 2,494	a 21-16 26-59	a 5-37 9-00	100 49 51
Madaya Light ...	...	{ 1920-21 1921-22	...	...	...	...	...	...	1,630 1,630
South Indian ...	Bihar and Orissa and Hyderabad.	{ 1919-20 1920-21 1921-22	...	...	...	2,586 2,323 2,694	19-32 21-27 30-35	5-18 3-71 5-48	574 459 974
Morvi ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	14	49-32	25-68	694 642 684	18-00 16-70 20-30	5-25 6-00 7-50	9 7 7
Nadiad-Kapadvaj ...	Bihar and Orissa, Central India, Central Provinces and Bengal.	{ 1919-20 1920-21 1921-22	...	...	...	1,007 1,118 1,103	16-58 17-15 18-21	5-25 5-25 6-36	12 12 9
Shahdara (Delhi)- Saharanpur Light.	...	...	...	...	...	a	a	a	...
Texpore-Balipara ... Light.	Assam	{ 1919-20 1920-21 1921-22	...	...	...	861 771 642	17-71 20-25 21-93	a a a	...
Trans-Indus (Kala- bagh-Bannu).	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	21,656 22,424 15,909	15-91 16-11 22-46	5-25 5-29 6-73	...
2'0" GAUGE.									
Parjooling-Himalayan	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	9,185 9,374 9,113	11-39 12-06 12-06	5-00 4-50 4-50	...
Gwallor Light ...	Bihar and Orissa ...	{ 1919-20 1920-21 1921-22	...	...	...	5,838 5,474 5,004	13-67 14-43 20-45	5-37 5-50 11-00	23 8 5
Howrah-Amra Light	"	...	...	...	...	a	a	a	...
Howrah-Sheakhala Light.	"	...	...	...	...	a	a	a	...
Jagadhri Light ...	Bengal ...	{ 1919-20 1920-21 1921-22	...	...	...	116 163 150	14-09 18-00 23-46	6-00 5-00 12-00	...
Jorhat (Provincial)	Assam	{ 1919-20 1920-21 1921-22	...	...	...	1,192 1,335 1,600	17-36 17-36 19-50	12-36 12-36 14-44	...

DIX 12—contd.

per ton during the financial years 1919-20 to 1921-22.

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

Locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal and oil-fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2 1/2 tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0.55 ton of oil-fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.		Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.	Rs.					
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	o	31.71	22.60	a	o	a Information not available.
...	...	...	...	...	7.94	35.44	23.75	a	o	
...	...	...	...	...	...	42.14	27.41	a	o	
...	...	...	...	...	o	38.50	30.28	a	o	
...	...	...	...	...	7.94	62.12	35.55	a	o	
...	...	...	...	...	...	60.21	33.78	a	o	
...	...	...	...	...	5.25	64.25	41.24	3,387.92	714.48	
...	8.28	...	...	...	o	70.15	47.08	3,546.58	773.04	
...	9.35	...	...	...	o	58.92	46.86	4,107.42	721.91	
...	...	...	...	...	4.31	34.11	30.98	a	o	
...	...	...	...	...	4.22	33.55	30.50	3,800.20	303.87	
...	...	...	...	...	5.26	30.48	27.45	b	o	b Included in the L. E. R. & S. gauge.
...	...	...	...	...	o	40.90	33.90	2,233.69	460.30	
...	11.00	...	...	...	20.90	31.73	27.24	a	o	
...	11.50	...	...	...	9.00	40.39	35.71	2,533.15	514.71	
...	8.00	...	...	...	o	a	a	a	a	
...	5.00	...	...	...	o	a	a	a	a	
...	7.64	...	...	...	6.32	38.50	38.49	2,408.54	350.89	
...	8.05	...	...	...	10.70	54.42	33.86	3,958.38	507.42	
...	6.82	...	...	...	7.06	41.36	41.30	2,905.35	332.70	
...	10.20	...	...	...	5.30	39.30	35.50	a	a	
...	13.50	...	...	...	6.10	30.34	36.71	a	a	
...	6.30	...	...	...	6.00	43.20	40.80	a	a	
...	11.31	...	...	...	o	55.11	46.84	a	a	
...	15.01	...	...	...	o	60.73	52.35	a	a	
...	12.58	...	...	...	6.44	61.17	55.21	2,708.54	439.53	
...	...	...	...	...	o	o	o	o	o	
...	...	...	...	...	o	52.37	a	a	a	
...	...	...	...	...	o	53.42	a	a	a	
...	...	...	...	...	o	45.84	a	a	a	
...	...	...	...	...	5.25	100.13	78.19	3,199.41	631.73	
...	...	...	...	...	o	109.12	91.87	3,304.75	926.24	
...	...	...	...	...	o	163.69	96.97	3,083.66	836.71	
...	...	...	...	...	5.00	38.09	40.71	a	a	
...	...	...	...	...	13.08	a	a	a	a	
...	...	...	...	...	12.06	75.53	63.66	a	a	
...	...	...	...	...	5.68	55.14	48.68	a	a	
...	6.00	...	...	...	5.75	50.02	44.45	a	a	
...	6.00	...	...	...	6.30	46.41	41.33	a	a	
...	...	...	...	...	o	o	o	o	o	
...	...	...	...	...	o	o	o	o	o	
...	...	...	...	...	6.00	20.42	10.21	a	a	
...	27.00	...	...	...	23.00	27.35	13.97	a	a	
...	27.00	...	...	...	20.80	25.79	17.35	a	a	
...	...	...	...	...	12.36	51.80	a	a	a	
...	...	...	...	...	12.36	58.28	a	a	a	
...	...	...	...	...	19.50	77.97	a	a	a	

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

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

Railways	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by						Actual quantity in tons.
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		
Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.		At pit's mouth.					
1	2	3	4	5	6	7	8	9	10
2' 0" GAUGE—conold.									
Kulasekarapatnam Light	Bihar and Orissa	1919-20 1920-21 1921-22	111 111 111	Rs. Rs. Rs.	Rs. Rs. Rs.	107 229 162	34-28 34-08 39-90	5-00 5-00 5-00	637 193 3
Natherau Light	Bengal and Bihar and Orissa.	1919-20 1920-21 1921-22	a a a	a a a	a a a	a a a	a a a	a a a	a a a
Mysore Light	Bihar and Orissa	1919-20 1920-21 1921-22	254 262 446	a a a	a a a	254 262 446	a 23-98 26-59	a 5-97 9-00	19 8 14
Pipar-Bihara Light	Bihar and Orissa	1919-20 1920-21 1921-22	a a a	a a a	a a a	251 264 247	18-95 14-23 17-64	5-00 5-00 6-00	1 2 3
Tamsar-Tirodi Light	Bihar and Orissa	1919-20 1920-21 1921-22	a a a	a a a	a a a	2,702 2,682 3,539	10-36 10-48 11-17	3-42 3-54 4-28	a a a
Trivellore Light	a	1921-22	a	a	a	a	a	a	a
TOTAL		1919-20 1920-21 1921-22	860 586 710,666	a a a	a a a	6,053,492 6,287,068 5,478,902	a a a	a a a	322,422 214,909 245,635

DIX 13—concl.

per ton during the financial years 1919-20 to 1921-22.

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

locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0.55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0.55 ton of oil-fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.		Actual quantity in tons.	Oil-Fuel.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Average cost per ton.							
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
11-85	10-00	...	...	...	19-10	19-30	19-30	6,869-37	2,226-26	
18-19	12-75	...	...	...	11-76	14-64	14-64	4,131-59	1,562-68	
18-78	13-25	...	...	...	5-18	8-69	8-69	2,397-46	1,037-21	
...	...	...	...	...	a	a	a	a	a	a Information not available.
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	a	a	a	a	a	
a	a	...	...	...	a	27-70	19-30	a	a	
12-00	12-00	...	...	...	23-59	29-77	19-61	a	a	
11-50	11-50	...	...	...	9-00	36-37	23-15	a	a	
...	...	...	...	...	5-02	23-51	23-49	2,308-93	769-06	
9-25	9-25	...	...	...	5-03	26-14	26-14	3,194-63	932-19	
12-31	12-31	...	...	...	6-09	30-25	30-25	2,809-66	927-63	
12-20	12-20	...	...	...	3-42	a	a	a	a	
...	...	...	...	...	3-54	a	a	a	a	
...	...	...	...	...	4-23	a	a	a	a	
...	...	...	...	...	...	a	a	a	a	
...	...	2	13-33	...	...	...	...	...	...
...	...	53,018	...	...	...	...	...	...	...
...	...	68,828	...	...	...	...	...	...	...
...	...	86,675	...	...	...	...	...	...	...

Quantity of Indian coal mined during the calendar years 1899 to 1921, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1899	1900	1901	1902	1903	1904	1905	1906
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	225,023	210,736	254,100	221,090	230,328	260,705	277,065	295,690
Baluchistan	15,822	25,281	24,056	39,630	45,900	40,907	41,725	43,164
Bengal	4,085,205	4,978,492	5,487,535	6,329,236	6,361,212	7,003,690	7,394,103	8,017,200
Bihar and Orissa	"	"	"	"	"	"	"	"
Burma	9,105	10,120	12,466	15,302	9,206	1,105	"	1,222
Central India	164,600	164,460	164,302	171,530	193,277	195,774	187,701	170,208
Central Provinces	150,576	172,842	191,516	198,981	189,154	139,027	147,265	92,640
Kashmir	"	"	"	1,000	999	270	"	"
Madras	"	"	"	"	"	"	"	"
Nizam's Territory	401,316	469,201	421,318	455,424	302,733	410,546	454,294	467,024
North-West Frontier Province	"	"	"	"	"	"	"	"
Punjab	21,835	74,083	67,730	55,373	45,704	45,594	62,622	73,113
Rajputana (Bikaner)	4,240	9,350	12,004	16,503	21,764	45,078	42,064	52,371
Salted Provinces	"	"	"	"	"	"	"	"
Total	5,093,260	6,118,692	6,635,727	7,424,402	7,436,336	8,216,706	8,617,739	9,783,551
Quantity of Indian coal consumed by the locomotives on the railways in India.								
	1,500,771	1,868,061	1,856,631	2,091,993	2,203,839	2,447,841	2,666,530	2,963,279
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	672,311	1,030,709	1,167,992	974,002	1,235,318	1,447,867	1,635,263	1,539,793
To ports outside of India, including Burma	467,206	711,674	845,963	726,316	723,373	606,385	1,144,680	1,364,722
Quantity of foreign coal imported into India—								
From the United Kingdom	†400,451	†917,710	†112,519	†108,574	†133,711	†174,705	†167,700	†199,213
From other countries	†112,004	†48,939	†79,108	†20,773	†30,629	†77,169	†50,024	†27,139

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

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported quantity of foreign coal imported into India, during the calendar years 1899 to 1912 and years 1913-14 to 1921-22.

1897	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	
19	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
285,795	278,224	305,563	297,236	304,693	297,160	270,862	305,160	311,236	287,315	301,420	294,694	291,724	225,535	212,464	
42,489	45,212	52,449	52,614	45,707	54,206	52,932	49,234	43,607	42,163	40,795	42,125	34,229	32,941	24,627	
9,063,246	11,552,911	10,680,911	10,778,520	11,428,904	4,306,120	4,649,985	4,224,657	4,975,480	4,902,379	4,631,871	5,302,285	5,777,622	4,207,493	4,289,642	
					0,122,285	10,227,557	10,661,062	10,718,155	10,767,633	11,032,419	12,190,000	12,119,812	11,975,626	12,600,811	
								25				1,500		300	
178,588	155,107	121,546	180,400	143,567	149,921	149,978	122,908	139,690	200,285	199,407	199,975	182,141	159,061	164,974	
124,089	218,799	239,100	220,487	211,618	233,996	235,651	244,745	253,118	287,822	371,408	481,470	497,021	481,205	712,914	
414,221	444,211	448,692	506,173	505,390	481,623	522,122	555,991	536,224	615,200	620,629	659,122	662,199	694,000	698,729	
	90	96	90	140	60	90	94	80	75	215	240	20			
60,749	54,704	37,208	49,189	30,575	39,409	51,040	54,202	7,911	47,449	49,599	50,418	48,202	52,075	67,242	
28,063	21,207	11,449	12,744	14,761	19,291	18,781	17,211	17,796	19,941	6,045	11,284	14,799	14,216	24,221	
11,247,329	12,769,625	11,670,114	12,047,412	12,715,623	14,706,229	16,209,009	16,464,263	17,108,522	17,264,200	19,212,918	20,722,499	22,629,027	17,961,274	19,202,519	
							1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22
3,265,444	3,289,329	3,067,820	3,801,248	4,222,919	4,690,612	4,702,479	4,948,375	5,149,108	5,459,442	5,616,725	5,290,165	6,044,422	6,267,606	5,679,202	
1,265,086	2,124,042	1,716,823	1,661,222	1,904,088	1,757,075	1,244,485	1,499,714	206,220	72,467	24,109	12,429	164,772	664,979	679,679	
1,040,242	1,045,006	912,154	1,291,249	1,263,971	1,226,229	1,209,678	1,041,229	1,242,520	1,269,004	42,746	240,456	282,205	1,228,229	219,682	
127,176	172,463	121,262	121,516	145,042	144,206	210,225	177,287	21,987	6,229			26,591	2,419	9,979	
174,412	1211,240	1179,129	154,744	172,226	1215,267	622,109	242,262	194,222	45,029		Information not available.	60,227	21,247	77,222	1,227,225

Details of working of State collieries, worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Bamgarh	East Indian and Bengal Nagpur railways.	Bihar and Orissa.	1919-20	14,87,912	850,749	44,018	68,577	458,344
			1920-21	16,81,978	407,880	28,786	52,709	488,825
			1921-22	20,38,560	411,492	7,113	78,014	491,619
Kurharbaree and Serampore...	East Indian Railway.	Bihar and Orissa.	1919-20	29,99,669	681,823	82,113	93,027	806,961
			1920-21	29,47,243	579,546	68,321	76,537	744,404
			1921-22	32,18,374	515,919	17,247	97,706	630,873
Mohpani	Great Indian Peninsula Railway.	Central Provinces.	1919-20	10,29,870	60,018	25,405	1,249	86,672
			1920-21	10,18,995	64,645	19,988	528	85,061
			1921-22	9,83,729	67,797	18,966	1,184	87,967
Kargali	Great Indian Peninsula Railway.	Central Provinces.	1919-20	21,59,149	278,417	6,799	8,390	288,506
			1920-21	21,57,204	311,521	8,782	14,698	339,946
			1921-22	25,23,718	343,608	7,060	8,897	359,585
Khost	North Western Railway.	Baluchistan	1919-20	2,46,447	2,464	1,027	13,617	17,108
			1920-21	2,76,199	1,574	308	16,324	18,205
			1921-22	2,73,796	2,985	...	20,764	23,749
Khost pressed fuel factory	North Western Railway.	Baluchistan	1919-20	29,576	...	...	...	8,493
			1920-21	27,388	...	...	...	10,877
			1921-22	25,306	...	...	...	12,681
So	North Western Railway.	Baluchistan	1919-20	8,95,127	3,290	80	1,537	4,897
			1920-21	9,98,876	649	...	...	649
			1921-22	...	...	...	...	...

* Dust coal.

DIX 15
 either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on Capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
457,561	9,91,580	9,91,580	—	—	3,500	131	2	4	
688,707	10,92,579	10,92,579	—	—	4,180	127	2	7	
490,979	11,66,007	11,66,007	—	—	4,280	115	2	3	
768,529	25,07,041	25,07,041	—	—	8,839	91	3	16	
707,181	24,06,257	24,06,257	—	—	8,811	89	3	10	The decrease in the capital outlay in 1920-21 is due to credits to the Sinking Fund.
609,898	30,14,457	30,14,457	—	—	8,205	77	4	16	
84,944	4,52,899	7,41,935	-2,89,036	—	1,632	59	2	10	
87,415	4,49,165	8,99,961	-4,50,796	—	1,321	47	1	9	The decrease in the capital outlay in 1920-21 and 1921-22 is due to credits to the Sinking Fund.
86,877	4,97,999	9,47,580	-4,50,481	—	1,380	44	1	14	
298,193	7,44,504	7,22,637	21,867	101	3,205	90	3	1	
341,148	8,61,949	8,95,538	-33,589	—	5,684	58	1	3	The decrease in the capital outlay in 1920-21 is due to credits to the Sinking Fund.
254,791	12,38,466	12,07,548	30,918	122	6,266	37	2	1	
17,520	1,91,592	2,67,678	-76,186	—	614	29	1	3	
19,377	2,26,719	3,25,594	-98,875	—	619	35	4	4	The decrease in the capital outlay in 1921-22 is due to adjustment of depreciation charges.
21,758	2,64,597	4,32,940	-1,68,343	—	688	36	19	3	
3,498	1,53,165	1,52,908	257	0.88	16	531	—	—	The decrease in the capital outlay in 1920-21 and 1921-22 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery and also to the Sinking Fund adjustments.
10,877	1,96,176	2,39,378	-43,202	—	37	438	—	—	
12,681	2,27,066	3,38,640	-1,11,574	—	42	578	—	—	
4,135	53,050	1,73,638	-1,18,588	—	194	36	—	—	
1,500	9,943	38,169	-28,226	—	37	18	—	—	This mine worked spasmodically until July 1920 and then work was closed down altogether pending further experiments with the coal.

* Coal issued to railway at cost price.

Rolling-stock under different heads on each

Railway.	ENGINES. Total No. on the line.	COACHING					
		SALOONS, ROYAL AND STATE.			RESERVED CARRIAGES.		
		4-wheeled.	6-wheeled.	Bogie	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	619				36		97
Bombay, Baroda and Central India	394				28	5	5
Eastern Bengal	308				24		9
East Indian	1,300			2	61	2	4
Great Indian Peninsula	1,301				101		5
Madras and Southern Mahratta	308		1	2	16	8	3
Nizam's Guaranteed State	86	5		7	15	1	1
North Western	1,585				104	6	135
Oudh and Rohilkhand	292			15	38		5
South Indian	154				5	2	
Bombay Port Trust	32						
Calcutta Port Commissioners'	57						
Total	6,436	5	1	26	428	24	74
8' 3 1/2" GAUGE.							
Adon	5						
Assam-Bengal	165	1		1	42		9
Bengal and North-Western	344		2	1	15	9	1
Bengal Doon	16				4	1	
Bhavnagar State	24				8		1
Bombay, Baroda and Central India	1,597			1	38		13
Burma	342			2	37	2	18
Dibru-Sadiya	26				2		
Eastern Bengal	356			2	18	11	6
Gondal	23			1	7		1
Jamnagar	6				2		
Jodhpur-Bikaner	133	1	1	3	17		1
Junagad State	15				6		2
Madras and Southern Mahratta	346			7	29		7
Morvi	11			1	3		
Mysore, Birur-Shimoga and Chikjajur-Chitaldrug...	24			1	3		
Nizam's Guaranteed State	80		1	4	4	5	4
Rohilkhand and Kumaon	75				6	3	
South Indian	371			6	9		17
Udaipur-Chitorgarh	6				1		
Total	3,865	2	4	29	239	31	80

* Includes two tourist cars.

† Includes 11 carriages for tourists.

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

DIX 16.

railway on the 31st March 1922.

VEHICLES.

DINING CARS.			FIRST CLASS CARRIAGES.			SECOND CLASS CARRIAGES.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
		7	23		3	23		2
		7	1		4	18		23
		2	10		4	10		2
		9	51		24	51		10
		25	68		20	110		21
		4	23	3	4	26	4	2
			7			10		
		18	87		9	47		
		3	31			28		
			4	1		8		
1		75	250	3	96	331	4	60
		1						
	3		5	27		8	26	
			5	2		6		
		6	45		4	54		1
		1	16		8	25		
			3	13		3		
					10	15		
			1			2		
		5	4			14		
			4			9		
		3	24		6	26		9
						6		
			2			2		
				6			10	
		2	5	3		2	3	
		6	13		25	18		15
			1			1		
	3	26	188	51	55	193	20	25

3 Includes two dining cars for Indian passengers.

Rolling-stock under different heads on each

Railway.	ENGINES.			COACHING				
	Total No. on the line.	SALOONS, ROYAL AND STATE.			RESERVED CARRIAGES.			
		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	
	2	3	4	5	6	7	8	
2' 6" GAUGE.								
Ahmadpur-Katwa	4							
Arakan Light...	3							
Arrah-Sasaram Light	6				1			
Bankura-Damoodar River	6							
Baraset-Basirhat Light	8				1			
Baroda State	23						1	
Barai Light	17						1	
Bengal-Nagpur	116				9		8	
Bengal Provincial	8				1			
Bombay, Baroda and Central India	7							
Buxtiarpur-Bihar Light	5							
Burdwan-Katwa	4							
Champaner-Shivrajpur-Panaji Light	5							
Cutch State	8						1	
Debri-Robtas Light	5							
Dholpur-Barl	6						1	
Dhond-Baramati	2							
Eastern Bengal	10				2			
Ellichpur-Yeotmal	18							
Futwah-Islampur	8							
Godhra-Lunsvada	8							
Jacobabad-Kushmor, Kohat-Thal and Nowshera-Durgal	26				8		1	
Jessore-Jhenidah	6							
Kalighat-Falta	5							
Kalka-Simla	22				1		4	
Khanal-Hindubagh	5				1			
Kolar District and Bangalore-Chik Ballapur Light	7				1			
Madsya Light	7		1					
Mayurbhanj	8							
Morvi	6				1		2	
Nadiad-Kapadvanj	4							
Pachora-Jamner	2							
Parlakmedl Light	8							
Pulgaon-Arvi								
Shahdara (Delhi)-Sahasrpur Light	10							
South Indian	11				1			
Terpore-Balipara Light	5							
Trans-Indus (Kelabagh-Bannu)	37						1	
Total	421	4		2	23		21	
2' 6" GAUGE.								
Darjeeling-Himalayan	26				8		6	
Gwalior Light	21						1	
Howrah-Amta Light	17				1			
Howrah-Shoakhala Light	8							
Jagadhri Light	2							
Jorhat (Provincial)	8							
Kulasekarapatnam Light	6							
Matheran Light	5							
Mysore Light	4							
Pipar-Bilera Light	2							
Trivellore Light	8							
Tumsar-Tirodi Light	13							
Total	110	2		2	9		7	
Grand Total	531	6		4	32		28	

* Figures for 1920-21 repeated as those for 1921-22 are not available.

DIX 16—contd.

railway on the 31st March 1922.

VEHICLES—contd.

DIXING CARS.			FIRST CLASS CARRIAGES.			SECOND CLASS CARRIAGES.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
...
...	2	...	...	...	...	...
...	3	...	...	9	...	...
...	1	...	...	2	...	...
...	2	...	...
...	1	...	...	...	...	...
...	1	...	...
...	3	...	...	1	...	...
...
...	2	...	...	...	2	...
...	1	...	...	...	2	...
...	2	...	...	...	...	...
...	3	...	...
...
...	3	...	...	...	...	...
...	1	...	...
...	18	...	16	7	...	12
...	6	...	4	7	...	3
...	7	6	...	1
...	...	1	...	...	1	...	...	...
...	14	...	4	7	...	...
...
...
...
...	...	1	20	...	16	20	...	4
1	3	103	426	54	163	551	43	103

Rolling-stock under different heads on each

COACHING

Railway.	INTERMEDIATE CLASS CARRIAGES.			THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.					THIRD	
	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.			4-wheel- ed.
							4-wheel- ed.	Bogie.		
18	19	20	21	22	23	24	25	26	27	
<i>B' 6" gauge.</i>										
Bengal-Nagpur	21	...	29	231	...	291	22	...	62	
Bombay, Baroda and Central India	...	...	...	60	11	329	8	9	10
Eastern Bengal	22	...	8	131	...	147	...	...	23
East Indian	47	...	45	504	...	300	98	...	16	
Great Indian Peninsula	...	...	2	448	...	325	30	...	98
Madras and Southern Mahratta	4	...	...	254	...	95	37	...	60
Nizam's Guaranteed State	...	...	...	23	...	15	...	...	2
North Western	98	...	21	225	...	345	380	265	6	
Oudh and Rohilkhand	31	...	8	111	...	41	136	129	2	
South Indian	...	...	...	54	...	88	...	...	28
Bombay Port Trust	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
Total	228	...	118	2,041	11	1,976	711	403	301	
<i>B' 8½" gauge.</i>										
den	...	...	...	...	...	4	...	...	...
Assam-Bengal	...	...	...	...	...	150	...	...	...
Bengal and North-Western	6	32	4	160	127	3	...	...	11
Bengal-Doon	...	...	...	3	16	6	...	...	...
Bhavnagar State	...	...	...	44	...	25	1	...	2
Bombay, Baroda and Central India	15	...	4	377	...	521	4	3	24	
Burma	...	...	...	245	...	281	5	1	17
Dibru-Sadiya	...	...	...	5	3	...	...	...	...
Eastern Bengal	35	...	10	169	...	245	...	...	...
Gondal	...	...	...	46	...	12	...	...	2
Jamnagar	...	...	...	14	...	3	...	...	...
Jodhpur-Bikaner	20	...	3	59	...	64	...	...	...
Junagad State	...	...	...	11	...	19	...	...	2
Madras and Southern Mahratta	...	...	...	192	...	200	1	...	167
Morvi	...	...	...	28	...	10	...	...	1
Mysore, Birur-Shimoga and Chickajalur-Chitaldrug	...	...	...	12	...	31	...	...	10
Nizam's Guaranteed State	...	...	...	...	50	29	...	...	...
Rohilkhand and Kumaon	...	...	...	68	29	60	...	...	2
South Indian	...	...	...	201	1	599	...	...	...
Udaipur-Chitorgarh	1	...	...	23	...	...	...	...	2
Total	80	32	21	1,687	226	2,262	11	4	240	

DIX 16—contd.

railway on the 31st March 1922.

VEHICLES.—contd.

CLASS CARRIAGES WITH BRAKE COMPARTMENTS.				COMPOSITE FIRST AND SECOND CLASS.			COMPOSITE, FIRST, SECOND AND THIRD CLASS (FOR SERVANTS OR OTHERWISE).			Second class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and third class.	Intermediate class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and third class with Mails. (Newspaper, letter sorting.)	Third class with Mails. (Newspaper, letter sorting.)		
6-wheel-ed.	Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.							
28	29	4-wheel-ed.	Bogie.	30	31	32	33	34	35	36	37	38	39	40	41	42
...	...	...	...	...	...	47	...	42	...	...	6	...	20	3	...	11
...	...	...	...	...	...	22	4	61	...	...	14	...	...	...	...	25
...	31	...	...	...	...	38	...	34	...	...	...	...	77	6	6	6
...	30	...	...	...	...	39	...	105	...	...	...	...	155	...	8	52
...	131	...	...	...	...	47	...	44	2	...	137	16	28	3	...	30
...	...	...	...	...	...	55	...	16	...	...	23	...	13	...	...	19
...	...	...	...	...	...	11	...	4	...	...	3	...	...	...	...	4
...	...	...	...	...	...	91	...	...	...	...	247	...	278	...	...	70
...	7	10	...	...	...	33	...	5	5	...	62	...	76	...	...	31
...	8	...	...	...	...	12	...	25	...	...	19	...	...	...	...	2
...
...
...	207	10	...	...	...	395	4	339	7	...	511	16	642	12	12	266
...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	31	...	...	8	...	15	...	...	25
216	258	...	...	...	...	15	18	21	...	...	...	...	78	...	...	30
...	...	...	...	...	...	1	7	...	...	...	...	...	8	...	...	4
...	1	...	...	...	...	4	...	9	...	...	...	3	...	...	...	1
...	...	...	...	...	...	36	...	75	...	...	43	...	10	3	...	40
...	21	1	13	...	...	23	...	28	...	...	44	...	...	...	...	59
...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	9	33	43	...	...	...	...	75	1	2	23
...	1	...	...	...	...	2	...	6	...	...	1	3	...	...	...	1
...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	1
...	15	...	...	...	...	23	...	5	...	...	12	...	...	...	...	17
...	...	...	...	...	...	...	...	5	...	...	...	1	...	...	...	1
...	...	2	...	...	...	45	...	19	...	...	17	...	10	...	...	34
...	...	...	...	...	...	5	...	...	...	...	3	1	...	...	...	3
...	...	...	...	...	...	3	...	6	...	...	6	...	...	...	...	4
3	...	...	...	...	...	...	10	7	...	...	1	...	...	...	...	5
...	...	...	...	...	...	8	3	6	...	...	2	...	10	...	7	1
...	108	...	...	...	...	38	...	60	...	...	42	...	...	...	...	44
...	...	...	...	...	...	4	...	...	...	...	...	...	2	...	...	1
219	414	3	13	220	71	325	...	...	...	179	6	208	4	9	289	

Rolling-stock under different heads on each

Railway.	COACHING									
	INTERMEDIATE CLASS CARRIAGES.			THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.					THIRD CLASS CARRIAGES	
	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.		4-wheel- ed.	6-wheel- ed.
18	19	20	21	22	23	24	25	26	27	28
<i>2' 6" gauge.</i>										
Ahmadpur-Katwa	2	...	...	12	...	...	...	...	...	...
Arakan Light ... ..	...	...	...	...	...	8	...	...	...	...
Arrah-Sasaram Light	3	...	...	14	...	...	...	...	...	...
Bankura-Damodar River	3	...	...	15	...	...	...	...	...	...
Baraset-Rasrhat Light	5	...	...	27	...	8	...	...	...	...
Baroda State ... ..	...	...	...	...	...	80	...	...	...	...
Barri Light ... ..	...	...	...	...	...	32	...	...	...	...
Bengal-Nagpur ... ..	...	...	8	14	...	194	...	...	...	...
Bengal Provincial ... ..	...	...	...	16	...	2	...	...	...	...
Bombay, Baroda and Central India ... ..	...	...	...	...	...	18	...	...	...	...
Buxtharpur-Bihar Light	8	...	...	12	...	...	...	...	...	...
Burdwan-Katwa	8	...	...	18	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light ... ..	...	...	...	...	...	2	...	...	...	...
Cutch State ... ..	...	...	...	...	...	1	...	...	...	...
Dehri-Rohas Light ... ..	...	...	...	4	...	...	...	...	...	...
Dholpur-Bari ... ..	...	...	...	...	...	3	...	...	...	...
Dhond-Baramati ... ..	...	...	...	...	...	4	...	...	...	...
Eastern Bengal	2	...	...	41	...	...	...	...	8	...
Ellichpur-Yeotmal ... ..	...	...	...	...	...	19	...	...	...	...
Futwah-Islampur ... ..	...	...	...	...	...	3	...	...	...	...
Godhra-Lunavada ... ..	...	...	...	...	...	4	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	8	...	...	39	...	23	...	5	...	...
Jessore-Jhenidah ... ..	...	...	...	5	...	2	...	...	...	...
Kalighat-Falta	3	...	...	26	...	3	...	...	...	...
Kalka-Simla ... ..	...	...	...	4	...	17	...	...	...	...
Khanai-Hindubagh ... ..	...	...	...	...	...	...	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light ... ..	...	...	...	...	...	11	...	...	...	...
Madaya Light ... ..	...	...	...	...	...	...	...	...	...	...
Mayurbhanj ... ..	...	...	...	...	...	5	...	...	...	...
Morvi ... ..	...	...	...	10	...	11	...	...	...	...
Nadind-Koprdvanj ... ..	...	...	...	...	...	5	...	...	...	...
Pachora-Jamner ... ..	...	...	...	...	...	2	...	...	...	...
Parlakimedi Light ... ..	...	...	...	...	...	7	...	...	...	...
Pulgaon-Arvi	Included with the	with the	Ellichpur-Yeotmal Railway.	...	...	...	...	...	...	...
Shahdara (Delhi) Saharanpur Light	3	...	...	27	...	...	...	...	6	...
South Indian ... ..	...	...	...	...	...	18	...	...	...	...
Tezporo-Balipara Light ... ..	...	...	...	12	...	...	...	...	...	...
Trans-Judus (Kalabagh-Bannu) ... ..	...	...	...	6	...	39	...	15	...	...
Total	35	...	3	296	...	516	...	20	14	...
<i>3' 0" gauge.</i>										
Darjeeling-Himalayan ... ..	...	...	...	31	...	17	...	...	4	...
Gwalior Light ... ..	...	...	...	23	...	13	...	...	...	...
Howrah-Amra Light	10	...	2	78	...	19	...	...	2	...
Howrah-Sheakhala Light	3	...	...	16	...	5	...	...	...	...
Jagadhri Light ... ..	...	...	...	3	...	...	...	...	...	...
Jorhat (Provincial) ... ..	...	...	...	...	...	...	...	...	...	...
Kulasekarapatnam Light ... ..	...	...	2	...	...	14	...	...	...	...
Matheran Light† ... ..	...	...	...	1	...	17	...	...	...	1
Mysore Light ... ..	...	...	...	6	...	...	...	...	...	...
Pipar-Bilara Light ... ..	...	...	...	...	...	4	...	...	...	...
Trivellore Light ... ..	...	...	...	2	...	1	...	...	11	...
Tumser-Tirodi Light ... ..	...	...	...	...	...	...	...	...	...	...
Total	13	...	4	160	...	95	...	...	17	1
GRAND TOTAL	351	32	141	4,184	337	4,849	722	427	572	220

* Temporarily dismantled.

† Figures for 1920-21 repeated as there for 1921-22 are not available.

Rolling-stock under different heads on ea

COACH

Railway.	BRAKE-VANS WITH		Brake-vans fitted with Malls. (News-paper, letter sorting.)	Com-posite, Malls. (News-paper, letter sorting) and other carriages.)	Other com-posite carriages.	MILITARY CARS.			COLD STORAGE		
	Inter-mediate class.	Third class.				4-wheel-ed.	6-wheel-ed.	Bogie.	INSULATED.		
									4-wheel-ed.	6-wheel-ed.	Bogie.
43	44	45	46	47	48	49	50	51	52	53	54
<i>5' 6" gauge.</i>											
Bengal-Nagpur	7	88	...	14	11	...	...	...	...	...	...
Bombay, Baroda and Central India	...	54	...	...	12	...	...	15	...	...	...
Eastern Bengal	18	20	...	2	42	...	...	...	4	...	...
East Indian	18	117	...	...	39	...	...	20	...	...	...
Great Indian Peninsula	...	...	12	29	15	...	...	80	...	...	...
Madras and Southern Mahratta	...	91	...	...	27	...	...	...	...	...	...
Nizam's Guaranteed State	...	9	...	...	1	...	...	...	...	...	...
North Western	...	182	7	...	35	...	...	16	54	...	...
Oudh and Rohilkhand	...	10	4	...	7	...	...	...	...	...	...
South Indian	...	29	8	...	6	...	...	...	...	...	...
Bombay Port Trust	...	...	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...	...	...
Total	48	525	26	45	195	...	...	181	58	...	...
<i>5' 3 1/2" gauge.</i>											
Aden	...	...	...	...	...	...	...	...	...	...	...
Assam-Bengal	108	...	...	...	45	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...
Bengal Doonars	...	...	...	...	1	...	...	...	...	...	...
Bhavnagar State	...	...	...	...	1	...	...	...	...	...	...
Bombay, Baroda and Central India	...	98	...	...	8	...	...	...	...	...	...
Burma	...	84	...	...	34	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	12	...	...	...	...	...	...
Eastern Bengal	2	34	...	2	25	...	...	...	...	...	...
Gondal	...	3	...	3	...	...	...	...	...	...	...
Jamnagar	...	...	...	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	...	...	...	...	14	...	...	...	...	...	...
Jumna State	...	6	...	...	...	...	...	...	...	...	...
Madras and Southern Mahratta	...	271	...	...	8	...	...	...	...	...	...
Morvi	...	3	...	...	...	...	...	...	...	...	...
Mysore, Birur-Shimoga and Chikjajur-Chitaldrug	...	30	...	...	...	...	...	...	...	...	...
Nizam's Guaranteed State	...	9	...	...	5	...	...	...	...	...	...
Rohilkund and Kumson	...	6	10	...	4	...	...	...	...	...	...
South Indian	...	112	...	...	28	...	...	...	...	...	...
Udaipur-Chitorgarh	...	...	...	...	...	...	...	...	...	...	...
Total	110	656	10	5	185	...	...	...	...	...	...

DIX 15—contd.

railway on the 31st March 1922.

VEHICLES—contd.											LOWER CLASS CARRIAGE PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
REFRIGERATOR.			Brake vans (used exclusively on passenger service).	Mails (News-paper, letter sorting).	Prison vans.	Carriage and Motor vans.	Horse vans.	Luggage vans.	Miscellaneous.	Total coaching vehicles.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.
4-wheel-ed.	6-wheel-ed.	Hogie.												
55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	82	...	...	56	36	24	2	3,139	50	377	111	398
2	64	...	...	30	28	108	...	960	...	343	81	434
...	28	1	...	27	31	55	127	937	12	135	96	343
6	161	18	...	68	100	81	178	2,414	84	456	317	357
...	180	6	4	70	127	121	72	2,406	2	590	230	393
...	27	27	47	...	890	3	316	122	441
...	14	...	...	10	15	1	5	163	...	88	14	59
...	358	...	23	73	160	104	86	3,339	119	1,221	771	3,111
...	157	...	...	6	30	21	8	1,100	29	402	188	699
...	4	...	23	18	21	1	364	...	110	49	159
...
8	989	24	27	389	622	593	479	13,712	309	2,988	1,979	6,370
...	6	...	3	...	3
...	11	20	14	7	488	...	129	103	325
...	5	20	1	...	1,133	42	244	92	378
...	1	6	...	60	...	6	9	15
...	4	5	...	...	130	...	58	...	59
...	14	...	...	...	...	...	...	1,591	19	625	184	328
...	17	...	2	38	59	27	4	1,184	...	398	143	539
1	3	26	27	16	85	1,184	...	398	143	539
...	8	...	...	...	7	...	...	50	...	17	18	39
...	46	2	...	15	22	27	104	1,063	25	333	150	367
...	7	...	...	3	2	...	...	115	...	57	3	50
...	4	...	...	...	1	...	...	32	...	7	1	6
...	6	...	...	5	17	4	6	315	23	123	43	101
...	3	...	...	2	2	...	...	73	...	25	3	28
...	6	27	43	25	9	1,204	...	450	270	679
...	5	...	...	1	4	1	...	76	...	29	9	48
...	4	4	5	...	123	...	53	40	79
...	15	...	...	2	13	...	...	183	...	75	17	23
...	12	...	3	256	2	62	30	94
...	58	...	...	8	24	19	52	1,499	...	486	21	367
...	12	...	...	37	1	24	2	28
1	189	2	12	151	338	199	271	9,569	129	2,330	1,241	4,643

Rolling-stock under different heads on each

Railway.	COACHING										
	BRAKE VANS WITH		Brake-vans fitted with Mails. (News-paper, letter sorting.)	Com-posite Mails. (News-paper, letter sorting) and other carriages.	Other com-posite carriages.	MILITARY CARS.			COLD STORAGE		
	Inter-mediate class.	Third class.				4-wheel-ed.	6-wheel-ed.	Bogie.	INSULATED.		
48	44	45	46	47	48	49	50	51	52	53	54
<i>2' 6" gauge.</i>											
Ahmadpur-Katwa
Arakan Light	2	...	...	...	...	...	...
Arrah-Saaram Light
Bankura-Damoodar River
Baraset-Basrhat Light	3	...	...	1	...	...	...	...	...	...
Baroda State	5	...	...	...	...	...	...	...	...	...
Bari Light	4	...	6	...	...	...	...	...	...
Bengal-Nagpur	40	...	11	6	...	...	...	...	...	...
Bengal Provincial ...	2	...	...	...	2	...	...	...	...	...	...
Bombay, Baroda and Central India	4	...	...	...	...	...	...
Bukhtiarpur-Bihar Light
Burdwan-Katwa
Champamer-Shivrajpur-Pani Light...	2	...	...	...	...	...	...
Cutch State	1	...	...	...	...	...	...
Dehri-Bohtas Light	3	...	...	...	...	...	...	...	...	...
Dholpur-Bari	2	...	...	...	...	...	...
Dhond-Baramati	1	...	...	...	...	...	...
Eastern Bengal ...	2	...	...	...	5	...	...	...	...	...	...
Ellichpur-Yestmal	5	7	...	...	...	...	...	...
Futwah-Islampur	2	...	...	...	...	...	...
Godhra-Lunavada	2	...	...	...	...	...	...
Jacobabad-Kashmer, Kohat-Thal and Nowshera-Durgal.	9	...	...	...	...	...	...	...	...
Jessore-Jhenidah ...	3	1	...	...	1	...	...	...	...	...	...
Kalighat-Falta	1	...	...	...	...	...	...
Kalka-Simla	11	...	...	...	...	6	...	...
Khanai-Hindubagh
Kolar District and Bangalore-Chik Ballapur Light	...	1	...	...	...	...	...	...	...	...	...
Madaya Light
Mayurbhanj	2	...	2	...	...	...	...	...	...
Morvi	2	...	...	...	...	...	...	...
Nadiad-Kapadvanj	2	...	...	...	...	...	...
Pachora-Jamner	1	...	...	...	...	...	...
Parlakimedi Light	1	...	...	...	...	...	...
Pulgaon-Arvi ...	Included with the Ellichpur-Yestmal Railway	...	...	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Sabaranpur Light
South Indian	11	...	...	6	...	...	...	...	...	...
Tespore-Balpara Light	3	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	6	...	...	11	...	...	...	6	...	...
Total	7	70	15	20	71				12		
<i>2' 0" gauge.</i>											
Darjeeling-Himalayan	2	1	8	11	...	...	...	...	...	...
Gwalior Light	17	...	...	4	...	...	...	...	...	...
Howrah-Amta Light ...	2	4	...	...	9	...	...	...	...	...	...
Howrah-Sheakhala Light ...	1	1	...	...	4	...	...	...	...	...	...
Jagadhri Light	1	...	...	...	...	...	...
Jorhat (Provincial)
Kulasekarapatnam Light
Matberan Light† ...	2	...	...	...	2	...	...	...	...	...	...
Mysore Light
Pipar-Bilara Light	2	...	...	...	...	...	...
Trivellore Light
Tumsar-Tirodi Light
Total	5	24	1	8	33						
GRAND TOTAL	165	1,275	52	87	484			181	70		

* Temporarily dismantled.

† Figures for 1920-21 repeated as those for 1921-22 are not available

DIX 16—contd.

railway on the 31st March 1922.

VEHICLES—concl.

LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.

GABS.			Brake-vans (used exclusively on passenger service.)	Mails. (News-paper, letter sorting.)	Prison vans.	Carriage and Motor vans.	Horse vans.	Luggage vans.	Miscellaneous.	Total coaching vehicles.	LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			Total.
REFRIGERATOR.											Inter-mediate class.	Third class.	Composites containing inter-mediate or third class accommodation.	
4-wheel-ed.	6-wheel-ed.	Bogie.	58	59	60	61	62	63	64	65	66	67	68	69
...	19	...	...	...	...
...	10	...	...	...	...
...	2	...	...	...	...	...	23	...	...	...	...
...	27	...	...	...	...
...	45	3	3	...	6
...	1	111	...	...	15	15
...	49	...	7	...	7
...	857	3	162	35	200
...	31	...	...	...	...
...	2	...	...	...	...	...	...	26	...	...	...	...
...	19	...	...	...	...
...	23	...	...	...	...
...	4	...	2	...	4
...	7	...	3	...	3
...	10	...	...	2	7
...	8	...	5	1	6
...	5	...	4	...	...
...	71	...	...	...	...
...	1	34	...	19	12	31
...	5	...	...	...	...
...	6	...	4	...	6
...	105	4	...	...	4
...	2	...	...	...	...	...	...	31	...	...	...	...
...	38	...	...	...	...
...	97	...	23	17	40
...	4	...	...	...	...
...	24	...	3	4	12
...	12	...	...	...	...
...	11	...	...	...	...
...	42	...	6	4	10
...	3	...	...	...	...	...	...	7	...	5	2	7
...	3	...	2	1	3
...	12	...	...	...	...
...	3	...	...	...	...	...	...	...	...	...	...	...
...	43	3	...	...	3
...	35	...	3	10	18
...	15	...	...	...	...
...	100	...	54	23	77
...	3	...	...	...	...	...	...	...	...	...	...	...
...	13	6	...	1	15	6	4	1,467	13	315	130	458
...
...	142	...	3	...	3
...	97	...	5	...	6
...	137	...	9	...	9
...	30	...	4	...	4
...	4	...	...	...	...
...	34	...	...	...	...
...	18	...	...	...	...
...	39	...	...	...	...
...	6	...	...	...	...
...	5	...	...	...	...
...	11	...	...	...	...
...	1	...	...	...	...
...
...	502	...	26	...	26
...
9	1,185	32	38	545	980	809	766	25,240	444	7,809	3,360	11,402

Rolling-stock under different heads on each

[In this statement the few six-wheeled, eight-wheeled, etc., wagons in use on Indian railways]

Railway.	GOODS							
	COVERED GOODS WAGONS, 4-WHEELED.		COVERED GOODS WAGONS, BOGIE.		CATTLE WAGONS.		HIGH-SIDED WAGONS, 4-WHEELED.	
	Ordinary.	Military.	Ordinary.	Military.	4-wheel- ed.	Bogie.	Ordinary.	Military.
70	71	72	73	74	75	76	77	78
<i>5' 6" gauge.</i>								
Bengal-Nagpur	5,896	1,578			30		10,589	556
Bombay, Baroda and Central India	4,468	1,209					1,188	597
Eastern Bengal	4,684	2,409					249	8
East Indian	15,704	6,878			25		8,862	
Great Indian Peninsula	7,444		1,040		4,016		2,282	2,065
Madras and Southern Mahratta	2,915	794			1		1,167	
Nizam's Guaranteed State	108	510					47	1,142
North Western	15,856	6,981		612			2,629	
Oodh and Rohilkhand	4,077	3,530					180	
South Indian	668	310					448	
Bombay Port Trust	247						290	
Calcutta Port Commissioners'	1,064						180	
Total	62,100	24,189	1,040	612	4,072		28,111	4,868
<i>5' 8 1/2" gauge.</i>								
Adon	12							
Assam-Bengal	3,491		100		4		162	
Bengal and North-Western	6,178	1,544	196					
Bengal Doars	861							
Bhavnagar State	82	96			3		12	
Bombay, Baroda and Central India	3,224	2,230	474		104		277	
Burma	4,581		468	82	309	14	31	
Dibru-Sadiya	831						787	
Eastern Bengal	1,968	374	1,445					
Gondal	98	36			2		9	
Jamnagar	40							
Jodhpur-Bikaner	2,180	50	4		38			
Junagad State	108				2		4	
Madras and Southern Mahratta	4,653	220	127				134	
Morvi	29				2		70	
Mysore, Birur-Shimoga and Chickajalur-Chitaldrug	186		17		1		60	
Nizam's Guaranteed State	418	337					244	37
Rohilkund and Kumsan	1,599	247						
South Indian	1,084	370	1,313				565	
Udaipur-Chitorgarh	38	8						
Total	80,585	5,312	4,144	82	460	14	2,335	37

DIX 16—contd.

railway on the 31st March 1922.

have been included with four-wheeled wagons.]

VEHICLES.

HIGH-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		LOW-SIDED WAGONS, BOGIE.		WAGONS FOR EXPLOSIVES.		TIMBER OR RAIL WAGONS.		BALLAST WAGONS.	
Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Military.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
302	...	176	17	...	...	6	...	344	350	189	...
...	...	26	*177	...	195	14	...	2	...	694	1
...	...	461	409	...	...	5	...	66	10	153	...
...	...	2,149	1,525	...	...	31	...	...	200	599	...
221	...	25	...	...	...	34	...	314	53	406	61
...	209	...	...	21	...	127	...	25	...
...	18	...	91	10
70	...	1,368	695	...	242	83	...	390	213	396	...
...	380	...	...	9	...	155	4	131	...
...	13	...	223	...	55	...
...	...	17	...	15	...	...	...	6	...	100	...
...	...	276	...	...	...	...	...	4	...	5	...
593	...	4,500	3,812	15	437	215	...	1,488	629	2,342	93
...	...	43	...	...	...	...	...	...	...	...	...
55	...	423	...	...	...	9	...	...	104	170	...
...	...	1,618	25	...	28	1	...	207	25	...	...
...	...	48	...	...	...	...	...	32	...	...	...
...	...	237	...	11	...	2	...	8	2	40	...
483	...	50	303	10	549	34	...	23	25	404	...
4	...	268	...	...	...	12	...	300	312	1,148	219
...	...	42	...	...	...	...	...	51	19	...	...
3	...	505	158	...	...	2	...	223	125	50	100
...	...	198	...	7	...	1	...	6	2	25	...
...	...	40	...	...	...	...	...	...	...	...	...
...	...	133	...	166	...	4	...	...	...	...	...
...	...	197	...	2	...	2	...	2	1	7	...
53	...	35	139	...	...	13	...	154	...	128	...
15	2	...	...	...	...	...	...	...
24	...	38	...	...	...	2	...	43	...	...	...
...	2	...	...	...	...	...	...	20	...	34	23
...	...	249	...	...	...	2	...	38	...	...	...
214	33	...	7	2	53	66	649	63
...	...	10	...	...	...	...	...	...	...	...	...
850	2	3,099	625	231	577	85	2	1,269	561	2,715	445

* These are medium sided wagons, 4-wheeled.

† Includes 150 8' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Rolling-stock under different heads on each

[In this statement the few six-wheeled, eight-wheeled, etc., wagons in use on Indian railway

Railway.	GOODS							
	COVERED GOODS WAGONS, 4-WHEELED.		COVERED GOODS WAGONS, BOGIE.		CATTLE WAGONS.		HIGH-SIDED WAGONS, 4-WHEELED.	
	Ordinary.	Military.	Ordinary.	Military.	4-wheel- ed.	Bogie.	Ordinary.	Military.
70	71	72	73	74	75	76	77	78
<i>2' 6" gauge.</i>								
Ahmadpur-Katwa ...	6	...	...	...	...	...	...	...
Arakan Light ..	...	...	2	...	...	...	...	...
Arrah-Sasaram Light	27	...	...	...	...	...	...	...
Bankura-Damodar River	35	...	...	...	...	...	...	...
Baraset-Basirhat Light	6	...	...	...	...	...	39	...
Baroda State ...	237	...	...	...	...	...	...	...
Bansi Light ...	...	...	127	...	...	...	...	...
Bengal-Nagpur	20	...	272	410	...	...	...	...
Bengal Provincial	28	...	2	...	...	...	...	...
Bombay, Baroda and Central India...	23	...	...	...	...	...	...	...
Bukhtiarpur-Bihar Light ...	18	...	...	...	...	...	34	...
Burdwan-Katwa	25	...	...	...	...	...	...	...
Champamer-Shivrajpur-Pani Light...	...	...	5	...	...	...	1	...
Cutch State ...	...	...	5	...	...	...	15	...
Dehri-Rohtas Light	37	...	...	...	...	...	...	...
Dholpur-Bari ...	...	...	8	...	...	...	10	...
Dhond-Baramati	...	...	9	...	...	...	...	...
Eastern Bengal	69	...	...	...	...	...	...	...
Ellichpur-Yootmal	...	...	90	...	...	...	...	...
Futwah-Islampur	4	...	...	...	...	...	6	...
Godhra-Lunavada	...	...	8	...	...	...	7	...
Jacobabad-Kashmer, Kohat-Thal and Nowshera-Durgal	108	...	49	...	...	...	39	...
Jessore-Jhenidah	26	...	...	...	...	...	4	...
Kalighat-Falta	30	...	...	...	...	...	...	...
Kalka-Simla ...	23	...	49	...	...	...	...	...
Khasi-Hindubagh	...	...	...	...	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	34	...	10	...	...	...	16	...
Madaya Light	20	...	...	...	5	...	...	...
Mowurbhanj	2	...	6	...	...	...	...	...
Morvi ...	4	...	8	...	...	...	...	...
Nadiad-Kapadvanj	...	...	12	...	...	...	...	...
Pachora-Jamner	...	...	10	...	...	...	...	...
Parlakimedi Light	...	...	4	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-Yootmal	Railway.	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	163	...	...	...	...	...	...	...
South Indian ...	...	...	30	...	...	...	...	...
Tesore-Balipara Light	46	...	...	...	...	...	30	...
Trans-Indus (Kalabagh-Bannu)	24	...	183	11	...	...	...	...
Total	1,020	...	839	421	5	...	201	...
<i>2' 0" gauge.</i>								
Darjeeling-Himalayan	258	...	63	...	...	4	...	...
Gwalior Light ...	178	...	59	...	...	...	62	...
Howrah-Amta Light	14	...	...	...	...	...	49	...
Howrah-Sheekhala Light	9	...	...	...	...	...	4	...
Jagadhri Light...	1	...	...	...	...	...	...	...
Jorhat (Provincial)	55	...	...	...	...	...	23	...
Khasekarapatnam Light	...	...	...	...	...	...	...	...
Matheran Light	8	...	...	...	...	...	15	...
Mysore Light	...	...	...	...	...	...	...	...
Pipar-Bilara Light	1	...	...	...	...	...	...	...
Trivellore Light	...	...	...	...	...	...	2	...
Tamsar-Tirodi Light	...	...	...	...	...	...	...	...
Total	524	...	122	...	...	4	155	...
GRAND TOTAL	94,229	29,451	6,145	1,115	4,597	18	30,803	4,405

† Figures for 1920-21 repeated as those for 1921-22 are not available.

DIX 16—contd.

railway on the 31st March 1922.

[have been included with four-wheeled wagons.]

VEHICLES.

HIGH-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.		LOW-SIDED WAGONS, BOGIE.		WAGONS FOR EXPLOSIVES.		TIMBER OR RAIL WAGONS.		BALLAST WAGONS.	
Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Military.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	8	...	6	...	...	...	8	...	...	...
...	...	20	...	...	...	...	...	...	...	...	...
...	...	35	...	...	...	...	...	...	2	...	...
...	...	82	...	252	...	1	...	...	...	8	...
7	49	...	...	...	...	...	...	...
165	...	30	...	593	...	...	2	...	43	...	...
...	...	41	...	67	...	...	...	...	...	...	...
4	...	12	...	...	...	...	...	...	...	...	...
10	...	11	...	...	...	1	...	...	...	...	...
...	...	64	...	12	...	1	...	...	...	...	...
...	...	60	...	12	...	...	...	...	...	...	...
5	...	55	...	...	...	...	...	...	...	...	...
6	...	18	...	...	...	...	...	...	...	...	...
26	25	...
...	...	9	...	1	...	...	...	...	...	...	...
23	...	2	...	...	...	1	2	7	...	...	...
...	...	3	...	...	...	...	...	2	...	...	...
...	...	15	...	...	...	...	...	...	...	...	...
45	...	1	...	...	...	1	...	4	...	...	...
...	...	3	...	...	...	...	...	1	2	...	...
8	...	20	...	...	...	...	...	4	...	6	80
...	...	1	...	10	...	...	...	...	...	...	...
9	38	...	...	...	...	...	...	...
12	1	...	...	2	...	...
...	...	2	...	12	...	...	...	...	...	...	...
...	...	36	...	...	...	...	...	2	...	...	...
43	6	...	...	...
2	...	7	...	...	...	...	...	8	...	...	...
49	...	27	...	...	...	...	...	...	...	...	...
414	...	567	...	1,052	...	7	2	39	49	39	10
18	...	107	...	...	...	...	...	9	...	...	...
16	...	4	...	2	...	...	...	...	...	21	...
10
...	...	5	...	...	...	...	...	...	...	...	...
...	...	7	...	...	...	...	...	4	...	...	...
...	...	36	...	...	...	...	...	...	...	...	...
...	23	...	...	...
4	...	3	...	1	...	...	...	2	...	...	...
...	...	400	...	...	...	...	...	...	...	...	...
43	...	562	...	3	...	...	...	37	...	21	...
1,905	2	8,728	3,937	1,301	1,014	307	4	2,333	1,459	5,617	670

* These are open wagons.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES-							
	BRAKE-VANS (USED INDISTINGUISH- ABLY ON PASSENGER, GOODS OR MIXED SERVICE).		OIL TANK WAGONS.		TRAVELLING CRANES.		MISCELLANEOUS WAGONS.	
	4-wheeled.	Bogie.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.	4-wheel- ed.	Bogie.
91	92	93	94	95	96	97	98	99
<i>5' 6" gauge.</i>								
Bengal-Nagpur ...	858	...	186	...	27	...	120	4
Bombay, Baroda and Central India ...	260	...	40	...	18	...	1,108	2
Eastern Bengal ...	161	...	71	...	18	...	110	56
East Indian ...	1,009	...	190	...	30	...	782	9
Great Indian Peninsula ...	886	1	105	21	88	4	168	15
Madras and Southern Mahratta ...	284	...	66	...	16	...	71	1
Nizam's Guaranteed State ...	89	...	...	...	2	...	19	...
North Western ...	549	...	205	...	69	...	169	18
Oudh and Rohilkhand ...	87	...	14	...	22	...	46	...
South Indian ...	59	11	7	...	3	1	11	...
Bombay Port Trust ...	1	...	1	...	...	...	18	...
Calcutta Port Commissioners' ...	1	...	...	...	4	...	89	...
Total ...	8,689	12	887	21	287	9	2,701	100
<i>2' 8 1/2" gauge.</i>								
Aden ...	3	...	...	...	...	...	10	...
Assam-Bengal ...	12	...	28	...	11	5	61	...
Bengal and North-Western ...	279	...	15	...	23	...	12	...
Bengal Doonars ...	16	...	...	...	8	...	1	...
Bhavnagar State ...	8	...	...	2	...	1	5	3
Bombay, Baroda and Central India ...	268	...	27	...	17	4	170	2
Burma ...	172	...	6	23	26	10	138	14
Dibru-Sadiya ...	15	...	...	8	2	...	...	...
Eastern Bengal ...	94	...	24	...	15	...	51	1
Gondal ...	6	...	11	...	3	...	65	...
Jamnagar ...	...	...	...	...	...	...	...	...
Jodhpur-Bikaner ...	72	...	6	3	...	...	50	...
Junagad State ...	3	...	...	...	...	1	...	...
Madras and Southern Mahratta ...	138	...	12	88	22	...	785	179
Morvi ...	2	...	...	...	...	...	3	...
Mysore, Bilar-Shimoga and Chickajur-Chitaldrug ...	5	...	...	...	7	...	10	...
Nizam's Guaranteed State ...	88	...	...	2	3	...	17	...
Rohilkhand and Kumaon ...	50	...	...	...	12	...	19	...
South Indian ...	155	...	2	61	6	5	81	...
Udaipur-Chikergarh ...	5	...	...	...	...	...	...	...
Total ...	1,343	...	121	128	148	26	1,417	197

DIX 16—contd.

railway on the 31st March 1922.

MOTOR CARS.							
Total goods vehicles.	RAIL MOTORS.			ROAD MOTORS.			Total.
	Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	
100	101	102	103	104	105	106	107
20,119	4	1	...	...	5
9,999	3	2	...	8	13
8,844	4	1	...	2	8
37,982	...	5	19	1	...	2	27
19,158	...	1	9	1	...	11	21
5,719	...	2	2	1	...	...	5
7,981
29,919	...	1	20	3	...	5	29
8,534	5	...	...	3	9
1,803
690
1,623
148,371	...	9	65	10	...	32	116
69	...	1	1	...	...	...	2
4,629	1	1
9,208
461
510	...	1	2	...	...	...	3
3,677
8,097	†	...	2	...	...	...	5
1,232
5,131	1	...	...	...	1
450	1	...	...	...	1
80	1	1	...	...	2
2,655	2	...	...	...	2
261	1	...	...	...	1
6,784
122
398
1,123
2,263
4,629	...	2	1	...	...	...	3
56
56,853	3	4	12	1	...	1	21

* Includes one steam lorry and five motor lorries used for Loco., Carriage and Wagon and Stores Departments.
 † There are four engines and three trailers.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES— <i>cond.</i>							
	BRAKE-VANS (USED INDISCRIMINATELY ON PASSENGER, GOODS OR MIXED SERVICE).		OIL TANK WAGONS.		TRAVELLING CRANES.		MISCELLANEOUS WAGONS.	
	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.
91	92	93	94	95	96	97	98	99
<i>2 6" gauge.</i>								
Ahmedpur-Katwa ...	4	...	...	...	...	...	...	...
Arakan Light ...	...	...	...	...	...	...	...	...
Arrah-Sasaram Light ...	4	...	...	...	...	...	...	...
Bankura-Damodar River ...	6	...	...	...	...	...	...	...
Baraset-Basirhat Light ...	8	...	...	...	...	...	...	...
Beroda State ...	23	...	...	...	...	...	1	2
Berei Light ...	...	...	...	2	...	1	...	6
Bengal-Nagpur† ...	30	...	...	6	5	...	...	14
Bengal Provincial ...	...	...	...	...	...	...	...	...
Bombay, Baroda and Central India ...	8	...	...	...	...	...	...	...
Buxtiarpur-Bihar Light ...	3	...	...	...	...	...	...	...
Burdwan-Katwa ...	4	...	...	...	...	...	...	...
Champanor-Shivrajpur-Pani Light ...	4	...	...	...	...	...	...	6
Cutch State ...	1	1	...	...	...	...	...	...
Dehri-Rohas Light ...	...	...	...	...	...	...	...	...
Dholpur-Bari ...	3	...	...	...	...	...	...	...
Dhond-Baramati ...	...	...	...	...	...	...	2	...
Eastern Bengal ...	2	...	...	...	...	...	6	...
Ellichpur-Yootmal ...	4	...	...	...	...	...	2	...
Futwah-Islampur ...	...	...	...	...	...	...	...	...
Godhra-Lunavada ...	2	...	...	...	...	...	...	1
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai ...	14	...	...	...	...	...	121	7
Jessore-Jhenidah ...	1	...	...	...	...	...	2	...
Kalighat-Falta ...	8	...	...	...	...	...	...	...
Kalka-Simla ...	21	...	...	...	1	...	1	...
Khanna-Hindubagh ...	2	...	...	...	...	...	1	...
Kolar District and Bangalore-Chik Ballapur Light ...	2	...	...	...	2	...	...	...
Madaya Light... ...	4	...	...	...	...	...	7	...
Mayurbhanj ...	...	...	...	...	...	...	1	...
Morvi ...	2	...	...	...	...	...	1	...
Nadiad-Kapadvaj ...	2	...	...	...	...	...	...	...
Pachora-Jamner ...	1	...	...	...	...	...	...	...
Parlakimedi Light ...	...	...	...	...	...	...	...	...
Pulgaon Arvi ...	Included with the Ellichpur Yootmal Railway	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light ...	3	...	...	...	...	...	...	...
South Indian ...	...	...	...	...	...	...	...	...
Texpora-Balipara Light ...	3	...	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannaq) ...	12	...	...	...	...	...	24	5
Total ...	174	1	...	8	8	1	169	41
<i>3 0" gauge.</i>								
Darjeeling-Himalayan ...	...	...	...	...	...	...	...	9
Dwallor Light... ...	...	...	...	...	...	...	...	1
Howrah-Amta Light ...	11	...	...	...	...	...	...	...
Howrah-Sheakhala Light ...	1	...	...	...	...	...	...	...
Jagadhri Light ...	1	...	...	...	...	...	...	...
Jorhat (Provincial) ...	...	...	1	...	1	...	12	...
Kulasekarapatnam Light ...	...	...	...	...	...	...	...	...
Katheran Light† ...	...	...	...	...	1	...	2	...
Lysore Light ...	...	...	...	...	2	...	13	...
Par-Bilara Light ...	1	...	...	...	...	...	1	...
Trivellore Light ...	...	...	...	...	...	...	...	...
Tumkur-Tirodi Light ...	...	...	...	...	...	...	...	...
Total ...	14	...	1	...	4	...	23	10
GRAND TOTAL ...	5,170	18	959	1571	447	86	4,320	349

* Temporarily dismantled.

† Figures for 1920-21 repeated as those for 1921-22 are not available.

DIX 16—concl'd.

railway on the 31st March 1922.

MOTOR CARS.							
Total goods vehicles.	RAIL MOTORS.			ROAD MOTORS.			Total.
	Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trolleys (for engineers).	Motor cars (for passengers).	Motor Trains (e.g., Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	
100	101	102	103	104	105	106	107
26
8
51
78	1	...	...	...	1
48
606	2	...	...	1	3
192	2	1	...	...	3
1,590	1	...	...	...	1
66
101
71
40	1	...	...	...	1
91	1	...	...	...	1
34	1	...	...	...	1
109
81	1	...	...	...	1
17
95
147
11
28
872	3	...	...	...	3
48
53
148	...	6	1	...	...	...	6
87	1	...	...	...	1
89
46
20
62
27
13
18
209	1	...	...	...	1
78	1	...	...	...	1
93	...	2	...	...	...	...	2
291	2	...	...	...	2
5,087	...	7	19	1	...	1	28
468	...	1	...	...	...	...	1
399	2	1	2	...	...	...	5
88
14
8
109
36	8	...	...	...	...	...	8
26	...	1	...	...	...	...	1
36
10
4	3	...	...	...	...	...	3
400
1,538	13	3	2	...	...	...	18
209,829	16	23	98	12	...	24	153

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

Railway.	ENGI						
	Number at close of 1920-21.	Number added in 1921-22.	Total No. of locomotives on the 31st March 1922.	Number of all classes per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Train mileage per engine per annum.
1	2	3	4	5	6	7	8
<i>5' 6" gauge.</i>							
Bengal-Nagpur	580	59	619	0.38	23,285	64	17,849
Bombay, Baroda and Central India...	377	17	394	0.32	24,734	68	20,087
Eastern Bengal	395	13	308	0.50	21,380	59	14,396
East Indian	1,295	5	1,300	0.47	26,677	73	18,508
Great Indian Peninsula	1,268	38	1,301	0.41	20,412	56	16,779
Madras and Southern Mahratta	292	16	308	0.29	21,535	59	17,620
Nizam's Guaranteed State	86	...	86	0.24	21,663	59	18,076
North Western	1,550	35	1,585	0.37	16,041	44	12,499
Oudh and Rohilkhand	287	5	292	0.18	21,260	58	17,944
South Indian	143	11	154	0.26	17,404	48	15,214
Total	6,148	199	6,347	...	...	...	...
<i>8' 3 1/2" gauge.</i>							
Aden ... ..	...	5	5	0.17	9,033	25	8,034
Assam-Bengal	144	21	165	0.16	15,514	43	2,495
Bengal and North-Western	328	116	344	0.16	21,827	60	17,629
Bengal Doonars	18	...	18	0.10	20,661	57	18,661
Bhavnagar State	23	1	24	0.10	25,576	70	20,813
Bombay, Baroda and Central India	396	1	397	†0.22	†21,521	†59	†19,400
Burma	320	23	343	0.21	24,772	68	19,760
Dibru-Sadiya	39	—4	26	0.29	14,415	39	9,834
Eastern Bengal	264	—3	258	0.24	18,780	51	10,618
Gondal	22	1	23	0.10	24,906	68	21,072
Jamnaga	6	...	6	0.11	19,711	54	16,212
Jodhpur-Bikanor	103	80	183	0.11	20,536	56	18,180
Junagad State	13	2	15	0.11	17,188	47	14,397
Madras and Southern Mahratta	331	13	346	0.18	23,592	65	20,271
Morvi	14	—3	11	0.15	19,654	54	18,960
Mysore, Birur-Shimoga and Chickjajar-Chitaldrug	24	...	24	0.09	25,812	71	23,953
Nizam's Guaranteed State	78	2	80	0.15	19,242	53	16,170
Rohilkund and Kumaon	78	2	75	0.13	20,092	55	15,050
South Indian	334	37	371	0.23	20,834	57	18,397
Udaipur-Chitorgarh	4	2	6	0.09	18,668	51	17,417
Total	2,733	142	2,865	...	...	...	...

* Figures have been revised in cases where they do not agree with those given in the previous year's report.

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

DIX 17.

during the financial year 1921-22 (except where otherwise stated).

NES.

Train mileage per engine per diem.	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1922.	Total value per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
48	3,417,490	32'08	876,412	8'21	9,415	8'78	5,11,05	26,972
55	1,727,671	22'00	201,276	3'00	9,788	10'41	2,17,13	17,764
39	21,35,158	48'66	10,323	0'24	6,341	20'37	1,45,95	23,661
51	6,640,905	27'61	1,529,497	6'36	10,778	8'62	6,71,87	24,207
46	4,173,875	19'10	1,343,946	6'15	7,646	18'68	6,83,31	21,466
48	950,848	17'34	209,945	3'53	8,404	4'61	1,49,90	13,596
50	216,381	14'42	71,859	4'79	7,233	13'48	88,62	10,688
34	5,483,010	27'68	1,395,407	7'04	6,363	14'51	8,71,80	18,374
49	1,021,080	19'49	232,565	4'44	7,410	12'48	1,40,94	9,814
42	311,159	18'28	41,869	1'79	4,992	20'13	88,13	18,481
...	26,077,077	...	5,918,098	...	...	...	35,22,10	...
32	4,680	11'65	840	2'09	...	20'00	1,51	3,241
34	468,980	23'03	21,627	1'08	3,237	6'00	98,00	9,194
48	1,983,568	22'63	21,051	0'95	5,272	21'08	1,02,79	4,095
52	16,745	5'55	12,051	3'39	...	13'50	5,10	3,222
56	115,489	23'60	4,759	0'96	4,674	12'32	9,19	3,529
50	1,606,935	16'57	306,252	3'16	5,011	14'03	1,17,59	9,602
54	1,548,263	24'18	83,588	1'38	5,672	6'46	1,37,37	8,466
27	119,092	46'58	...	...	...	15'38	...	...
38	1,159,780	32'49	4,530	0'13	4,757	21'67	161,93	47,924
58	89,184	18'20	10,122	2'09	3,996	26'13	7,96	3,446
44	20,899	21'49	2,282	2'35	2,987	8'16	1,52	2,301
50	310,918	12'36	44,919	1'56	4,781	14'56	31,14	6,095
39	34,683	16'05	1,689	0'78	2,352	9'33	5,37	3,622
56	913,749	13'06	164,866	2'35	4,533	15'03	21,11,99	22,747
52	7,377	3'54	5,732	2'75	...	36'36	6,56	8,601
66	38,240	6'77	5,723	1'00	4,695	13'50	8,24	3,128
44	173,263	13'39	2,833	0'22	4,317	12'66	34,91	6,238
41	374,214	33'15	44,490	6'34	4,023	11'77	30,44	3,295
50	639,186	12'43	23,991	0'36	4,350	18'87	1,14,15	8,753
48	7,459	7'14	48	0'05	2,951	9'00	1,63	2,423
...	9,331,528	...	766,473	...	...	...	2,34,97	...

* The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.
 † Includes the outlay on the 2' 6" gauge section.
 ‡ Excludes the outlay by the West of India Portuguese railway.

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

Railway.	ENGI						
	Number at close of 1920-21. †	Number added in 1921-22.	Total number of locomotives on the 31st March 1922.	Number of all classes of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Train mileage per engine per annum.
1	2	3	4	5	6	7	8
<i>2' 6" gauge.</i>							
Ahmadpur-Katwa	4	...	4	0.12	34,514	94	22,835
Arrakan Light	3	...	3	0.16	7,043	19	6,882
Arrah-Sasaram Light	5	1	6	0.09	16,496	45	14,912
Bankura-Damoodar River	6	...	6	0.10	23,940	66	18,720
Baraset-Basirhat Light	8	...	8	0.15	18,946	52	17,228
Baroda State ... ..	...	28	28	0.09	14,993	41	12,345
Barni Light	17	...	17	0.14	15,395	42	18,105
Bengal Provincial	8	...	8	0.19	14,783	40	13,699
Bengal-Nagpur	116	...	116	0.15	18,578	42	14,168
Bombay, Baroda and Central India	28	-21	7	14.29	15,908	44	18,792
Bukhtiarpur-Bihar Light	5	...	5	0.15	13,869	38	10,544
Burdwan-Katwa	4	...	4	0.12	26,236	73	19,357
Champamer-Shivrajpur-Pani Light	4	1	5	0.15	8,649	24	7,631
Cooch State	3	...	3	0.08	11,267	31	8,963
Dehri-Rohtas Light	5	...	5	0.21	9,931	27	9,931
Dholpur-Bari	5	1	6	0.12	15,195	42	10,766
Dhond-Baramati	2	...	2	0.07	22,359	61	22,348
Eastern Bengal	10	...	10	0.18	12,159	33	10,618
Ellichpur-Yeotmal	18	...	18	0.09	22,286	61	19,074
Futwah-Islampur ... ..	...	2	2	0.11	2,566	7	2,484
Godhra-Lunavada	2	1	3	0.13	11,330	31	9,140
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	27	-1	26	0.15	11,786	32	10,745
Jessore-Jhenidah	6	...	6	0.16	17,822	49	11,595
Kalighat-Falta	5	...	5	0.19	36,590	100	20,498
Kalka-Simla	22	...	22	0.87	23,783	65	18,917
Khansai-Hindubagh ... ..	...	5	5	1.09	6,374	17	4,469
Kolar District and Bangalore-Chick-Ballapur Light	7	...	7	0.07	22,504	62	19,929
Madaya Light	7	...	7	0.44	4,000	11	4,000
Mayurbhanj	3	...	3	0.04	14,285	39	11,979
Morvi	5	1	6	0.32	6,325	17	5,979
Nadiad-Kapadvanj	3	1	4	0.13	11,229	31	10,184
Pachora-Jamner	2	...	2	0.06	17,991	49	17,408
Parlakimedi Light	3	...	3	0.12	10,947	30	6,493
Pulgaon-Arvi	Included with the	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	8	2	10	0.10	14,354	39	12,684
South Indian	8	3	11	0.11	15,274	42	15,068
Tozpore-Bailpara Light	5	...	5	0.25	...	...	6,228
Trans-Indus (Kalabagh-Banna)	26	11	37	0.22	14,959	41	6,915
Total	885	86	421	...	...	...	...
<i>3' 0" gauge.</i>							
Darjeeling-Himalayan	26	...	26	0.18	20,743	56	18,896
Gwalior Light	21	...	21	0.08	12,932	25	11,514
Howrah-Amta Light	17	...	17	0.30	13,579	37	12,208
Howrah-Shoakhala Light	3	...	3	0.15	19,236	53	17,295
Jagadhri Light	2	...	2	0.60	4,747	13	4,747
Jorhat (Provincial)	10	-2	8	0.25	6,299	19	6,299
Kulasekarapatnam Light	6	...	6	0.33	7,092	19	7,092
Matheran Light	5	...	5	0.39	...	...	...
Mysore Light	4	...	4	0.15	8,442	23	6,181
Pipar-Bilara Light	2	...	2	0.08	9,168	25	9,168
Trivellore Light ... ..	...	3	3	1.50	1,837	5	1,837
Tumsar-Tirodi Light	13	...	13	0.29	...	...	...
Total	109	1	110	...	...	...	...
GRAND TOTAL	9,865	878	9,748	...	...	...	...

* Temporarily dismantled.

† Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 17—contd.

during the financial year 1921-22 (except where otherwise stated).

NBS—contd.

Train mileage per engine per diem.	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1922.	Total value per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
63	7,652	11.17	1,149	1.67	...	25.00	68	1,998
17	2,163	11.40	...	...	...	68.66	1.31	7,198
41	9,274	10.96	233	0.25	...	18.66	1.81	2,936
51	31,140	27.72	178	0.15	...	16.66	1.70	2,838
47	5,301	8.84	8,440	6.12	...	12.50	1.67	3,209
34	74,308	21.50	1,165	0.34	...	14.29	2.31	797
36	33,892	16.16	5,016	2.39	...	11.76	6.04	5,138
39	8,326	7.59	...	...	...	37.50	1.39	3,337
39	407,848	30.30	33,445	2.41	2,437	14.40	45.75	5,731
38	11,606	12.00	378	0.40	...	14.29	1.61	2,531
29	16,308	30.93	321	0.60	...	40.00	99	3,007
53	7,808	10.07	178	0.23	...	25.00	1.06	3,215
31	4,092	10.45	...	...	901	9.40	3.02	2,006
25	6,912	25.74	440	1.63	...	33.33	79	2,162
27	...	...	...	...	...	20.00	1.28	5,366
29	24,589	38.07	1,987	3.08	...	...	1.77	3,429
61	15	0.03	...	...	...	...	71	2,612
29	15,290	14.40	...	...	...	20.00	...	...
52	34,485	16.44	45	0.02	...	33.08	4.99	3,537
7	247	3.31	...	...	...	...	1.91	3,752
25	6,570	28.96	...	...	1,074	...	46	1,811
29	27,020	9.67	4,557	1.63	996	8.35	5.53	3,098
32	19,920	24.54	48	0.06	...	16.66	...	6,746
56	54,833	58.49	2,639	2.57	...	...	1.75	11,630
52	106,730	25.65	17,909	4.30	1,546	10.59	6.96	800
12	9,310	41.39	...	...	377	21.80	37	1,208
55	16,908	12.12	1,124	0.81	1,566	14.29	1.33	5,625
11	...	...	...	...	...	42.35	90	980
33	11,110	18.55	191	0.15	1,604	8.23	69	5,109
16	1,887	5.26	32	0.09	...	16.66	97	3,063
29	4,381	10.81	...	...	1,443	3.50	1.76	438
48	1,390	3.47	31	0.06	...	50.00	22	4,115
18	3,233	67.95	25	0.13	765	8.33	1.01	4,630
35	14,631	11.53	151	0.12	...	10.00	4.53	4,915
41	1,791	1.09	...	...	1,648	18.18	4.35	6,964
17	...	...	...	...	...	20.00	1.30	16,099
34	204,455	66.74	13,286	4.34	1,622	6.54	26.48	1,185,325
...	1,185,325	...	91,838	...	...	...	1,38,61	...
51	48,020	9.77	12,628	2.54	...	15.38	5.91	4,037
32	28,732	11.88	3,159	1.31	...	29.05	...	7,248
33	19,714	9.49	31,586	15.21	...	17.64	3.45	3,240
47	4,929	9.49	897	1.72	...	33.33	63	6,038
18	730	7.68	...	...	...	50.00	29	4,472
19	...	...	...	...	...	25.00	1.48	3,169
19	...	...	...	...	...	66.66	64	2,291
17	8,725	35.29	319	1.29	299	25.00	64	739
25	...	...	...	...	...	66.66	28	11,514
5	...	...	...	...	...	28.00	...	...
...	109,606	...	43,170	...	...	...	13.39	...
...	36,608,538	...	6,819,634	...	...	...	46,29,07	...

* Included with the Eastern Bengal Railway 3' 3 1/2" gauge section.

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

Railway.	COACHES							
	Number at close of 1920-21.*	Number added in 1921-22.	Number at close of 1921-22.	Number of all classes per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1922.
18	19	20	21	22	23	24	25	26
5' 6" gauge.								
Bengal-Nagpur ...	1,114	25	1,139	0.60	59,212	188	17.88	+1,60.83
Bombay, Baroda and Central India ...	947	13	960	0.78	51,827	142	18.85	+1,44.47
Eastern Bengal ...	904	33	937	1.54	49,938	167	18.49	+1,00.69
East Indian ...	2,389	25	2,414	0.85	47,865	130	18.19	+3,29.16
Great Indian Peninsula ...	2,429	-23	2,406	0.78	52,008	142	17.63	+3,90.82
Madras and Southern Mahratta ...	881	9	890	0.83	43,248	118	17.87	+1,01.18
Nizam's Guaranteed State ...	164	-1	163	0.48	...	...	14.29	16.85
North Western ...	3,289	50	3,339	0.64	59,648	163	14.46	+5,17.17
Oudh and Rohilkhand ...	1,110	-10	1,100	0.68	87,494	103	21.13	††
South Indian ...	364	...	364	0.63	33,942	90	20.6	+45.03
Total ...	13,591	121	13,712	...	...	...	...	17,06.39
3' 6" gauge.								
Aden ...	...	6	6	0.21	18,980	52	...	+1.05
Assam-Bengal ...	477	11	488	0.47	31,658	87	9.30	+75.08
Bengal and North-Western ...	1,104	29	1,133	0.53	73,849	202	18.25	††
Bengal Doers ...	60	...	60	0.38	...	...	4.71	4.01
Bhavnagar State ...	123	2	125	0.54	51,207	140	12.15	+7.53
Bombay, Baroda and Central India ...	1,589	2	1,591	0.69	42,955	118	14.03	1,61.28
Burma ...	1,184	...	1,184	0.70	32,126	88	6.67	+99.89
Dibru-Sadiya ...	51	-1	50	0.55	...	...	14.00	...
Eastern Bengal ...	1,055	7	1,062	1.00	40,074	115	9.79	+1,03.56
Gondal ...	102	13	115	0.50	44,034	121	12.51	+5.82
Jamnagar ...	32	...	32	0.64	40,256	110	0.72	+2.19
Jodhpur-Bikaner ...	300	15	315	0.24	72,922	200	8.42	+15.54
Junagad State ...	70	3	73	0.52	29,178	80	14.79	+5.52
Madras and Southern Mahratta ...	1,207	-3	1,204	0.62	34,908	96	14.12	\$64.07
Morvi ...	74	1	75	1.01	...	...	16.66	4.68
Mysore, Birur-Shimoga and Chikmagalur-Chitaldrug.	111	12	123	0.47	...	...	1.63	††
Nizam's Guaranteed State ...	185	-3	182	0.33	...	...	15.33	-15.25
Rohilkhand and Kumaon ...	251	5	256	0.44	44,724	123	11.38	+21.85
South Indian ...	1,502	-9	1,493	1.14	36,196	77	10.65	+1,42.93
Udaipur-Chitorgarh ...	37	...	37	0.55	...	...	5.40	12.11
Total ...	9,469	90	9,559	...	...	...	...	7,47.00

* Figures have been revised in cases where they do not agree with those given in the previous year's report.

† Includes outlay on motor cars.

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

§ Excludes outlay by the West of India Portuguese railway.

†† Included with the outlay on goods stock.

DIX 17—contd.

during the financial year 1921-22 (except where otherwise stated).

Stock.	Goods Stock.									
	Number at close of 1920-21.					Number added in 1921-22.				
	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.
27	28	29	30	31	32	33	34	35	36	37
18,457	6,852	9,288	584	600	17,324	152	2,428	110	40	2,730
+11,820	5,696	3,633	2	644	2,930	-5	1		23	19
+16,467	6,967	1,127	75	542	8,712	111			21	123
+11,868	22,092	12,448	300	2,134	36,874	541	677		-116	1,108
+9,315	12,310	5,092	283	1,254	18,839	324	-18		24	319
+9,380	3,291	1,478	129	376	5,269	440		-17	12	450
4,751	613	1,299	11	61	1,984		-9	7	-1	-3
+9,654	22,986	5,418	540	964	29,908	-4	-29	3	41	17
††	7,585	568	149	183	8,485	30	23	10	-14	49
+10,012	983	506	222	92	1,808	8	-3			
---	89,275	40,857	2,196	6,850	139,178	1,892	3,141	111	26	4,969
+3,650	12	43	104	13	68	12	48		13	68
+7,191	3,592	816	292	108	4,620	6	-5		9	9
††	7,526	671	32	323	8,813	388			6	394
2,538	361	48	32	20	461					
+3,186	193	300	10	17	510					
6,862	6,171	1,966	47	496	8,700	-105	90		-9	-25
+6,126	5,368	1,711	312	389	8,000	78	19		-1	97
...	332	615	72	24	1,243	-1	-3			-11
+19,694	3,725	669	350	331	5,075	58			4	36
+3,521	187	239	9	65	450					
+4,024	40	40			80					
+1,919	1,928	304		127	2,359	293			3	296
+3,926	78	150	3	4	233	31				51
53,287	5,019	1,291	154	292	6,756	-6			24	28
6,834	32	87		3	122	-1			1	
††	202	96	31	16	347	4	24	12	6	46
2,787	625	393	20	56	1,094	25			4	19
+8,801	1,848	349	76	81	2,354			12		12
+12,965	2,582	1,456	119	310	4,467	94	68			163
+3,134	41	10		5	56					
---	39,608	11,333	1,831	2,667	55,639	376	228	19	71	1,194

* Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.
 † Includes outlay on motor cars.
 ‡ Includes outlay on the 5' 6" gauge section.
 § Excludes outlay by the West of India Portuguese railway.
 ¶ Figures have been revised in cases where they do not agree with those given in the previous year's report.
 †† Included with the outlay on goods stock.

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

Railway.	COACHING STOCK.								
	Number at close of 1920-21.	Number added in 1921-22.	Number at close of 1921-22.	Number of all classes per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1922.	Total value per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.
18	19	20	21	22	23	24	25	26	27
<i>2' 6" gauge.</i>									
Ahmadpur-Katwa ...	19	...	19	0.88	...	...	...	89	2,706
Arakan Light ...	10	...	10	0.54	...	...	10.00	64	3,587
Arrah-Sasaram Light ...	23	...	23	0.85	...	...	8.69	1.80	2,158
Bankura-Damoodar River ...	27	...	27	0.45	...	...	...	†1.82	†2,302
Baraset-Basirhat Light ...	45	...	45	0.86	...	...	15.55	††	††
Baroda State ...	...	111	111	0.87	...	...	1.80	†4.91	†1,693
Barsi Light ...	49	...	49	0.42	...	...	10.20	...	...
Bengal Provincial ...	31	...	31	0.74	...	...	...	1.05	2,539
Bengal-Nagpur ...	368	...	367	0.46	47,880	181	9.89	30.35	3,801
Bombay, Baroda and Central India ...	128	-98	25	0.36	...	...	4.00	†1.50	†2,181
Bukhtiarpur-Bihar Light ...	19	...	19	0.59	...	...	21.05	††	††
Burdwan-Katwa ...	22	...	22	0.64	...	...	...	†1.05	†3,101
Champaner-Shivrajpur-Pani Light ...	4	...	4	0.11	...	...	10.75	1.28	8,324
Cutch State ...	7	...	7	0.19	...	...	...	81	843
Dehri-Rohas Light ...	10	...	10	0.42	...	...	...	19	806
Dholpur-Bari ...	8	...	8	0.15	...	...	...	†93	†1,798
Dhond-Baramati ...	5	...	5	0.18	...	...	...	48	1,770
Eastern Bengal ...	71	...	71	1.29	...	...	9.86	...	...
Hillshpur-Yeotmal ...	34	...	34	0.24	...	...	...	3.48	2,461
Godhra-Lonavada ...	6	...	6	0.23	...	...	4.78	51	1,993
Futwah-Islampur ...	...	5	5	0.18	...	...	...	45	1,670
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Dargal ...	105	...	105	0.68	18,484	51	0.73	†4.79	†2,886
Jessore-Jhenidah ...	21	...	21	0.56	...	...	...	...	...
Kalighat-Falta ...	38	...	38	1.46	...	...	...	2.12	8,154
Kalka-Simla ...	97	...	97	1.62	18,078	49	7.70	†10.40	†17,859
Khanai-Hindubagh ...	...	4	4	0.09	...	...	...	††	††
Kolar District and Bangalore-Chik Ballapur Light ...	20	...	24	0.28	...	...	4.17	††	††
Madaya Light ...	12	...	12	0.75	...	...	...	81	5,462
Mayurbhanj ...	11	...	11	0.15	32,771	90	9.54	††	††
Morvi ...	42	...	42	2.22	...	...	9.52	1.29	6,641
Nadiad-Kopadvanj ...	7	...	7	0.23	...	...	2.48	93	3,108
Pachora-Jamner ...	8	...	8	0.09	...	...	...	82	828
Parlakmedil Light ...	12	...	12	0.49	21,560	59	2.00	††	††
Puigaon-Arvi ...	Included	with the	Hillshpur-Yeotmal	Railway.	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light ...	48	...	49	0.48	...	...	2.32	†1.71	†1,846
South Indian ...	35	...	35	0.35	28,607	78	8.57	†1.88	†1,908
Tespore-Balipara Light ...	14	1	15	0.75	...	...	...	†68	†3,406
Trans-Indus (Kalabagh-Banna) ...	84	16	100	0.60	19,185	53	0.30	†8.04	†4,896
Total ...	1,420	-47	1,407	...	...	...	...	88.56	...
<i>3' 6" gauge.</i>									
Darjeeling-Himalayan ...	138	4	142	0.97	...	...	12.67	††	††
Gwalior Light ...	87	...	87	0.35	...	...	...	††	††
Howrah-Amta Light ...	111	16	127	2.89	...	...	7.88	††	††
Howrah-Sheekhala Light ...	80	...	80	1.50	...	...	10.00	††	††
Jagadhri Light ...	4	...	4	1.21	...	...	...	8	2,468
Jorhat (Provincial) ...	34	...	34	1.03	...	...	...	††	††
Kulasekarapatnam Light ...	18	...	18	1.00	...	...	11.77	†1.23	†6,822
Matheran Light ...	39	...	39	3.69	...	...	...	††	††
Mysore Light ...	4	...	4	0.15	...	...	25.00	††	††
Pipar-Bilara Light ...	5	...	5	0.20	...	...	...	††	††
Trivellore Light ...	...	11	11	5.50	...	...	...	††	††
Tumsar-Tirodi Light ...	1	...	1	0.02	...	...	...	††	††
Total ...	471	31	502	...	...	...	...	1.81	...
GRAND TOTAL ...	24,951	289	25,240	...	...	...	...	25,38,28	...

* Temporarily dismantled.

† Includes outlay on motor cars.

‡ Figures have been revised in cases where they do not agree with those given in the previous year's report.

** Included with the Eastern Bengal railway 3' 3 1/2" gauge section.

†† Included with the outlay on goods stock.

DIX 17—contd.

during the financial year 1921-22 (except where otherwise stated).

Goods Stock.									
Number at close of 1920-21.					Number added in 1921-22.				
Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.
28	29	30	31	32	33	34	35	36	37
6	16	...	4	26	...	...	...	...	...
2	6	...	...	8	...	...	...	...	...
27	20	...	4	51	...	...	...	...	...
85	35	2	6	78	...	...	...	...	...
6	39	...	3	48	...	...	...	...	...
...
127	56	...	9	192	238	342	...	26	606
25	41	...	...	66	...	...	...	...	...
638	738	43	55	1,504	36	50	...	...	86
213	405	...	24	647	-190	-338	...	-18	-546
18	50	...	3	71	...	...	...	...	...
23	11	...	4	40	...	...	...	...	...
6	81	...	4	91	...	...	...	...	...
...
3	27	...	2	34	...	...	...	...	...
37	72	...	...	109	...	...	...	...	...
6	70	...	3	81	...	...	...	...	...
9	6	...	2	17	...	...	...	...	...
...
69	18	...	3	95	...	...	...	...	...
90	51	...	6	147	...	...	...	...	...
9	17	...	2	28	...	...	...	...	...
...
159	64	7	142	372	4	7	...	...	11
26	12	2	3	43	...	...	...	...	...
30	15	...	3	53	...	...	...	...	...
78	46	4	23	146	...	...	...	...	...
...
29	22	2	4	57	15	33	1	3	37
25	6	4	15	50	...	17	...	...	39
8	11	...	1	20	...	...	...	...	4
12	47	...	3	62	...	...	...	...	...
13	12	...	2	27	...	...	...	...	...
10	...	2	1	13	...	...	...	...	...
4	14	...	...	18	...	...	...	...	...
...
168	36	2	3	209	...	...	...	...	...
30	48	...	...	79	...	...	...	...	...
46	39	5	3	93	...	...	...	...	...
168	76	6	41	291	...	...	...	...	...
2,101	2,207	79	383	4,865	103	111	1	7	222
813	116	9	7	444	18	9	...	2	24
237	101	...	1	339	...	...	...	...	...
14	63	...	13	90	...	...	...	-2	-2
9	4	...	1	14	...	...	...	...	...
1	6	...	1	8	...	...	...	...	...
55	42	4	3	100	...	...	...	...	...
...	36	...	...	36	...	...	...	...	...
8	15	...	3	26	...	...	...	...	...
...	...	23	14	26	...	...	...	...	...
1	7	...	2	10	...	...	...	...	...
...
...	400	...	...	400	...	2	3	...	4
637	790	35	50	1,512	13	11	2	...	26
131,911	55,157	4,141	9,935	201,194	2,564	3,491	193	114	6,322

* Figures have been revised in cases where they do not agree with those given in the previous year's report.

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

Railway.	Goods							
	Number at close of 1921-22.					Number of all classes per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.
	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.			
38	39	40	41	42	43	44	45	46
<i>5' 6" gauge.</i>								
Bengal-Nagpur	7,004	11,781	694	640	20,119	10.56	10,789	30
Bombay, Baroda and Central India	5,891	8,639	2	667	9,999	7.61	13,285	37
Eastern Bengal	7,078	1,127	78	563	8,844	14.88	10,742	29
East Indian	22,693	13,125	200	2,024	37,982	10.77	13,231	36
Great Indian Peninsula	12,834	5,080	266	1,278	19,158	6.02	10,299	28
Madras and Southern Mahratta	3,781	1,473	127	368	5,719	5.30	14,244	39
Nizam's Guaranteed State	613	1,280	18	60	1,981	5.63	...	...
North Western	22,982	5,389	543	1,005	29,919	5.77	11,788	32
Oudh and Rohilkhand	7,615	891	159	169	8,534	5.25	9,236	25
South Indian	986	503	222	92	1,803	3.10	8,596	24
Total	90,867	43,998	2,307	6,886	144,058	...	...	...
<i>5' 3 1/2" gauge.</i>								
Aden	12	43	...	13	68	2.36	7,810	20
Assam-Bengal	3,598	810	104	117	4,629	4.43	5,153	14
Bengal and North-Western	7,914	671	292	329	9,206	14.22	12,571	34
Bengal Doars	361	48	32	20	461	2.91	...	...
Bhavnagar State	183	300	10	17	510	2.34	7,889	20
Bombay, Baroda and Central India	6,066	2,076	47	488	8,677	3.69	14,795	41
Barma	5,466	1,730	512	389	8,097	4.99	12,790	35
Dibru-Sadiya	331	809	69	23	1,232	18.54	...	...
Eastern Bengal	3,783	665	343	335	5,131	4.82	...	...
Gondal	137	289	9	65	450	1.95	6,723	18
Jamnagar	40	40	...	...	80	1.48	4,710	18
Jodhpur-Bikaner	2,221	304	...	130	2,655	2.09	9,167	25
Junagad State	107	150	3	4	264	1.88	8,058	23
Madras and Southern Mahratta	5,013	1,391	154	326	6,784	3.48	14,249	39
Porri	31	87	...	4	122	1.65	...	...
Mysore, Birur-Shimoga, and Chikmagalur	206	122	43	22	393	1.50	9,923	27
Chitaldrug	...	...	...	...	...	...	...	...
Nizam's Guaranteed State	650	383	20	60	1,123	2.04	...	...
Rohilkhand and Kumaon	1,848	249	88	81	2,266	3.92	3,763	24
South Indian	2,676	1,534	119	310	4,629	3.55	10,410	29
Udaipur-Chitorgarh...	41	10	...	5	56	0.84	9,063	25
Total	40,684	11,561	1,850	2,738	56,833	...	...	...

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

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

DIX 17—contd.

during the financial year 1921-22 (except where otherwise stated).

Stock—concl'd.

Average tare in tons.		Average carrying capacity in tons.		Freight ton-miles per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1922.	Total value per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1922.	Grand total value of rolling-stock per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.	Covered wagons.	Open wagons.						
47	48	49	50	51	52	53	54	55	56
8.48	9.02	18.15	20.41	100	8.27	10,49.35	55,178	17,21.23	91,507
8.56	8.82	19.37	19.19	98	7.65	3,20.00	26,179	6,81.60	53,763
9.08	7.61	16.79	17.69	...	4.94	3,56.68	57,854	6,03.69	97,063
8.22	7.79	18.65	17.39	120	3.07	14,57.80	53,563	94,58.33	69,638
9.63	7.99	19.30	16.99	138	5.80	6,33.61	19,979	15,97.74	50,760
8.62	7.71	19.71	17.09	100	8.67	2,37.71	22,036	4,88.79	43,312
8.55	...	19.97	...	...	7.14	61.95	17,466	1,17.43	33,105
8.53	7.88	21.01	17.32	82	4.98	9,76.75	16,233	23,65.72	44,162
7.97	6.75	18.79	13.27	77	9.07	14,20.76	26,156	6,70.60	35,470
8.34	7.52	19.02	19.10	76	7.49	65.18	14,480	1,93.29	43,973
...	...	...	...	...	...	55,69.92	...	1,07,98.41	...
3.78	3.21	7.00	7.00	...	2.94	1.20	4,191	3.76	13,063
5.58	3.85	10.77	8.19	23	5.89	1,28.09	13,267	2,91.17	28,632
4.73	3.37	11.32	8.48	43	4.96	22,09.73	110,171	3,13.51	15,156
4.28	3.49	9.79	9.94	...	4.76	8.85	5,597	17.96	11,357
4.00	3.11	7.35	7.57	36	8.85	6.26	2,607	23.98	9,873
4.58	5.02	10.68	13.34	81	5.67	1,09.97	4,679	3,88.64	16,343
4.86	3.98	11.58	9.54	66	4.32	1,56.21	9,627	3,92.97	24,319
4.20	...	10.33	...	...	1.62	...	...	7,40.02	7,46,325
7.56	3.45	12.91	9.20	...	4.31	51,28.47	511,488	53,18.96	528,501
3.96	3.28	7.56	7.99	43	3.50	5.79	2,506	19.57	8,473
4.25	4.11	7.35	7.35	29	...	1.72	3,177	5.42	10,003
5.34	5.02	9.53	13.28	37	2.60	51.86	3,897	1,58.52	11,911
4.41	3.95	8.48	7.44	24	13.85	6.07	4,324	16.66	11,073
3.87	4.44	8.31	9.94	52	4.58	1,15.02	5,902	2,91.09	14,814
4.60	3.50	7.40	9.00	...	13.93	2.53	3,621	13.67	18,758
6.00	6.00	13.00	13.00	82	1.01	27.81	110,558	30.05	13,624
4.65	...	11.68	...	...	4.98	23.53	4,273	73.79	13,377
4.24	3.79	13.42	10.90	36	3.10	47.02	8,178	99.31	17,274
7.01	4.57	13.50	9.91	71	6.94	1,04.59	2,031	2,61.72	27,730
4.04	3.19	8.92	7.40	...	...	85	1,208	4.20	5,819
...	...	...	...	...	...	11,35.86	...	28,77.83	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on the East Indian railway.
 † Includes outlay on coaching stock and motor cars.
 ‡ Includes outlay on coaching stock.
 § Includes outlay on the 2' 6" gauge section.
 ¶ Excludes outlay by the Ledo and Tikak-Margherita Colliery railway.
 ** Excludes outlay by the West of India Portuguese railway.

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

Railway.	Number at close of 1921-22.					Number of all classes per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each per annum.	Average mileage run by each per diem.	Average tare in tons.	
	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.				Covered wagons.	Open wagons.
	39	40	41	42	43				47	48
2' 0" gauge.										
Ahmadpur-Katwa ...	6	16	...	4	26	0.80	...	...	8.50	2.75
Arakan Light ...	2	6	...	...	8	0.44	...	...	8.00	3.00
Arrah-Sasaram Light ...	27	20	...	4	51	0.78	...	...	3.20	2.85
Banka-Dumcodar River ...	36	35	2	6	78	1.30	...	...	3.50	2.75
Baraset-Basichat Light ...	6	39	...	3	48	0.92	...	...	2.75	2.75
Baroda State ...	238	842	...	28	606	2.02	...	...	3.21	4.21
Barsi Light ...	127	58	...	9	192	1.63	...	...	6.59	4.78
Bengal Provincial ...	25	41	...	...	66	1.58	...	...	...	...
Bengal-Nagpur ...	704	788	48	55	1,590	1.99	10,146	28	7.47	6.63
Bombay, Baroda and Central India...	26	67	...	8	101	1.46	...	...	2.68	4.27
Bukhtiarpur-Bihar Light ...	18	50	...	3	71	2.15	...	...	2.75	2.50
Barwan-Katwa ...	28	11	...	4	40	1.23	...	...	3.50	2.75
Champaner-Shivrajpur-Pani Light ...	6	81	...	4	91	2.72	...	...	6.37	4.18
Cutch State ...	5	27	...	2	34	0.92	...	...	4.50	6.33
Dungra Light ...	37	72	...	...	109	4.57	...	...	...	...
Dholpur-Bari ...	6	70	...	3	81	1.57	...	...	6.50	2.72
Dhong-Baramati ...	...	6	...	2	17	0.62	...	...	6.70	5.80
Eastern Bengal ...	69	18	...	8	95	1.73	...	...	3.35	1.97
Ellichpur-Yectmal ...	90	51	...	6	147	1.05	...	...	6.70	4.42
Godhra-Lunavada ...	9	17	...	2	26	1.10	...	...	6.61	4.96
Futwah-Islampur ...	4	7	...	...	11	0.40	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	159	64	7	142	372	2.23	5,644	15	4.07	3.46
Jessore-Jhonidah ...	26	12	2	3	43	1.16	...	...	3.50	2.75
Kalighat-Falta ...	30	15	...	8	53	2.03	...	...	3.50	2.75
Kalka-Simla ...	78	48	4	23	143	2.44	9,906	27	6.51	6.92
Khanai-Hindnabagh ...	...	33	1	3	37	0.80	...	...	...	2.75
Kolar District and Bangalore-Chik Ballapur Light.	44	39	2	4	89	0.87	...	...	5.00	4.00
Madaya Light ...	25	6	4	11	46	2.57	...	...	...	...
Mayurbhanj ...	3	11	...	1	20	0.23	13,062	36	5.84	5.12
Morri ...	12	47	...	3	62	3.23	...	...	3.00	3.00
Nadind-Kapadvanj ...	13	12	...	2	27	0.90	...	...	6.81	6.25
Pachora-Jamner ...	10	...	2	1	13	0.38	...	...	6.70	...
Parlakimodi Light ...	4	14	...	...	18	0.73	5,485	15	7.28	4.06
Pulgaon-Arvi ...	Included with the	...	Ellichpur	Yectmal	Railway.	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	168	36	2	3	209	2.26	...	...	3.70	3.40
South Indian ...	30	48	...	...	78	0.79	4,711	13	6.46	5.75
Tesoro-Balipara Light	46	39	5	3	93	4.63	...	...	2.00	2.00
Trans Indus (Kalabagh-Dannu)	168	76	6	41	291	1.74	13,610	37	6.85	5.28
Total ...	2,394	2,318	60	395	5,087	...	...	...	...	...
2' 0" gauge.										
Darjeeling-Himalayan ...	325	125	9	9	468	3.18	...	...	...	...
Gwalior Light ...	237	101	...	1	338	1.36	...	...	...	...
Howrah-Amta Light ...	14	63	...	11	88	2.00	...	...	2.50	2.50
Howrah-Sheakhala Light ...	9	4	...	1	14	0.70	...	...	3.50	2.50
Jagadhri Light ...	1	6	...	1	8	2.42	...	...	3.30	2.47
Jorhat (Provincial) ...	55	43	4	8	109	3.36	...	...	...	...
Kulasekarapatnam Light ...	...	36	...	...	36	2.00	...	...	...	1.56
Matheran Light ...	8	15	...	3	26	2.06	...	...	...	...
Mysore Light ...	...	...	22	14	36	1.35	...	...	...	...
Pipar-Bilara Light ...	1	7	...	2	10	0.40	4,903	13	3.03	2.33
Trivellore Light ...	...	2	2	...	4	2.00	...	...	...	...
Tumkur-Tirodi Light ...	...	400	...	...	400	3.79	...	...	...	1.06
Total ...	650	801	37	50	1,538	...	...	...	...	...
GRAND TOTAL ...	184,493	58,678	4,274	10,069	207,516	...	...	...	...	...

* Temporarily dismantled.

DIX 17—concl'd.

during the financial year 1921-22 (except where otherwise stated).

Stock—concl'd.

Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1922.	Total value per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1922.	Grand total value of rolling-stock per mile of line open on 31st March 1922, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.						
49	50	51	52	53	54	55	56
8:00	8:00	...	...	49	1,492	3.04	6,191
10:00	10:00	...	12:50	31	1,708	2.26	12,478
8:00	8:00	...	...	1,07	1,765	4.18	6,916
8:00	8:00	...	...	1,45	2,374	4.45	7,414
7:00	7:00	...	...	72,89	75,565	4.56	8,774
6:37	10:53	...	3:22	783	2,714	15.10	5,304
13:50	15:35	...	2:50	14,12	12,362	20.56	17,800
15:37	18:10	...	4:55	1,02	2,445	3.45	8,322
5:19	2:01	...	3:22	54,82	6,368	1,90,92	16,406
		...	2:37	2,07	2,998	5.16	7,508
8:00	7:00	...	...	72,50	77,561	3.49	10,568
8:00	8:00	...	...	76	2,302	2.87	5,708
13:42	9:47	...	0:14	1,50	4,490	5.80	17,319
12:00	6:00	...	...	38	1,033	1.48	4,038
16:00	8:57	...	...	1,65	6,916	3.12	13,088
16:00	18:00	...	...	1,88	2,672	4.08	7,899
		...	...	57	2,101	1.76	6,498
4:79	4:54	...	2:14 Inc	5,30	Eastern Bengal railway (3' 6" gauge section)	13.66	9,795
16:00	12:10	...	2:04	59	2,797	1.56	6,145
14:53	11:58	...	0:50	...	2,341	...	...
7:00	7:00	...	...	4	145	1.50	5,567
8:15	8:49	...	0:55	9,39	5,199	19.62	10,861
8:00	8:00	...	...	1,06	4,094	2.84	7,687
8:00	8:00	...	...	3,42	5,698	4.95	18,994
14:14	17:22	...	6:18	...	...	20.78	24,677
10:00	9:00	...	10:11	16,95	7,799	37	800
13:10	11:54	...	8:15	1,27	7,982	3.12	8,007
4:50	7:00	...	6:45	71,91	7,982	2.96	18,619
15:19	16:00	...	...	74	7,982	1.70	2,410
16:00	...	...	...	41	7,982	3.43	18,135
12:54	7:33	...	10:38	776	6,205	3.43	18,135
8:00	8:00	...	3:32	4,94	2,453	3.43	10,628
9:50	10:00	...	3:34	2,46	1,174	.95	2,732
4:00	4:06	...	0:59	77	73,102	1.77	7,417
15:59	13:25	...	...	13,24	...	...	...
		...	...	1,43,67	...	3,73,68	...
5:00	5:00	...	10:04	8,99	6,184	14.90	10,171
5:00	5:00	...	...	75,38	72,271	10.02	4,009
7:00	7:00	...	12:50	1,25	79,241	6.83	20,119
		...	6:42	11	3,386	2.50	12,481
	4:00	...	13:58	58	77,276	39	11,898
		...	...	...	1,948	2.76	11,749
		...	...	...	...	2.40	13,246
		...	...	...	71,767	1.11	4,159
5:00	5:51	...	15:43	738	71,320	52	2,079
		...	...	...	17,722	70	29,126
	2:56	...	...	...	...	...	...
		...	...	39,41	...	45,13	...
		...	...	68,74,95	...	1,40,95,97	...

* Includes outlay on coaching stock and motor cars.
 † Includes outlay on coaching stock.
 1892B

APPENDIX 18.

Rolling-stock fitted with automatic brakes and vehicles lighted by gas or electricity on the 31st March 1922.

Railway system.	Locomotives.	Coaching vehicles including brake-vans used exclusively on passenger service.		Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.		Percentage of vehicles fitted for lighting with gas or electricity on the total number of vehicles suitable for lighting.
	Percentage of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.	Percentage of number braked on total.	Percentage of number piped on total.	
1	2	3	4	5	6	7
4' 6" GAUGE.						
Bengal Nagpur ...	89.84	96.98	2.07	60.22	6.60	100.00
Bombay, Baroda and Central India ...	94.42	100.00	...	66.46	5.75	100.00
Eastern Bengal ...	86.26	72.04	2.99	45.98	11.52	99.64
East Indian ...	89.54	89.60	2.69	57.02	1.49	90.59
Great Indian Peninsula ...	97.62	98.46	...	66.06	18.49	98.24
Madras and Southern Mahratta ...	93.88	100.00	...	65.61	34.39	95.49
Nizam's Guaranteed State ...	61.68	97.55	2.45	44.31	21.70	89.11
North Western ...	99.63	98.29	1.71	81.28	6.48	100.00
Oudh and Rohilkhand ...	97.26	97.09	2.36	52.24	24.74	84.72
South Indian ...	98.51	100.00	...	75.92	10.96	89.72
3' 3 1/2" GAUGE.						
Aden ...	20.00	100.00	...	2.94	17.65	10.00
Assam-Bengal ...	89.70	96.52	3.48	78.05	6.58	98.89
Bengal and North-Western ...	51.16	58.78	18.89	1.26	0.44	91.98
Bengal Doonars ...	87.50	16.68	23.23	0.22	...	94.29
Bhavnagar State ...	62.50	46.15	30.00	...	1.18	80.17
Bombay, Baroda and Central India ...	92.60	97.66	0.67	9.11	...	95.41
Burma ...	80.12	64.01	3.79	38.79	0.21	60.09
Dibru-Sadiya ...	80.77	66.00	6.00	29.09	33.50	68.52
Eastern Bengal ...	99.61	78.91	14.60	5.21	2.12	100.00
Gondal ...	47.83	44.35	35.65	...	0.67	98.18
Jamnagar ...	100.00	12.50	34.33	...	...	96.88
Jodhpur-Bikaner ...	30.07	1.89	12.70	...	...	92.69
Junagadh State ...	46.67	57.58	24.66	...	3.04	78.24
Madras and Southern Mahratta ...	50.87	58.06	7.39	3.85	0.04	99.70
Morvi ...	73.73	65.80	33.33	...	...	...
Mysore ...	65.88	61.79	8.13	18.91	7.00	86.72
Nizam's Guaranteed State ...	66.25	99.45	...	14.59	0.72	83.61
Rohilkhand and Kumaon ...	64.00	35.16	21.87	0.76	0.04	67.14
South Indian ...	94.61	69.52	3.25	2.79	3.73	91.66
Udaipur-Chitorgarh ...	...	5.41	29.73	...	...	97.62
2' 6" & 2' 0" GAUGES.						
Bassi Light ...	94.12	100.00	...	37.17	62.83	100.00
Bengal Nagpur ...	82.96	86.44	...	71.29	0.10	93.73
Kalke-Simla ...	100.00	100.00	...	98.62	1.38	92.21
Trans-Indus (Kalsbagh-Bannu) ...	89.19	84.00	...	75.60	13.75	78.00
Other 2' 6" and 2' 0" gauge lines ...	7.91	1.43	...	1.03	0.03	65.52

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1922.

Railway system.	Particulars.	Mail.	Passen- ger.	Mixed.	Total.	REMARKS.
1	2	3	4	5	6	7
S. & G. GAUGE. Bengal Nagpur	Total number of trains run	4	74	29	106	
	Total number of trains fitted with communication.	4	60	8	72	
Bombay, Baroda and Central India.	Total number of trains run	4	193	29	226	
	Total number of trains fitted with communication.	4	193	29	226	
Eastern Bengal	Total number of trains run	4	109	26	139	
	Total number of trains fitted with communication.	4	105	—	109	
East Indian	Total number of trains run	4	160	120	284	
	Total number of trains fitted with communication.	4	50	—	54	
Great Indian Peninsula.	Total number of trains run	17	174	68	259	
	Total number of trains fitted with communication.	17	174	—	191	
Madras and Southern Mahratta.	Total number of trains run	6	116	23	145	
	Total number of trains fitted with communication.	6	116	—	123	
Nizam's Guaranteed State.	Total number of trains run	2	26	—	28	
	Total number of trains fitted with communication.	2	26	—	28	
North Western	Total number of trains run	10	99	99	208	
	Total number of trains fitted with communication.	10	99	—	109	
Ondh and Bohilkhand.	Total number of trains run	2	25	35	62	
	Total number of trains fitted with communication.	2	25	23	50	
South Indian S. & G. GAUGE.	Total number of trains run	4	23	68	95	
	Total number of trains fitted with communication.	4	23	33	65	*Communication is not used when goods vehicles are attached.
Assam-Bengal	Total number of trains run	—	—	57	57	
	Total number of trains fitted with communication.	—	—	37	37	
Bengal and North-Western.	Total number of trains run	—	3	164	173	
	Total number of trains fitted with communication.	—	3	—	3	
Bhavnagar State	Total number of trains run	2	4	18	24	
	Total number of trains fitted with communication.	2	4	—	6	
Bombay, Baroda and Central India.	Total number of trains run	4	73	92	169	
	Total number of trains fitted with communication.	4	71	65	140	
Burma	Total number of trains run	6	126	38	230	
	Total number of trains fitted with communication.	6	2	16	24	
Eastern Bengal	Total number of trains run	4	22	41	67	
	Total number of trains fitted with communication.	4	21	19	45	
Nizam's Guaranteed State.	Total number of trains run	—	28	4	32	
	Total number of trains fitted with communication.	—	28	—	28	
Jodhpur-Bikaner.	Total number of trains run	2	2	32	36	
	Total number of trains fitted with communication.	2	2	32	36	
Madras and Southern Mahratta.	Total number of trains run	4	122	70	238	
	Total number of trains fitted with communication.	4	2	—	6	†Trains which are not provided with communication are run at the speed of mixed trains.
Mysore (including Birur—Shimoga and Chickajalur—Chitaldrug)	Total number of trains run	2	4	12	18	
	Total number of trains fitted with communication.	2	4	—	6	
South Indian	Total number of trains run	4	167	77	248	
	Total number of trains fitted with communication.	4	145	166	215	‡Communication is not used when goods vehicles are attached.
S. & G. GAUGE. Arakan Light	Total number of trains run	—	—	4	4	
	Total number of trains fitted with communication.	—	—	4	4	
Bengal Nagpur	Total number of trains run	—	10	22	32	
	Total number of trains fitted with communication.	—	10	23	33	
Kalka-Simla	Total number of trains run	4	4	—	8	
	Total number of trains fitted with communication.	4	4	—	8	
South Indian	Total number of trains run	—	—	10	10	
	Total number of trains fitted with communication.	—	—	10	10	
Frans-Indus (Kalabagh—Mannu)	Total number of trains run	—	—	4	4	
	Total number of trains fitted with communication.	—	—	4	4	

APPENDIX 20.

Railways on which points and signals were interlocked on the 31st March 1922.

[NOTE.—Points and Signals on the railways omitted from this Appendix are not interlocked.]

STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.							
Railway system.	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking, excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	229	22	Direct Interlocking Indirect Interlocking.	707 2,548	77 392	Rs. 6,86,772 18,46,042	Rs. 971 726
Bombay, Baroda and Central India	281	126 45	Direct Interlocking Indirect Interlocking.	4,017 661	568 27	36,96,600 4,19,200	920 694
Eastern Bengal	183	58 30	Direct Interlocking Indirect Interlocking.	1,648 537	406 38	18,19,197 1,76,767	808 839
East Indian	556	154 281	Direct Interlocking Indirect Interlocking.	6,022 8,160	877 185	26,87,480 9,05,640	446 287
Great Indian Peninsula	550	332 18	Direct Interlocking Indirect Interlocking.	11,621 130	2,492 26	85,98,384 47,560	740 863
Madras and Southern Mahratta	217	25 95	Direct Interlocking Indirect Interlocking.	1,182 1,174	104 81	6,36,259 5,40,629	538 461
Nizam's Guaranteed State	62	2 47	Direct Interlocking Indirect Interlocking.	97 448	21 24	45,813 2,48,105	472 543
North Western	837	145 852	Direct Interlocking Indirect Interlocking.	6,120 4,088	1,227 186	36,41,400 15,27,042	595 374
Oudh and Rohilkhand	291	36 198	Direct Interlocking Indirect Interlocking.	1,854 2,242	288 45	9,21,257 7,85,955	496 359
South Indian	88	2 72	Direct Interlocking Indirect Interlocking.	17 562	8 112	7,300 3,01,615	432 537
3' 3 1/2" GAUGE.							
Assam-Bengal	164	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bombay, Baroda and Central India	368	27 85	Direct Interlocking Indirect Interlocking.	1,262 859	47 3	4,80,814 2,39,780	381 279
Burma	327	20 126	Direct Interlocking Indirect Interlocking.	851 590	174 30	6,16,065 7,19,442	724 1,240
Eastern Bengal	166	4 45	Direct Interlocking Indirect Interlocking.	219 648	48 44	1,84,894 2,48,269	946 382
Madras and Southern Mahratta	297	4 115	Direct Interlocking Indirect Interlocking.	87 838	1 1	52,149 4,77,636	599 451
Nizam's Guaranteed State	100	2 62	Direct Interlocking Indirect Interlocking.	75 352	15 3	70,669 2,24,018	942 697
Rohilkund and Kumaon	100	1	Indirect Interlocking.	...	...	488	...
South Indian	327	3 148	Direct Interlocking Indirect Interlocking.	126 1,378	15 380	1,25,370 7,23,915	995
2' 6" GAUGE.							
Baraset-Basirhat Light	80	1	Direct Interlocking.	4	...	38,92	973
Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,083
Kalka-Simla	45	1 5	Direct Interlocking Indirect Interlocking.	19 9	3	11,305 3,366	595 374
2' 0" GAUGE.							
Howrah-Amra Light	27	2	Direct Interlocking.	11	...	2,320	211
TOTAL	5,699	2,957	...	56,276	7,704	3,82,18,917	...

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

"Indirect interlocking" covers all those systems in which the levers which work the point are indirectly interlocked with the levers which work the signals.

APPENDIX 21.

TABLE showing the railways on which block instruments were used for train

**Railways on which block instruments were used for train
signalling.**

OMITTED

(The form of this Appendix is under revision.)

Value of stores purchased by the Principal Railways during the

1920-21

A.—Value of stores

B.—Value of imported

C.—Value of stores of

Note.—Materials invariably purchased in India such as Coal and coke,

Classes.	Bengal Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	1,23	...	96	10,39	15	3	87	60	...
(B) Engineer's plant, excluding petty tools.	...	22	23	36	1,55	19	41	1,15	1
(C) Workshop Machinery and Heavy Tools.	6,81	53	8	3,09	1,65	...	38	1,09	2
(D) Permanent-way :—									
(a) Rails ...	1,63	40	15,63	5,35	...	4,34	7	...	3,85
(b) Steel sleepers ...	7,85	...	...	45	...	...	...	...	...
(c) Cast iron sleepers	...	...	...	...	...	78	...	...	...
(d) Wooden sleepers	...	...	25,34	...	...	33,66	...	...	24,10
(e) Chairs and Fastenings	41	1,53	4,20	9,49	3,17	2,94	71	26	63
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	92,95	2,23	5	42,39	3,70	5,47	31,54	64	1
(b) Coaching stock ...	2,11	...	...	...	10	...	18,02	...	3,10
(c) Goods stock ...	99,22	...	...	81	...	...	26,24	...	11,85
(d) Spare parts, Coaching and Goods stock.	1,69,70	21,22	12	12,36	4,95	9,07	11,64	1,61	15
(e) Motor cars ...	...	7	...	29	9	4	...	...	...
(F) Building and Station Materials and Fencing.	91	72	2,42	2,96	6,85	63	49	1,74	1,02
(G) Tools and Stores :—									
(a) Tools and Cutlery	5	1,86	11	4,72	3,39	67	23	74	32
(b) Steel (excluding permanent-way materials).	...	1,52	2	2,46	5,53	5	64	1,16	43
(c) Iron (excluding permanent-way materials).	36	6,06	40	3,57	3,15	39	7	77	2,23
(d) Other metals ...	...	21	...	1,23	3,63	19	11	33	25
(e) Timber ...	...	...	3,23	...	...	15,19	...	2,05	4,99
(f) Oils ...	...	13,67	1,89	...	11,56	6,31	...	9,29	1,23
(g) Portland cement...	...	1,15	45	1	3	1,30	...	...	33
(h) All other stores...	4	21,13	6,25	7,63	1,43,06	31,40	1,06	5,33	10,44
(H) Electrical plant and materials	3,15	2,94	1	1,92	7,90	18	3,41	3,29	63
Total ...	3,56,02	75,51	66,45	1,16,57	2,03,76	1,16,76	95,69	30,15	70,74

DIX 22.

financial year 1921-22 showing in thousands of rupees :—

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

stone, bricks, lime, ballast, etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
5,73	2	10	31,65	4			40		8,73	1,51	
15	97		2,22	168	65	64	6	1	6,30	36	6
6,05	3,00	38	9,63	1,69	1	7,62	42		11,04	3,02	
46,65	18,71		20,05		2,93	5,37		10,60			39,12
			66,46					1,16			39,69
1,62	9,27	16,78		19,24	6,52			24,02			48,91
1,29	2,81	1,27	19,25	9	2,24	5,40	12	2,14	8,27		1,05
61,99	55		87,81	39	1	52,52	47	8	110,55	65	10
						5,12	3	1,95		4	6,71
			33,54		14,77	4,20		31,46		2	39,93
1,47,26	7,51		50,16	2,93	7,26	14,33	66	1,30	29,65	2,64	64
2	58			18					1,12	36	
1,42	1,89	1,21	8,44	5,69	2,31	1,12	65	34	5,65	2,90	2,05
70	76		2,70	1,53	18	2,61	1,10	34	1,61	1,07	9
7,42	1,49	5,39	2,28	1,92	50	2,12	1,94		6,33	6,01	96
6,98	5,85	33,31	27	1,47	3,03	5,52	2,24	39		58	1,72
64	3,50	2,05	1,82	4,66	2,49	2,64	1,94	53		2,27	31
		23			6,88			5,26			6,77
	26,02	5,50		18,60	8,82	7	10,35	1,29		14,01	6,12
				10	86	2,24				60	22
4,06	25,36	49,62	14,73	1,75,57	1,82,80	47,73	2,57	1,6,10	42,90	11,52	7,26
11,73	5,08		6,18	2,03	56	4,14	2,1,06		12,95	6,77	15
3,02,69	1,12,10	1,31,71	3,07,76	2,32,79	2,42,83	1,65,55	23,12	37,02	2,52,69	56,42	2,20,76

Value of stores purchased by the Principal Railways during the

A.—Value of stores

B.—Value of imported

C.—Value of stores of

NOTE.—Materials invariably purchased in India, such as coal and coke,

Classes.	Oudh and Rohilkhand.			South Indian.			Assam-Bengal.		
	A.	B.	C.	A.	B.	C.	A.	B.	C.
(A) Bridge work ...	3,90	...	17	15,41	2	...	...	...	2
(B) Engineer's plant excluding petty tools.	66	8	1	45	1,66	...	...	11	2
(C) Workshop Machinery and Heavy Tools.	3,01	8	3	3,44	43	2	2,08	14	...
(D) Permanent-way :—									
(a) Rails ...	...	...	7,63	5,46	...	...	...	...	...
(b) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(c) Cast iron sleepers	...	...	24	...	...	...	...	...	...
(d) Wooden sleepers	...	...	26,18	...	...	11,50	...	...	4,35
(e) Chairs and Fastenings.	1,55	15	55	2,19	1,32	1,99	12	1	7
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	9,49	9	...	77,43	35	...	41,30	33	7
(b) Coaching stock ...	1,47	...	...	5,32	...	...	8,33	...	...
(c) Goods stock ...	32,60	3,79	...	20,62	...	...	...	...	...
(d) Spare parts Coaching and Goods stock.	11,43	66	40	11,49	2,92	12	5,92	18	5
(e) Motor cars ...	1	10	...	8	2	...	...	...	...
(F) Building and Station Materials and Fencing.	57	1,22	76	2,44	1,23	26	21	11	20
(G) Tools and Stores :—									
(a) Tools and Cutlery	69	74	13	74	1,51	22	...	26	4
(b) Steel (excluding permanent-way materials).	1,03	2,44	1,15	49	1,79	...	...	31	1
(c) Iron (excluding permanent-way materials).	16	45	1,62	2,05	2,07	43	3	5	...
(d) Other metals ...	13	44	76	85	1,67	10	...	19	...
(e) Timber ...	...	...	4,32	...	...	5,13	...	...	1,30
(f) Oil ...	...	4,37	2,13	...	6,19	2,74	...	1,12	1,41
(g) Portland cement...	...	...	...	...	1,37	...	...	11	...
(h) All other stores ...	1,61	2,93	5,11	4,27	6,23	3,30	4	1,33	79
(H) Electrical plant and materials.	3,30	3,64	17	2,70	1,64	14	51	94	...
Total ...	71,79	20,13	51,36	1,54,43	30,31	26,45	59,46	5,63	3,32

DIX 22—concl'd.

financial year 1921-22 showing in thousands of rupees:—

imported direct.

Stores purchased in India.

Indian manufacture or of indigenous origin.

stones, bricks, lime ballast, etc., are not included.

Bengal and North-Western.			Barma.			Bohilkund and Kumaon.			Total expenditure for railways who have reported for 1921-22.		
A	B	C	A	B	C	A	B	C	A	B	C
3	...	...	13,59	12	3	...	...	...	91,53	2,86	1,31
5	2	1	1,22	2,60	1	...	8	...	12,66	9,49	1,20
2	1	2	2,25	18	...	...	19	...	53,92	12,43	56
...	...	...	3,72	65	9,31	...	...	1,50	88,30	19,76	98,91
...	...	...	...	...	...	...	...	...	8,30	...	...
...	...	...	...	...	...	...	...	...	68,46	...	41,82
...	...	5,56	...	...	4,70	...	...	3,74	1,62	28,51	2,34,68
62	1	6	2,93	...	44	5	...	9	46,38	8,97	18,47
5,27	14	1	33,04	36	20	1,02	11	3	5,97,69	10,26	6,03
4,10	13	4	...	...	...	7	12	...	45,08	42	10,90
...	...	...	1,34	...	...	...	...	...	2,23,64	3,80	1,18,06
...	...	...	2,38	20	...	3	...	...	4,35,77	45,75	15,11
...	...	...	22	1	...	37	23	...	2,11	1,59	4
5	11	6	2,40	25	26	...	23	...	26,85	22,59	11,56
21	23	15	72	37	4	...	11	6	14,25	12,67	2,36
...	9	...	1,21	38	...	...	11	...	23,02	27,69	6,50
1,47	1,36	19	1	82	6	6	52	...	21,43	24,34	43,82
34	30	...	76	18	35	...	20	7	6,02	20,51	7,15
...	...	2,02	...	...	4,00	...	...	3	...	2,23	79,38
...	2,66	1,50	...	41	3,89	...	64	21	7	1,13,89	45,71
7	2	2	2,30	...	...	...	...	1	4,62	3,23	3,79
2,75	1,59	3,29	2,78	3,65	6,27	1	75	1,26	1,29,71	4,07,93	2,17,79
47	23	...	18	10	...	34	24	...	53,04	25,48	1,74
15,45	6,89	12,93	71,09	9,79	23,93	1,33	3,52	7,00	19,71,55	3,16,24	10,73,23

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

Railway station.	NUMBER OF SERVANTS EMPLOYED.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	647	647	1,074	1,170	55,555	58,322	57,276	60,139
Bombay, Baroda and Central India	668	671	791	802	769,443	71,200	70,917	72,678
Eastern Bengal	329	349	549	578	46,972	46,618	47,250	47,545
East Indian	1,423	1,473	1,580	1,629	118,435	119,827	121,438	1,22,434
Great Indian Peninsula	1,796	1,867	1,765	1,899	1,11,539	1,11,966	1,15,094	1,14,732
Madras and Southern Mahratta	258	268	2,092	1,995	47,579	48,627	49,924	50,860
Nizam's Guaranteed State	96	91	365	377	18,777	19,528	14,238	12,996
North Western	1,124	1,101	993	967	114,784	114,850	116,901	116,918
Ondh and Rohilkhand	264	226	265	363	27,186	22,976	27,715	23,565
South Indian	168	191	1,306	1,254	29,326	30,448	30,920	31,893
Aden	1	1	4	3	363	370	368	373
Assam-Bengal	60	76	289	337	11,405	12,062	11,724	12,475
Bengal and North-Western	122	116	301	197	24,210	24,868	24,583	25,181
Bengal Doonra	7	8	2	3	1,587	1,367	1,598	1,378
Bhavnagar State	3	2	18	14	2,091	2,295	2,112	2,311
Barma	140	142	536	550	21,150	21,726	21,828	22,418
Dibru-Sadiya	15	15	...	...	2,126	2,257	2,141	2,272
Gondal	1	1	11	3	1,908	1,500	1,920	1,504
Jamnagar	1	1	...	...	341	453	342	454
Jodhpur-Bikaner	19	25	19	21	9,745	9,638	9,783	9,754
Junagad State	1	1	5	5	957	962	963	968
Morvi	1	1	...	...	647	675	648	676
Mysore†	3	4	28	43	2,686	2,923	2,717	2,973
Rohilkhand and Kumaon	33	29	27	27	5,591	5,438	5,650	5,494
Udaipur-Ohtorgarh	1	1	...	...	378	378	379	379
Ahmadpur-Katwa	...	...	...	...	199	203	199	203
Arakan Light	...	1	1	1	171	169	172	171
Arrah-Sasaram Light	1	1	3	3	305	301	309	305
Bangalore-Ohik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	3	3	1	...	352	353	356	356
Baraset-Basirhat Light	...	1	1	1	429	421	430	423
Baroda State	...	9	...	9	...	2,053	...	2,071
Barai Light	3	4	26	43	968	993	999	1,009
Bengal Provincial	...	...	1	1	295	292	296	283
Bukhtiarpur-Bihar Light	...	...	1	1	214	210	215	211
Burdwan-Katwa	...	...	...	...	295	303	295	303
Champaner-Shivrajpur-Paul Light †	1	1	...	...	515	515	516	516
Cutch State	1	1	...	...	195	207	196	206
Dehri-Bohtas Light	...	...	2	2	261	278	263	280
Dholpur-Bari	1	1	...	...	302	273	303	274
Futwah-Islampur Light	...	...	...	...	...	6	...	6
Godhra-Lunavada †	...	...	...	...	...	...	...	...
Jessore-Jhenidah	...	...	1	1	323	328	324	329
Kalighat-Falta	...	...	...	...	274	277	274	277
Kolar District ††	...	...	...	...	...	...	...	...
Madaya Light	...	...	2	2	133	119	135	131
Nadiad-Kapadvanj †	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	4	4	...	...	770	748	774	753
Tesopore-Balipara Light	3	3	1	...	253	237	257	240
Darjeeling-Himalayan	33	21	16	16	1,903	1,969	1,944	2,028
Gwalior Light	3	2	1	2	536	538	540	543
Howrah-Amra Light	4	2	7	4	835	811	836	817
Howrah-Sheakhala Light	...	...	...	1	197	203	197	203
Jagadhri Light	...	...	...	...	46	46	46	46
Jorhat (Provincial)	1	1	...	...	214	208	215	209
Kulasekarapatnam Light	1	1	4	4	139	123	144	128
Mysore Light ††	...	...	...	...	...	...	...	...
TOTAL	17,331	6,858	11,940	11,631	1729,739	735,739	749,010	754,478

DIX 23.

amounts deposited by them in the Provident Fund at the close of the financial year 1921-22.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1922, including interest to that date.				REMARKS.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
10	11	12	13	14	15	16
		Rs.	Rs.	Rs.	Rs.	
1,171	18,001	2,68,654	80,66,735	82,44,049	1,65,79,838	
545	18,664	1,69,499	1,22,98,906	1,21,83,533	2,45,41,938	
730	12,740	1,17,659	65,03,996	59,17,769	1,25,39,442	
9,353	29,310	"	"	"	3,64,50,300	* Amounts under voluntary and compulsory deposits and bonus given by railway are not available.
"	31,005	"	"	"	3,27,05,000	(a) Including Watch and Ward staff.
"	16,863	"	1,00,23,536	69,99,204	1,64,22,740	
"	3,628	"	17,52,798	16,73,967	34,26,765	
777	18,802	1,46,869	1,33,46,379	1,27,77,468	2,62,70,116	
201	5,109	42,493	35,20,747	24,27,400	69,90,640	† Revised.
74	11,288	20,582	50,05,217	67,95,523	98,21,322	
"	5	"	"	"	"	
"	5,312	"	17,94,226	18,59,803	32,54,029	
22	4,602	1,607	22,24,822	21,54,805	43,81,434	
"	301	"	1,86,437	1,44,222	3,30,659	
195	461	27,426	2,00,252	1,81,056	4,06,734	
"	5,869	"	43,98,909	40,79,943	84,78,851	
19	195	1,783	68,622	54,799	1,25,197	
11	78	5,381	26,976	24,771	57,128	
161	1,740	29,018	5,57,667	5,00,063	10,86,743	
66	289	7,356	64,879	64,495	1,36,730	
"	322	"	47,104	9,963	56,067	
5	870	677	2,18,626	69,969	2,84,272	‡ Includes the Bangalore-Chik Ballapur Light, Kolar District and Mysore Light Railways.
3	932	294	5,53,981	5,52,723	11,06,997	
"	"	"	30,126	27,956	58,082	
"	78	"	4,533	4,523	9,106	
"	44	"	11,725	9,425	21,150	
"	"	"	"	"	"	†† Included with the Mysore Railway.
"	90	"	20,342	19,594	39,936	
"	424	"	54,195	3,422	57,997	
"	395	"	1,06,743	96,487	2,03,230	
"	110	"	"	"	"	
"	45	"	9,827	9,174	19,001	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj Railways.
"	139	"	16,930	18,671	30,601	
"	"	"	"	"	"	
"	70	"	2,628	3,075	5,908	
"	8	"	863	"	863	¶ Included with the Champaran-Shivrajpur-Pandi Light Railway.
"	"	"	"	"	"	
"	"	"	"	"	"	
"	"	"	"	"	"	
"	170	"	46,218	44,743	90,961	
"	"	"	"	"	"	
187	399	1,797	2,31,671	2,65,110	II 4,96,578	¶¶ Includes interest on compulsory deposits and bonus.
"	30	"	10,524	10,600	21,124	
"	287	"	67,824	86,057	1,78,861	
"	15	"	6,038	5,665	11,703	
"	77	920	37,515	23,284	56,719	
10	"	"	"	"	"	
"	"	"	"	"	"	
18,500	182,729	8,81,709	7,14,58,162	6,53,07,341	20,67,52,512	

APPENDIX 24.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1921-22.

RAILWAY SYSTEM.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY ADMINISTRATION.				PART OF TOTAL FORCE TO THE RAILWAY ADMINISTRATION.		REMARKS.
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur . . . . .			...	1,99,950	14,325	2,14,275	76.25	0.02	
Bombay, Baroda and Central India	192	2,982	1,498,08	4,66,499	16,084	6,82,391	178.64	0.04	
Eastern Bengal	183	1,546	8,082	1,40,889	4,591	1,48,492	85.56	0.02	
East Indian	18	2,172	2,22,431	3,47,376	66,429	6,86,236	229.40	0.08	
Great Indian Peninsula	*	*	...	4,62,680	...	4,62,680	148.21	0.02	
Madras and Southern Mahratta	18	1,120	2,18,466	1,78,347	21,450	4,18,263	136.81	0.03	
Nizam's Guaranteed State	70	527	42,114	1,28,523	9,104	1,74,741	193.73	0.06	
North Western . . . . .	...	3,018	845	8,25,802	1,584	8,27,781	145.60	0.04	
Oudh and Rohilkhand . . . . .	...	693	...	1,23,847	948	1,24,595	77.45	0.02	
South Indian . . . . .	...	525	...	2,56,184	...	2,56,184	138.29	0.03	
Adon . . . . .	...	17	...	4,284	...	4,284	147.72	0.10	
Assam-Bengal	*	324	62,000	57,442	2,181	1,21,578	119.08	6.08	
Bengal and North-Western	1	614	30,000	64,052	324	94,376	45.77	0.02	
Bengal Doars . . . . .	...	25	...	3,643	...	3,643	28.03	0.01	
Bhavnagar State . . . . .	...	88	...	25,749	...	25,749	107.77	0.05	
Burma	54	654	1,38,000	59,949	8,004	1,90,953	117.68	0.03	
Dibru-Sadiya	1	9	1,680	4,020	60	5,759	63.12	0.02	
Gondal . . . . .	...	79	...	20,330	...	20,329	88.02	0.04	
Jamnagar	1	13	3,563	...	...	3,563	70.85	0.04	
Jodhpur-Bikaner	8	239	32,023	22,617	11	54,651	41.07	0.02	
Junagad State . . . . .	...	14	6,071	4,000	1,818	11,689	88.84	0.05	
Mervi . . . . .	...	20	...	1,154	...	1,154	12.41	0.05	
Mysore and Birur-Shimoga	12	129	2,018	20,184	252	22,454	57.43	0.03	
Rohilkund and Kumaon . . . . .	...	...	...	29,804	...	29,804	51.84	0.03	
Arakan Light . . . . .	...	2	...	384	...	384	21.33	0.02	
Arrah-Sasaram Light . . . . .	...	9	...	1,188	...	1,188	18.27	0.01	
Bangalore-Chik Ballapur Light, and Kolar District. Baraset-Baichhat Light . . . . .	...	3	Included with Mysore and Birur-Shimoga.	2,163	...	2,163	50.00	0.01	
Baroda State	161	...	...	41,091	2,396	43,487	144.14	0.13	
Barsi Light	43	...	...	6,188	...	6,188	52.24	0.03	
Bukhtiarpur-Bihar Light . . . . .	...	12	...	1,744	...	1,744	58.25	0.03	
Champaner-Shivrajpur-Pani Light . . . . .	...	6	...	1-150	...	1-150	1.41	1-0.38	
Dehri-Bohtas Light . . . . .	...	9	1,116	...	...	1,116	46.83	0.02	
Dholpur-Bari . . . . .	...	7	...	405	16	511	9.90	...	
Godhra-Lunavada . . . . .	...	4	...	262	...	262	10.48	0.01	
Madaya Light . . . . .	...	7	...	1,344	...	1,344	84.00	0.04	
Nadiad-Kapadvanj . . . . .	...	9	...	2,332	...	2,332	77.73	0.06	
Shahdara (Delhi)-Saharanpur Light . . . . .	...	30	4,477	...	...	4,477	48.40	0.04	
Darjeeling-Himalayan . . . . .	...	4	...	1,617	...	1,617	11.00	...	
Gwalior Light	6	47	3,020	...	...	3,020	33.08	0.03	
Howrah-Amta Light . . . . .	...	22	...	4,873	...	4,873	110.75	0.02	
Howrah-Sheakhala Light . . . . .	...	7	...	1,520	...	1,520	76.00	0.03	
Jagadhri Light . . . . .	...	5	...	780	...	780	260.00	0.08	

*Details are not available owing to a lump sum payment to Government for "crime and order" police.

†Includes Rs. 1,55,000 being the lump sum paid to Government, on account of crime and order for 1921-22, and Rs. 717-2-0 being the cost of peace paid to French Government.

‡ Due to adjustment of certain expenditure accounted for in previous year.

APPENDIX 25.

Transactions of the Fine Funds for the financial year 1921-22.

Railway system.	ASSETS.				DISBURSEMENTS.						Balance on 31st March 1922.
	Balance on 31st March 1921.	Fines and bonus forfeited during 1921-22.	Interest on balances.	Total.	Hospitals for sick employes.	Compensation allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	99,712	85,923	2,563	1,89,198	4,910	1,903	10,485	25,308	42,872	85,468	1,03,718
Bombay, Baroda and Central India	47,620	29,648	1,724	78,992	—	3,371	—	8,815	363	12,549	66,443
Eastern Bengal	7,170	12,501	209	19,880	—	—	—	11,335	2,033	13,368	6,323
East Indian	2,11,439	86,326	12,872	3,10,637	1,900	6,422	22,370	39,992	16,338	88,042	2,22,798
Great Indian Peninsula	72,159	62,390	253	1,34,802	—	—	6,978	77,883	79,351	1,16,110	30,692
Madras and Southern Mahratta	58,620	13,780	2,314	75,244	200	1,104	125	2,742	4,434	3,606	66,639
Nizam's Guaranteed State	28,543	4,362	2,976	33,881	4,198	—	12	2,416	510	3,126	25,748
North Western	1,02,643	57,019	9,545	1,69,207	—	—	13,823	36,540	25,844	76,207	93,000
Punjab and Rohilkhand	7,658	8,901	221	16,780	—	—	800	2,842	6,233	9,875	4,905
South Indian	81,032	13,035	2,096	1,02,163	78	162	—	3,816	—	9,056	28,677
Tanor	1,689	233	—	1,922	—	—	—	—	—	—	1,922
Assam-Bengal	16,150	22,023	800	39,973	—	—	5,990	1,995	2,462	10,437	28,536
Bengal and North-Western	11,038	26,949	—	37,987	160	572	2,118	6,000	16,959	25,609	12,178
Bengal Doon	3,022	488	87	3,597	—	—	720	247	133	1,440	2,148
Bhavnagar State	1,051	1,234	46	2,331	—	78	50	250	672	1,045	1,296
Burma	8,185	30,696	—	38,881	—	—	—	9,781	1,442	11,223	27,658
Bondal	2,552	25,113	267	27,932	—	—	—	—	4,972	4,972	22,960
Bamnagar	685	79	22	786	—	—	—	—	105	106	681
Jodhpur-Bikaner	3,960	9,368	122	13,450	1,533	167	4,226	2,028	1,101	9,055	4,395
Tanagad State	910	200	27	1,137	—	—	—	218	—	218	919
Korvi	1,991	254	—	2,245	—	—	163	—	—	163	2,082
Bohilkund and Kumaon	58,024	7,089	1,794	66,957	—	—	1,675	4,133	694	6,502	60,355
Udaipur-Chitorgarh	1,162	23	—	1,185	—	—	—	—	—	—	1,185
Arakan Light	104	17	—	121	—	—	—	—	—	—	121
Arrah-Sasaram Light	286	43	—	329	—	—	—	—	—	—	329
Mysore, including Birur-Shimoga, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,785	861	70	2,716	—	—	40	25	—	65	2,651
Baraset-Basirhat Light	153	31	—	184	—	—	—	—	—	—	184
Baroda State	—	123	1	124	—	—	—	—	—	—	124
Barsi Light	1,788	335	48	2,171	—	—	—	140	—	140	2,031
Bengal Provincial	—	25	—	25	25	—	—	—	—	25	—
Bukhtiarpur-Bihar Light	88	15	—	103	—	—	—	—	—	—	103
Champaner-Shivrajpur-Pani Light, Godhra-Lunavada and Nadiad-Kapadvan.	894	174	—	1,068	—	—	—	—	1,068	1,068	—
Dahri-Bohtas Light	353	32	—	385	—	—	—	—	—	—	385
Dholpur-Bari	173	182	—	355	—	—	—	—	6	6	349
Futwah Islampur	—	1	—	1	—	—	—	—	—	—	1
Shahdara (Delhi)-Saharanpur Light	1,484	654	—	2,138	—	—	—	—	—	—	2,138
Tesore-Balipara Light	356	44	—	400	—	364	—	—	—	364	36
Darjeeling-Himalayan	1,132	9	22	1,163	—	—	—	—	1	1	1,163
Howrah-Amra Light	203	110	—	313	—	—	—	—	—	—	313
Howrah-Sheakhala Light	11	6	—	17	—	—	—	—	—	—	17
Jagadhri Light	271	46	—	317	—	—	—	—	75	25	292
Jochat (Provincial)	321	24	10	355	—	—	—	100	65	165	190

*Includes Rs. 4,670 due to miscellaneous receipts.

Number of persons reported, during the year ended the 31st March 1922, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
PASSENGERS.						
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	4	2	...	6
		Injured	8	31	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	From falling between trains and platforms ...	Killed	2	2	2	19
		Injured	1	18	...	21
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	3	3	1	6
		Injured	6	57	...	19
3	Whilst crossing the line at stations ...	Killed	2	7	1	7
		Injured ... ..	...	12	2	2
4	By closing of carriage doors ...	Killed ... ..	...	...	...	...
		Injured	1	5	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	13	12	3	20
		Injured	51	150	31	37
6	Other accidents	Killed ... ..	...	1	...	2
		Injured	4	30	...	15
	TOTAL	Killed	20	25	7	56
		Injured	63	272	33	94
	TOTAL PASSENGERS	Killed	24	27	7	56
		Injured	71	308	38	94
SERVANTS.						
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	1	1	...	1
		Injured	10	15	2	15
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	Whilst coupling or uncoupling vehicles ...	Killed	3	6	...	2
		Injured	6	16	1	10
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ... ..	...	...	2	...
		Injured	1	...	1	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	4	...	...	...
		Injured	1	...	...	1
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ... ..	...	1	...	1
		Injured	2	1	...	5
5	Whilst braking, spragging or chocking wheels	Killed ... ..	...	...	1	...
		Injured	2	...	...	2
6	Whilst attending to ground points, marshalling trains, etc.	Killed ... ..	...	1	...	2
		Injured ... ..	...	...	4	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ... ..	...	...	...	...
		Injured ... ..	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	2	...	6	...
		Injured	6	2	4	6
	Carried over	Killed	6	8	9	9
		Injured	21	19	10	24

DIX 26.

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

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Aden.	Assam-Bengal.	Bengal and North-Western.	Serial number.
12	...	...	2	40	...	...	1	...	
48	9	...	34	31	...	...	12	5	
4	3	...	4	4	8	...	...	...
2	3	...	6	5	...	...	...	...
5	7	...	3	6	13	...	...	2	
2	22	...	2	10	9	...	...	1	
8	2	...	...	2	...	...	...	1	
5	4	...	2	2	...	...	...	...
...	2	...	18	...	...	...	...	...
...	...	...	26	...	...	...	...	...
37	14	1	148	6	9	...	...	4	
38	71	21	345	16	81	...	4	10	
5	...	...	1	6	...	...	...	...
5	18	...	...	2	...	...	...	...
59	28	1	174	21	25	...	...	7	
47	118	21	381	42	90	...	4	51	
71	28	1	176	61	25	...	1	7	
95	122	21	415	73	90	...	16	58	
12	1	...	3	6	...	...	...	...
44	5	...	11	...	1	...	10	...	
2	...	...	16	1	...	...	...	1	
19	2	4	24	1	7	...	6	2	
...	...	...	...	1	...	...	...	...
...	...	...	...	...	1	...	...	...
...	...	...	...	...	1	...	1	...	
1	1	...	7	...	...	...	...	1	
1	...	...	...	...	...	...	...	...
3	...	...	...	...	...	...	...	...
...	
...	...	...	1	...	...	...	...	...
...	...	...	1	...	1	...	...	...
10	2	...	13	1	1	...	...	1	
23	...	1	22	4	6	...	...	...
13	2	...	30	2	2	...	...	...
46	3	5	54	6	15	...	7	...	

APPEN

Number of persons reported, during the year ended the 31st March 1922, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
SERVANTS - conold.						
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC. - conold.						
	Brought forward	Killed ...	6	8	9	9
		Injured ...	21	19	10	24
9	From falling off engines, etc., during the travelling of trains.	Killed ...	1	1	...	...
		Injured ...	3	4	1	3
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	1	...	...	1
		Injured ...	3	1	...	1
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	...	...
		Injured ...	3	4	1	5
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...
		Injured ...	1	2	...	2
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	...	7
		Injured ...	3	...	4	...
14	Whilst attending to gates at level-crossings	Killed ...	...	3	2	3
		Injured ...	...	6	4	1
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	3	14	9	31
		Injured ...	5	30	3	30
16	From being caught between vehicles	Killed ...	1	...	1	5
		Injured ...	1	...	1	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	2	1	7
		Injured ...	4	...	...	2
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	1	1	13
		Injured ...	2	1	2	4
19	Miscellaneous	Killed ...	3	9	8	3
		Injured ...	34	28	16	12
	TOTAL	Killed ...	20	33	31	31
		Injured ...	30	35	42	34
	TOTAL SERVANTS	Killed ...	21	39	31	32
		Injured ...	90	110	44	99
OTHERS.						
1	Whilst passing over the railway at level crossings.	Killed ...	...	10	1	12
		Injured ...	...	10	1	3
2	Trespassers	Killed ...	142	133	153	272
		Injured ...	73	52	45	66
3	Suicides	Killed ...	28	19	...	59
		Injured ...	6	...	...	11
4	Miscellaneous	Killed ...	40	4	...	9
		Injured ...	18	2	2	7
	TOTAL OTHERS	Killed ...	210	166	154	352
		Injured ...	97	94	48	77
	TOTAL ALL CLASSES	Killed ...	255	232	192	400
		Injured ...	258	507	125	270

DIX 26—contd.

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

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oadh and Rohilkhand.	South Indian.	Aden.	Assam-Bengal.	Bengal and North-Western.	Serial number.
13	2	...	30	2	2	...	...	2	1
46	8	5	54	6	16	...	7	2	
5	2	...	6	...	2	...	...	2	2
12	...	...	17	...	2	...	2	1	
1	...	...	...	...	...	...	...	...	3
4	...	...	...	2	...	...	...	...
4	...	...	6	...	1	...	...	...	4
14	1	1	14	1	2	...	1	...	
2	...	...	1	1	...	...	...	...	5
12	...	...	...	...	7	...	...	...
6	...	...	...	1	2	...	...	...	6
3	...	1	...	...	1	...	...	...
1	1	1	...	...	...	...	...	1	7
...	1	3	...	...	...	...	...	...
28	1	4	57	6	3	...	1	...	8
9	2	...	18	5	2	...	1	2	
2	...	...	...	...	...	...	...	...	9
1	...	1	1	...	2	...	...	...
...	2	...	...	...	...	...	...	...	10
9	...	...	1	4	3	...	...	...
4	...	1	2	1	1	...	...	...	11
6	7	...	1	1	2	...	1	1	
9	17	1	5	1	11	...	4	1	12
78	15	5	62	15	13	...	2	4	
121	24	13	111	17	49	...	15	3	13
90	16	5	85	18	13	...	2	4	
165	39	13	122	17	50	...	25	6	14
5	5	1	5	...	...	...	1	...	
5	3	...	6	...	5	...	...	...	15
202	109	25	215	79	76	2	25	118	
43	30	3	81	23	13	...	17	38	16
27	17	...	11	33	29	...	4	...	
...	2	1	2	...	2	...	1	...	17
2	2	...	2	1	5	1	3	6	
...	1	3	1	1	3	...	2	2	18
236	133	26	233	113	110	5	37	123	
46	36	13	90	23	23	...	20	41	19
397	177	33	494	192	148	3	49	133	
308	187	44	327	113	163	...	61	105	20

Number of persons reported, during the year ended the 31st March 1922, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Doonra.	Bhav-nagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
PASSENGERS.								
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	...	...	119	...	...	...
		Injured	...	...	87	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	From falling between trains and platforms ...	Killed	...	...	8	...	...	...
		Injured	...	...	7	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	...	...	8	...	...	...
		Injured	...	...	4	...	...	...
3	Whilst crossing the line at stations	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	1	...
4	By closing of carriage doors	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	1	...	6	...	...	...
		Injured	...	7	20	...	8	...
6	Other accidents	Killed	10	...	...	...	...	...
		Injured	1	...	...	...	...	...
	TOTAL	Killed	11	...	18	...	...	...
		Injured	1	7	88	...	4	...
	TOTAL PASSENGERS	Killed	11	...	181	...	...	...
		Injured	1	7	70	...	4	...
SERVANTS.								
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	...	...	6	...	...	...
		Injured	...	...	10	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	Whilst coupling or uncoupling vehicles	Killed	...	...	...	...	...	...
		Injured	1	1	4	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	...	...	1	...
		Injured	...	...	1	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	...	2	...	...	...
		Injured	...	...	3	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	...	...	...	...
		Injured	...	...	6	...	...	...
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	...	1	...
		Injured	...	...	1	1	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	1	...	...	...
		Injured	...	...	1	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	...	...	1	...	...	...
		Injured	...	...	1	...	...	...
	Carried over	Killed	...	...	4	...	2	...
		Injured	1	1	17	1	...	...

DIX 26—contd.

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

Jodhpur-Bikaner.	Junagadh State.	Morvi.	Mysore Railways.	Rohilkhand and Kumaon.	Udaipur-Chitorgarh.	2'6" and 2'0" gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
						Total.	Total previous year.	1921-22.	1920-21.	
1	181	143.	
7	6	10	228	275	
..	45	51	1
..	63	38	2
..	3	..	1	1	53	52	3
1	2	..	..	1	144	130	4
..	1	..	30	32	5
..	30	17	6
..	20	10	7
..	33	12	8
1	1	..	2	..	230	230	9
14	3	1	6	3	1	7	6	959	845	10
..	2	21	23	11
..	70	53	12
1	4	..	4	3	455	430	13
15	3	1	6	10	1	7	7	1,399	11,135	14
2	4	..	4	3	636	592	15
22	3	1	6	10	1	13	17	1,527	1,416	16
..	26	37	17
3	..	3	..	..	..	5	4	134	136	18
..	29	25	19
3	1	..	..	1	..	..	..	109	93	20
..	3	3	21
..	4	7	22
..	7	1	23
..	2	..	9	7	24
1	4	9	25
2	1	..	..	..	..	1	1	27	42	26
..	3	1	27
..	7	15	28
..	2	1	..	..	..	6	3	29
..	1	..	3	6	30
..	3	1	31
1	1	..	2	..	67	31	32
3	4	..	35	31	33
2	1	..	1	3	..	1	..	27	74	34
3	1	..	..	..	..	3	1	232	216	35

Number of persons reported, during the year ended the 31st March 1922, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured	Bengal-Doon.	Bihar State.	Burma.	Dibrangadiya.	Gondal.	Jamnagar.
SERVANTS—conold.								
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—conold.								
	Brought forward	Killed			4		2	
		Injured	1		17	1		
9	From falling off engines, etc., during the travelling of trains.	Killed						
		Injured			4			
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed						
		Injured			1			
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed			2			
		Injured	1		6			
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed						
		Injured			7			
13	Whilst working on the permanent-way, sidings, etc.	Killed			2			
		Injured			2			
14	Whilst attending to gates at level-crossings	Killed			1			
		Injured						
15	Whilst walking, crossing, or standing on the line on duty.	Killed			1			
		Injured						
16	From being caught between vehicles	Killed						
		Injured						
17	From falling or being caught between trains and platforms, walls, etc.	Killed						
		Injured						
18	Whilst walking, etc., on the line on the way home or to work.	Killed						
		Injured						
19	Miscellaneous	Killed			3			
		Injured			6			
	TOTAL	Killed			18		2	
		Injured	2		41	1		
	TOTAL SERVANTS	Killed			19		2	
		Injured	2		51	1		
OTHERS.								
1	Whilst passing over the railway at level crossings.	Killed					1	
		Injured			2		1	
2	Troopassers	Killed	10	3	60	5	1	
		Injured	1		20	6		
3	Suicides	Killed			3			
		Injured						
4	Miscellaneous	Killed						
		Injured						
	TOTAL OTHERS	Killed	10	3	63	5	2	
		Injured	1		23	6	1	
	TOTAL—ALL CLASSES	Killed	21	3	213	5	3	
		Injured	4	3	143	7	5	

DIX 26.—conold.

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

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore-Railways.	Rohilkhand and Kumaon.	Udaipur-Chitorgarh	2'6" and 2'0" Gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
						Total.	Total previous year.	1921-22.	1920-21.	
2	1		1	5		1		97	74	}
8	1					8	1	230	260	
1						1	9	17	30	
								52	82	
								8	1	
								12	11	
1				2		1	1	13	29	
						1	8	56	71	
								4	3	
1								38	56	
2			1					19	26	
				1			1	17	22	
								14	20	
								15	10	
1			1	1			1	143	142	
								100	137	
1				1				31	17	
						1	1	9	10	
								12	14	
								10	20	
			3				1	21	22	
1				2		2		51	32	
1						2	1	148	162	
4	1		2	8		4	2	417	430	
15	1	3	1	2		13	10	730	799	
4	1		2	8		9	2	445	447	
18	1	6	1	2		18	14	673	967	
								40	45	
								25	45	
23		1	2	18		13	16	1,578	1,589	
5	1			6		11	12	608	596	
				7		8		240	236	
								15	18	
1				2		2	3	84	128	
8						4	1	10	20	
14		1	2	27		19	23	2,040	1,957	
8	1			6		15	13	680	642	
20	1	1	4	30		26	22	2,121	2,016	
48	5	7		18	1	45	44	2,020	2,020	

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

Description.	BENGAL NAGPUR.								
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	3	4	...	1	...	2	...	3
3. Collisions between goods trains or parts of goods trains.	1	33	34	...	...	...	5	...	5
4. Collisions between light engines	...	3	3	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	12	12	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	98	99	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points.	...	23	23	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	23	23	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	136	136	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	59	59	4	1	...	1	4	2
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
13 (a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	6	6	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	13	13	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	3	390	393	...	...	...	1	...	1
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	...	67	67	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	7	7	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	4	4	...	...	...	...	...	...
23. Fire in trains	...	13	13	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	27	28	...	...	...	...	...	...
25. Other accidents	1	86	87	...	6	1	...	1	6
Total all classes	8	1,004	1,012	4	8	1	10	3	15

DIX 27.

ended the 31st March 1922, as having occurred on the several railways open for traffic and others, and of railway servants killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.									EASTERN BENGAL.									Number of heading
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.	
1	...	1	1	11	...	2	1	13	...	...	...	...	...	...	...	...	...	1
1	2	2	...	20	...	6	...	26	2	...	2	...	...	...	...	...	...	2
...	24	24	...	...	...	4	...	4	...	6	6	...	...	...	...	...	...	3
...	4	4	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	4
4	45	49	1	...	...	2	1	2	10	...	20	...	...	...	1	...	1	5
4	1,101	1,105	...	...	1	1	1	1	...	25	25	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	834	834	...	...	...	...	...	...	2	268	268	...	...	...	1	...	1	9
...	30	32	...	2	...	...	...	2	1	11	12	...	1	...	...	...	1	10
...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	29	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	237	237	...	...	...	...	...	...	...	65	65	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	255	256	...	...	...	...	...	...	...	109	109	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	70	70	...	...	...	...	...	...	...	26	26	...	...	...	...	...	...	20
10	10	20	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
3	9	12	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	23
2	34	36	...	...	...	...	...	...	...	2	9	...	...	...	...	...	...	24
...	4	4	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	25
...	100	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	2,804	2,835	2	133	1	15	3	48	16	545	561	...	1	...	2	...	3	

* Not passengers.
† Of these two were not passengers.

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

Description.	EAST INDIAN.								
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	3	3	5	...	...	...	8	...	3
3. Collisions between goods trains or parts of goods trains.	3	4	7	...	...	...	6	...	4
4. Collisions between light engines ...	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	6	8	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	3	15	18	...	...	1	3	1	2
7. Trains or engines travelling in the wrong direction through points.	...	8	8	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	634	634	...	...	...	...	...	...
10. Trains running over obstructions on the line.	3	20	23	1	1	...	4	1	5
11. Trains running through gates at level-crossings.	...	3	3	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
13(a). The bursting of tubes, etc., of engines.	...	42	42	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	1	103	104	...	...	...	...	...	...
14. The failure of tyres ...	...	1	1	...	...	...	...	...	...
15. Ditto of wheels ...	...	11	11	...	...	...	...	...	...
16. Ditto of axles ...	3	23	25	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	3	3	...	...	...	...	...	...
18. Ditto of couplings ...	2	557	559	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	1	...	1
20. Broken rails ...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	4	37	41	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	4	5	...	...	...	...	...	2
25. Other accidents ...	5	90	95	...	...	...	1	...	1
Total all classes ...	29	2576	1,605	1	3	1	15	2	18

1. Not passengers.

DIX 27—contd.

ended the 31st March 1922, as having occurred on the several railways open for traffic in India and others, and of railway servants, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.			
1	...	1	11	42	4	8	15	50	1	2	3	...	...	...	...	...	1
...	8	8	...	4	...	6	...	10	4	7	11	...	8	...	1	...	2	
4	30	34	...	...	1	18	1	18	1	4	5	...	...	2	...	1	3
...	10	10	...	...	...	8	...	8	...	5	5	...	...	...	...	...	4
2	35	37	...	...	8	...	8	...	2	8	10	...	...	...	...	...	5
...	868	868	...	...	...	...	...	...	8	14	22	...	...	...	4	3	6
...	18	18	...	...	...	...	...	...	1	...	1	...	...	...	...	...	7
1	8	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	8
...	778	778	...	...	...	...	...	...	...	803	802	...	...	...	...	...	9
1	11	12	4	2	...	8	4	5	1	1	2	...	1	...	...	1	10
...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	118	118	...	...	...	...	...	...	...	78	78	...	...	...	...	...	13(a)
...	425	425	...	...	...	...	...	...	...	126	126	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	13	14	...	...	...	...	...	...	8	15	19	...	...	...	...	...	16
...	11	11	...	...	...	2	...	2	...	5	5	...	...	...	...	...	17
1	603	604	...	...	1	1	1	1	...	104	104	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	17	17	...	...	...	...	...	...	...	52	52	...	...	...	...	...	20
1	2	3	...	...	...	...	...	...	3	9	10	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
6	209	215	1	2	...	1	1	3	...	20	20	...	...	...	...	...	23
1	18	19	...	1	3	...	3	1	...	3	3	...	...	...	...	...	24
...	154	154	1	2	...	2	1	4	...	50	50	...	...	...	...	...	25
19	3,843	3,829	17	43	13	44	23	97	25	1,312	1,298	...	9	1	5	1	24	

* Not passengers.
 † Of these five were not passengers.

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

Description.	NIRAN'S GUARANTEED STATE.								
	Number of accidents reported to Local Governments under section 89 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	1	2	...	...	1	2
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.	...	437	437	...	...	...	...	...	...
10. Trains running over obstructions on the line.
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines
12 (a) The bursting of tubes, etc., of engines.	...	5	5	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	50	50	...	...	...	...	...	...
14. The failure of tyres	1	1	...	...	...	...	...	...
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings	20	20	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments
23. Fire in trains	8	8	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	13	13	...	...	...	...	...	...
25. Other accidents	1	1	...	...	...	...	...	...
Total all classes	...	538	538	1	2	...	...	1	2

DIX 27—contd.

ended the 31st March 1922, as having occurred on the several railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

NORTH WESTERN.									ODISHA AND BHOILKHAND.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	3	4	...	26	...	1	...	27	...	...	...	...	...	...	...	...	...	1
4	1	5	1	6	2	1	3	7	1	...	1	...	...	...	...	...	...	2
1	51	52	...	...	1	2	1	2	...	1	1	...	...	...	...	...	...	3
...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
17	15	32	...	2	...	7	...	9	1	1	2	...	...	...	...	...	...	5
3	1,298	1,301	1	...	...	...	1	...	1	21	22	...	...	...	...	...	...	6
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	494	494	...	...	...	...	...	...	...	285	285	...	...	...	...	...	...	9
2	7	9	2	4	...	...	2	4	6	5	11	...	1	...	...	...	1	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	57	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13(a)
...	130	130	...	...	...	...	...	...	...	47	47	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	231	231	...	...	...	...	...	...	...	71	71	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	20
...	58	58	...	...	...	...	...	...	1	1	2	40	30	3	...	43	30	21
...	37	37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	25	25	...	21	...	...	...	1	...	...	...	...	...	...	...	...	...	24
...	16	16	2	...	...	...	2	...	...	2	2	...	...	...	...	...	...	25
...	40	40	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
23	2,455	2,513	16	139	3	11	9	50	10	446	456	40	31	3	...	43	31	

* Not passengers.
 † Four of these were not passengers.
 ‡ Five of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., reported during the year ended distinguishing the different classes of accidents and the number of passengers and others, and of

Description.	SOUTH-INDIAN								ADEN.						
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	9	...	9	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	5	10	15	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,628	1,628	...	...	...	...	...	...	3	3	...	...	...	...
10. Trains running over obstructions on the line.	27	1	28	...	4	...	1	...	5	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. (a) The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	267	267	...	...	...	...	...	...	3	3	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	49	...	49	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	6	1	7	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	2	1	3	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	9	1	10	...	...	...	...	...	...	1	1	...	...	...	...
23. Fire in trains	...	32	32	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	3	4	7	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	9	2	11	...	...	...	...	...	...	...	...	...	...	...	...
Total all classes	131	1,953	2,073	...	4	...	1	...	5	...	7	7	...	...	...

* Not passengers

DIX 27—contd.

the 31st March 1922, as having occurred on the several railways open for traffic in India, railway servants, killed or injured in each class of accident.

Total all classes.		ASSAM-BENGAL.										BENGAL AND NORTH-WESTERN.										Number of headings.
		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Number of passengers and others.		Number of servants.		Total all classes.						
																		Killed.	Injured.	Killed.	Injured.	
...	...	...	1	1	...	2	...	3	...	3	1	...	1	...	5	...	...	...	...	5	1	
...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	2	1	3	1	3	...	6	1	14	...	4	4	...	...	...	...	...	...	...	5	
...	...	...	5	5	...	...	...	1	...	1	...	233	233	...	...	...	...	...	...	...	6	
...	...	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	7	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	96	96	...	...	...	...	...	...	...	206	206	...	...	...	...	...	...	...	9	
...	...	...	11	11	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	10	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	...	...	24	24	...	...	...	...	...	...	...	43	43	...	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	13	13	...	...	...	...	...	...	...	45	45	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	20
...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	21
...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	23
...	...	...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	24
...	...	...	5	5	...	2	...	...	...	2	...	5	5	...	...	...	...	...	...	...	...	25
...	...	2	172	174	1	12	...	19	1	22	1	328	327	...	3	...	...	...	...	...	...	26

APPEN

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

Description.	BENGAL DOOARS.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.
4. Collisions between light engines.
5. Passenger trains or parts of passenger trains leaving the rails.	...	12	12	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.	...	14	14	...	...	...	...	...	...
10. Trains running over obstructions on the line.
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines.
12(a). The bursting of tubes, etc., of engines.
13. The failure of machinery, springs, etc., of engines.
14. The failure of tyres.
15. Ditto of wheels.
16. Ditto of axles.	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus.
18. Ditto of couplings.	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails.
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments.
23. Fire in trains.
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	...	...	...	...	...
25. Other accidents.
Total all classes	...	35	35	...	...	...	...	...	...

DIX 27—contd.

ended the 31st March 1922, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

BEAVNAGAR STATE.								BURMA.								Number of headage.
Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
			Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	1	...	1	119	35	5	2	164	37
...	...	...	...	...	...	...	...	...	10	16	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	4
...	...	...	...	...	...	...	...	11	...	11	...	...	...	...	...	5
...	4	4	...	...	...	...	...	1	69	69	...	...	...	...	...	6
...	1	1	...	...	...	...	...	1	13	14	...	...	1	...	1	7
...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	8
...	89	19	...	...	...	...	...	2	148	150	...	...	1	...	1	9
...	...	...	...	...	...	...	...	4	23	25	...	...	...	...	1	10
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	4	4	...	...	...	...	...	...	3	3	...	...	...	...	...	13 (a)
...	10	10	...	...	...	...	...	...	60	60	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	17
...	...	...	...	...	...	...	...	1	60	61	...	2	...	...	3	18
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	20
...	...	...	...	...	...	...	...	4	13	22	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	60	60	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	37	37	...	...	7	...	7	25
...	49	49	...	...	...	...	...	25	307	613	119	190	6	10	135	45

(a) Not a passenger.
 † One of these was not a passenger.

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

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

DIX 27—contd.

ended the 31st March 1922, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

GONDAL.									JAMNAGAR.									Number of headings
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
—	48	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	7
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
—	11	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12
—	2	2	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	12(a)
—	26	26	—	—	—	—	—	—	3	3	—	—	—	—	—	—	—	13
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15
—	3	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17
—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20
—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23
—	4	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24
—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25
4	97	101	—	—	—	—	—	—	—	13	13	—	—	—	—	—	—	

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

JODHPUR-BIKANER.									
Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	...	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	7	...	7	...	...	...	1	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	8	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	9	391	400	1	2	...	...	1	2
10. Trains running over obstructions on the line.	3	12	15	...	...	...	1	...	1
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
13(a). The bursting of tubes, etc., of engines.	...	6	6	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	43	43	...	...	...	...	...	...
14. The failure of tyres ...	1	1	2	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	1	2	3	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	14	14	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	56	56	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	4	1	5	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	4	...	4	...	5	...	...	...	5
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents ...	1	16	17	...	...	...	1	...	1
Total all classes	32	538	585	1	7	...	3	1	10

DIX 27--contd.

31st March 1922, as having occurred on the several railways open for traffic in India, others, and of railway servants, killed or injured in each class of accident.

JUNAGAD STATE.								MORVI.								Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
			Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	9	9	...	...	...	...	...	...	36	36	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	9	9	...	...	...	...	...	...	1	1	...	...	...	...	...	12(a)
...	7	7	...	...	...	...	...	...	9	9	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	2	2	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	3	3	...	...	...	...	...	25
2	26	28	...	...	...	...	...	...	60	69	...	...	...	...	3	3

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

Description.	MYSORE RAILWAYS.									HOHILKUND AND						
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1900.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.		
1. Collisions between passenger trains or parts of passenger trains.	1	1	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	1	1	...	...	...	...
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails.	...	1	1	...	...	...	...	...	...	...	24	24	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.	1	1	...	...	...	...
9. Trains running over cattle on the line.	...	114	114	...	...	...	...	...	...	...	89	89	...	...	...	...
10. Trains running over obstructions on the line.	4	4	...	...	...	...
1. Trains running through gates at level-crossings.
2. The bursting of boilers of engines
2(a). The bursting of tubes, etc., of engines.	...	8	8	...	...	...	...	...	...	...	5	5	...	...	...	...
3. The failure of machinery, springs, etc., of engines.	...	17	17	...	...	...	...	...	...	...	23	23	...	...	...	...
4. The failure of tyres	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Ditto of wheels
6. Ditto of axles
7. Ditto of brake apparatus
8. Ditto of couplings	26	26	...	...	...	...
9. Ditto of tunnels, bridges, viaducts, culverts, etc.
9. Broken rails	1	1	...	...	...	...
1. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...
2. Slips in cuttings or embankments
3. Fire in trains	...	3	3	...	...	...	...	...	...	...	10	10	...	...	...	...
4. Fire at stations, or involving injury to bridges or viaducts.
5. Other accidents	...	18	18	...	...	...	...	...	...	...	1	1	...	...	...	...
Total all classes	...	160	160	...	...	...	...	...	...	...	200	200	...	...	...	...

DIX 27—concl'd.

31st March 1922, as having occurred on the several railways open for traffic in Ind and others, and of railway servants, killed or injured in each class of accident.

KUMAON.		UDAIPUR-CHITORGARH.								TOTAL. 2'6" and 2'0" GAUGES.								Number of heads.
Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
Killed.	Injured.				Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.		
...	1
...	11	2	13	...	5	...	...	...	2
...	3
...	4
...	118	26	144	...	...	...	2	...	5
...	7	73	80	...	...	...	2	...	6
...	1	3	4	...	1	...	...	...	7
...	1	1	2	...	...	...	...	...	8
...	22	20	...	...	...	...	...	4	84	88	...	...	...	1	...	9
...	4	17	21	...	...	...	...	...	10
...	11
...	12
...	12 (a)
...	2	2	...	...	...	...	...	...	53	53	...	...	...	...	...	13
...	1	1	...	...	...	...	...	14
...	15
...	6	3	9	...	...	...	...	...	16
...	2	2	...	...	...	...	...	17
...	10	14	24	...	...	...	...	...	18
...	19
...	2	2	4	...	...	...	...	...	20
...	1	5	6	...	...	...	...	...	21
...	3	1	4	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	2	2	...	...	...	...	...	23
...	3	3	...	...	...	...	...	24
...	19	10	29	97	98	...	...	7	25
...	32	32	...	...	...	...	...	187	222	409	97	115	...	5	7	30

• Not (a) passenger(s).

† Of these nine were not passengers.

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

Description.	Number of accidents reported to Local Governments under section 82 of the Indian Railways Act, No. IX of 1890, i.e., serious accidents.		Number of other accidents.		Total number of accidents.	
	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.
1. Collisions between passenger trains or parts of passenger trains	1	5	6	8	7	13
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	27	32	41	41	68	73
3. Collisions between goods trains or parts of goods trains	12	10	188	178	200	188
4. Collisions between light engines	3	..	41	49	44	49
5. Passenger trains or parts of passenger trains leaving the rails	184	185	198	198	317	378
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	40	33	3,192	3,895	3,232	3,921
7. Trains or engines travelling in the wrong direction through points	7	3	150	89	157	92
8. Trains running into stations or sidings at too high a speed	4	2	75	43	79	45
9. Trains running over cattle on the line	12	17	7,180	7,508	7,192	7,525
10. Trains running over obstructions on the line	47	55	229	218	276	273
11. Trains running through gates at level-crossings	3	..	39	26	42	25
12. The bursting of boilers of engines	..	..	4	1	4	1
13 (a). The bursting of tubes, etc., of engines	..	..	401	373	401	373
13. The failure of machinery, springs, etc., of engines	5	7	2,619	1,779	2,024	1,780
14. The failure of tyres	1	2	20	5	21	7
15. Ditto of wheels	2	..	16	15	12	15
16. Ditto of axles	14	17	170	85	184	102
17. Ditto of brake apparatus	1	1	26	22	27	23
18. Ditto of couplings	40	66	3,055	2,509	3,095	2,575
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	..	2	2	4	2
20. Broken rails	8	6	283	371	391	379
21. The flooding of portions of permanent-way	37	28	46	111	83	139
22. Slips in cuttings or embankments	16	15	33	32	49	47
23. Fire in trains	16	17	513	471	534	433
24. Fire at stations, or involving injury to bridges or viaducts	14	7	124	119	133	126
25. Other accidents	24	35	311	675	335	710
Total	469	539	18,960	18,320	19,429	19,359

Mean mileage worked	37,441
Number of servants employed	754,473
Train-mileage of all descriptions	1,60,155,000
Number of passengers carried	581,329,100
Passenger-mileage	19,791,695,000
Per mean mile open—	
Train-mileage of all descriptions	4,378
Number of passengers carried	14,992
Passenger mileage	523,688
Total passengers—	
Killed per million of passengers	0.323
Injured per million of passengers	0.405
Killed per million of passenger-mile	0.009
Injured per million of passenger-mile	0.012

DIX 28.

1920-21 and 1921-22, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

NUMBER OF PASSENGERS AND OTHERS.				NUMBER OF SERVANTS.				TOTAL ALL CLASSES.				Number of headings.
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.	1920-21.	1921-22.	
...	12	9	86	...	4	...	14	...	16	9	100	1
118	121	163	5581	3	7	29	21	121	123	212	103	2
...	...	††10	...	6	3	44	33	6	3	54	33	3
...	...	...	...	...	...	4	3	...	...	4	3	4
22	2	45	10	2	3	5	19	24	5	50	29	5
...	1	1	...	4	2	23	11	4	3	24	11	6
...	...	2	1	...	1	2	...	...	1	4	1	7
...	...	...	...	1	...	5	...	1	...	5	...	8
*3	*1	*1	*2	...	...	2	3	2	1	3	5	9
*14	511	††29	†††19	9	...	13	10	22	11	47	29	10
*5	...	*4	...	...	...	1	...	5	...	5	...	11
...	...	...	...	...	...	3	...	...	...	3	...	12
...	...	...	...	...	...	1	...	...	...	1	...	13 (a)
...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	5	...	...	...	5	...	16
...	...	...	...	...	...	...	3	...	...	...	2	17
...	...	...	2	...	1	16	6	...	1	16	8	18
...	...	...	...	4	...	...	...	89	4	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	20
...	40	...	30	1	3	2	...	1	43	2	30	21
...	...	7	...	1	...	...	...	1	...	7	...	22
1	*1	4	5558	...	...	3	1	1	1	7	9	23
...	*2	...	*3	4	3	14	...	4	5	14	3	24
59	58	117	118	2	1	11	11	11	9	23	29	25
†172	**199	‡‡312	†††260	37	23	188	134	209	227	500	394	

* Not (a) passenger (s).
 † Of these twenty-nine were not passengers.
 †† Of these twenty-one were not passengers.
 ‡ Of these five were not passengers.
 ‡‡ Of these thirty-seven were not passengers.
 ‡‡‡ Of these eight were not passengers.
 ‡‡‡‡ Of these three were not passengers.
 ‡‡‡‡‡ Of these eighteen were not passengers.
 § Of these seven were not passengers.
 ‡‡‡‡‡ Of these thirty-two were not passengers.
 ††† Of these fourteen were not passengers.
 §§ Of these four were not passengers.
 §§§ One of these was not a passenger.