

SUNDAY BRANCH.

RAILWAY DEPARTMENT
GOVERNMENT OF INDIA
RAILWAY BOARD

Railways in India

Administration Report for the year

1920-21



VOLUME II
(APPENDICES)

SIMLA
GOVERNMENT CENTRAL PRESS
1922

Price—Rs. 3/8/0.

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Books.

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- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.
- (3) History of Indian Railways constructed and in progress corrected up to 31st March 1918 (published quinquennially). Price Rs. 1-8.
- (4) History of Services of the officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.
- (5) Pocket edition of the Schedule of Dimensions to be observed on all 5' 6", 3' 3½" and 2' 6" gauge railways in India. (Temporarily out of print).

Technical papers.

- (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, Simla.

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

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

APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1921.

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"	Dalbandin	Mirjawa	189.50	...	189.50	1-10-20	(a) 2nd track.
		Begmanji	Chahi..	...	(a) 63.16	63.16	20-1-21	
		Shakurpur	Delhi Kishengunj	...	(a) 3.17	3.17	27-1-21	
Total	...	...	.....	189.50	66.33	255.83	...	

II.—STATE LINES WORKED BY COMPANIES.

Southern Shan State	3½"	Aungban	Heho	16.80	...	16.80	17-1-21	
---------------------	-----	---------	------	-------	-----	-------	---------	--

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

Mayurbhanj	2' 6"	Baripada	Talband	38.23	...	38.23	15-7-20	
------------	-------	----------	---------	-------	-----	-------	---------	--

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.

Bhavnagar State	8' 3½"	Savar-Kundla	Gadhakda	10.98	...	10.98	1-2-21	
Chickjajur-Chitaldrug	..	Chickjajur	Chitaldrug	20.90	...	20.90	5-1-21	
Total	...	...	...	31.88	...	31.88		

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

Gackwar's Mehsana	3' 3½"	Bechraji	Katosan Road	15.64	...	15.64	1-5-20	
		Katosan Road	Dewusna	6.46	...	6.46	1-3-21	
Total	22.10	...	22.10		

GRAND TOTAL.

...	298.51	66.33	364.84	...	
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APPENDIX 2.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11

I.—STATE LINES WORKED BY THE STATE.

1	5' 6" GAUGE. Eastern Bengal ...	2-1-62	E. B. Ry.	405'28	(a) 157'13	563'41	764'17	398'74	1,162'91	(a) 133'97 miles double, 1'69 triple and 21'47 quadruple line.
2	North Western ...	13-5-61	N. W. Ry.	3,125'33	859'00 (double)	3,984'33	4,843'33	1,443'08	6,286'41	(b) Excludes 14'67 miles of sidings laid but not worked, as also 2'03 miles of main line and 4'48 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	(c) 1,473'49	91'22 (double)	1,494'71	1,515'93	332'03	1,847'96	(b) Excludes 2'18 miles of 3' 3 3/4" gauge line at Benares, shown under 3' 3 3/4" gauge, but includes 16'79 miles of mixed (5' 6" and 3' 3 3/4") 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 3/4" gauge track over the Ramgunga bridge, Bareilly, and 0'49 mile of mixed (5' 6" and 3' 3 3/4") gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
	Total ...	...	...	5,004'10	1,037'35	6,041'45	7,123'43	2,173'85	9,297'28	(c) Excludes 2'18 miles of 3' 3 3/4" gauge line at Benares, shown under 3' 3 3/4" gauge, but includes 16'79 miles of mixed (5' 6" and 3' 3 3/4") 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 3/4" gauge track over the Ramgunga bridge, Bareilly, and 0'49 mile of mixed (5' 6" and 3' 3 3/4") gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
	3' 3 3/4" GAUGE.									
4	Aden ...	1-1-16	State ...	28'75	...	28'75	28'75	...	28'75	
5	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co. (d)	(e) 80'34	...	80'34	80'34	(f) 11'79	92'18	(d) Under running power agreement the B. & N. W. Railway Company run and haul their trains and traffic over the line.
6	Eastern Bengal ...	28-8-77	E. B. Ry.	1,026'97	7'29 (double)	1,034'26	1,041'55	288'21	1,329'76	(e) Excludes 3'40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16'79 miles referred to in remark (c) above.
7	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	(g) 2'18	...	2'18	2'18	...	2'18	(f) Includes 1'06 miles of 3' 3 3/4" gauge sidings on mixed (5' 6" and 3' 3 3/4") gauge section between Burhwal and Bara Banki.
	Total ...	...	...	1,138'24	7'29	1,145'53	1,152'82	300'00	1,452'82	(g) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
	2' 6" GAUGE.									
8	Eastern Bengal ...	18-7-81	E. B. Ry. ...	35'10	...	35'10	35'10	1'85	36'95	
9	Kalka-Simla ...	9-11-03	N. W. Ry.	59'93	...	59'93	59'93	9'36	69'49	
10	Kohat-Thal ...	1-4-03		61'75	...	61'75	61'75	7'47	69'22	
11	Nowshera-Durgai ...	1-1-01		40'40	...	40'40	40'40	6'13	46'53	
12	Trans Indus (Kalsbagh-Banna)	15-6-13		135'38	...	135'38	135'38	26'32	161'70	
	Total ...	...	...	332'56	...	332'56	332'56	51'33	383'89	
	2' 0" GAUGE.									
13	Jorhat (Provincial)	15-12-84	Assam Administration.	32'50	...	32'50	32'50	2'04	34'54	
	Total I	...	...	6,507'40	1,044'64	7,552'04	8,641'31	2,527'22	11,168'53	

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	128'66	50'11	178'77	(h) A part is owned by the Bhopal Durbar.
15	Baran-Kotah ...	1-7-08		40'29	...	40'29	40'29	3'38	43'67	
16	Bengal-Nagpur ...	6-4-80	R. N. Ry. Co.	1,784'23	108'21 (double)	1,890'44	1,996'65	566'09	2,562'65	(i) 256'57 miles double, 1'63 triple and 1 mile quadruple line.
17	Bezwada Extension	10-2-89	N. G. S. Ry. Co.	21'47	...	21'47	21'47	1'45	22'92	(j) 635'67 miles double, 26'03 triple, 11'48 quadruple, 2'24 quintuple and 0'85 sextuple line.
18	Bhopal-Itarsi (A) ...	1-6-82	G. I. P. Ry. Co.	57'21	...	57'21	57'21	26'08	83'29	(k) 728'51 miles double and 29'62 quadruple line.
19	Bombay, Baroda and Central India	10-2-60	B. B. & C. I. Ry. Co.	719'09	(i) 259'20	1,008'29	1,271'12	395'65	1,666'77	(l) Includes 2'97 miles of mixed (5' 6" and 3' 3 3/4") gauge line between Bezwada and Tadepalli.
20	Cawnpore Banda ...	21-4-13	G. I. P. Ry. Co.	75'71	...	75'71	75'71	6'94	82'65	
21	East Indian ...	15-8-54	E. I. Ry. Co.	1,763'43	(j) 695'67	2,459'10	3,213'88	1,136'09	4,349'97	
22	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1,803'49	(k) 753'13	2,561'62	3,378'99	889'92	4,268'91	(m) Includes 0'46 mile, being portion of line between North facing points and North outer signals at Waltair, treated as double line, and 1'05 miles of double line from Washermenpet to Basin Bridge Junction.
23	Madras and Southern Mahratta	1-7-56	M. & S. M. Ry. Co.	1,002'47	(l) 44'94	1,047'41	1,092'35	221'71	1,314'06	
24	South Bihar (n) ...	5-7-99	E. I. Ry. Co.	79'19	...	79'19	79'19	7'44	86'63	(n) Although a leased line, it is for convenience shown under the head "State lines worked by companies."
25	South Indian ...	23-5-60	S. I. Ry. Co.	445'94	...	445'94	445'94	73'87	519'81	
	Total	...	...	7,945'62	1,868'93	9,812'55	11,901'46	3,378'14	15,179'60	

APPENDIX 2.—contd.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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 1/4" GAUGE.										
26	Alnavar-Dandeli (Provincial)	1-2-19	M. & S. M. Ry. Co.	19 12	...	19 12	19 12	1 75	20 87	(a) The Indian State section of this Railway forms an integral part of the Jodhpur railway.
27	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	869 41	...	869 41	869 41	170 09	1,039 50	
28	Bangalore-Harihar...	11-8-84	M. & S. M. Ry. Co.	210 25	...	210 25	210 25	23 81	234 06	(b) Includes 2 97 miles of mixed (5' 6" and 3' 3 1/4") gauge line between Bezwada and Tadepalli
29	Bombay, Baroda and Central India	14-2-73	B. B. & C. I. Ry. Co.	1,807 42	2 92 (double)	1,810 34	1,813 26	370 19	2,183 45	(c) Includes 1 26 miles of sidings in the Bezwada station yard.
30	Buzma ...	2-5-77	B. Rya. Co.	1,229 43	118 94 (double)	1,348 37	1,467 31	336 21	1,803 52	(d) This line is the joint property of Government and the Palanpur Durbar.
31	Burma extensions ...	15-4-07		187 78	...	187 78	187 78	50 31	238 09	
32	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32 00	...	32 00	32 00	2 62	34 62	
33	Jodhpur-Hyderabad (British section) (a)	18-8-92	J. B. Ry. ...	123 98	...	123 98	123 98	19 02	143 00	(e) Includes sidings on the Indian State section serial No. 158.
34	Lucknow-Bareilly ...	12-10-81	R. & K. Ry. Co.	316 34	...	316 34	316 34	65 04	381 38	
35	Madras and Southern Mahratta	24-3-84	M. & S. M. Ry. Co.	1,516 13	(b) ...	1,518 13	1,518 13	171 53 (c)	1,689 71	
36	Nilgiri ...	15-6-99	S. I. Ry. Co.	28 96	...	28 96	28 96	4 47	33 43	
37	Palanpur-Deesa (d)	8-11-93	B. B. & C. I. Ry. Co.	17 28	...	17 28	17 28	1 29	18 57	
38	South Indian ...	15-7-61	S. I. Ry. Co.	881 49	...	881 49	881 49	175 51	1,057 00	
39	Southern Shan States	15-6-12	B. Rya. Co.	86 48	...	86 48	86 48	8 62	95 10	
40	Travancore (British section)	1-6-02	S. I. Ry. Co.	50 41	...	50 41	50 41	(e) 16 31	66 72	
41	Tirhoot ..	1-11-75	B. & N. W. Ry. Co.	804 89	10 05 (double)	814 94	824 99	183 33	1,008 32	
	Total	...	...	8,183 37	181 91	8,315 28	8,447 19	1,600 15	10,047 34	
2' 6" GAUGE.										
42	Broach-Jambusar ...	23-11-14	B. B. & C. I. Ry. Co.	29 69	...	29 69	29 69	3 07	32 76	
43	Gondia-Chanda ...	10-11-06	B. N. Ry. Co.	217 25	...	217 25	217 25	19 51	236 76	
44	Jubbulpore-Gondia Extension	18-4-03		311 58	...	311 58	311 58	41 57	353 15	
45	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73 30	...	73 30	73 30	4 26	77 56	
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-Dhantari ...	10-9-00	S. I. Ry. Co.	56 94	...	56 94	56 94	3 82	60 76	
49	Tirupattur-Krishnagiri	18-9-05		25 38	...	25 38	25 38	2 52	27 90	
	Total	...	...	926 64	...	926 64	926 64	92 59	1,019 23	
2' 0" GAUGE.										
50	Tamsar-Tirodi Light	1-4-16	B. N. Ry. Co.	45 53	...	45 53	45 53	9 52	55 05	
	Total II	17,101 16	1,998 84	19,100 00	21,220 82	5,080 40	26,201 22	

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APPENDIX 2—contd.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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	2' 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.	18'25	...	18'25	18'25	0'03	18'28	
53	Pankura-Damoodar River.	15-12-16	B. D. R. Ry. Co.	59'95	...	59'95	59'95	4'34	64'29	
54	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	32'47	...	32'47	32'47	3'12	35'59	
55	Kalighat-Falta ...	28-5-17	K. F. Ry. Co.	26'24	...	26'24	26'24	4'17	30'41	
	Total III(A) ...	...	s.	169'17	...	169'17	169'17	18'95	189'12	

(B) WORKED BY THE MAIN LINE.

56	5' 6" GAUGE. Hardwar-Dehra ...	1-3-00	O. & R. Ry.	32'04	...	32'04	32'04	4'04	36'68	
57	3' 3 3/4" GAUGE. Chaparmukh-Silghat	30-3-20	A. B. Ry. Co.	50'81	...	50'81	50'81	3'28	54'09	
58	2' 6" GAUGE. Dasghara-Jamalpur-gunj.	1-9-17	B. P. Ry. Co.	8'31	...	8'31	8'31	0'77	9'08	
	Total III(B) ...	...	...	91'16	...	91'16	91'16	8'69	99'85	

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

(A) WORKED BY THE BRANCH LINE COMPANY.

59	2' 6" GAUGE. Champaner-Shivrajpur-Pani Light.	2-2-11	Guzerat Rys. Co.	33'49	...	33'49	33'49	4'76	38'25	
60	Godhra-Lunavada ...	4-2-13		25'45	...	25'45	25'45	1'95	27'40	
61	Nadiad-Kapadvanj	5-3-13		30'06	...	30'06	30'06	3'30	33'36	
	Total IV(A) ...	...	...	89'00	...	89'00	89'00	10'01	99'01	

(B) WORKED BY THE MAIN LINE.

62	5' 6" GAUGE. Amritsar-Patti ...	21-9-06	N. W. Ry.	54'26	...	54'26	54'26	8'12	62'38	
63	Hoshiarpur Doab (Jullundur-Mukerian.)	1-1-15		44'81	...	44'81	44'81	3'88	48'69	
64	Hoshiarpur Doab (Phagwara-Rahou.)	1-4-15		45'21	...	45'21	45'21	5'13	50'34	
65	Mandra-Bhaun ...	1-5-15		46'38	...	46'38	46'38	4'19	50'57	
66	Panposh Raipura ...	24-11-19	B. N. Ry. Co.	13'98	...	13'98	13'98	...	13'98	
67	Sara-Sirajganj ...	1-7-15	E. B. Ry.	53'04	...	53'04	53'04	27'38	80'42	
68	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38'16	...	38'16	38'16	4'00	42'16	
69	Southern Punjab (Main line).	10-11-97		425'31	0'64 (double)	425'95	425'59	78'63	505'22	
70	Southern Punjab (Jullundur Doab).	23-6-12		130'19	...	130'19	130'19	16'93	147'12	
71	Southern Punjab (Ludhiana Extension.)	10-6-05	152'04	...	152'04	152'04	16'69	168'73		
72	Tapti Valley ...	1-12-98	B. B. & C. L. Ry. Co.	155'73	...	155'72	155'72	10'91	166'63	
	Total ...	...	...	1,159'10	0'64	1,159'74	1,160'38	175'86	1,336'24	

APPENDIX 2—contd.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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.—concl'd.

3' 3½" GAUGE.											
73	Ahmedabad-Dholka	23-2-03	} B. B. & C. { I. Ry. Co. {	33.54	...	33.54	33.54	2.78	36.32	(a) Includes 1.63 miles on the 5' 6" gauge.	
74	Ahmedabad-Parantij	1-5-97		88.70	...	88.70	88.70	(a) 13.32	102.02		
	Total	...	...	122.24	...	122.24	122.24	16.10	138.34
2' 6" GAUGE.											
75	Dhond-Baramati ...	20-5-14	} G. I. P. Ry. Co. {	27.26	...	27.26	27.26	1.70	28.96		
76	Ellichpur-Yeotmal ...	1-12-13		117.66	...	117.66	117.66	9.87	127.53		
77	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76.70	...	76.70	76.70	3.39	80.29		
78	Khulna-Bagerhat ...	10-6-18	E. B. Ry. ...	19.75	...	19.75	19.75	1.85	21.60		
79	Mayurbhanj ...	20-1-05	B. N. Ry. ...	70.64	...	70.64	70.64	2.94	73.58		
80	Paohora-Jamner ...	1-4-18	} G. I. P. Ry. Co. {	34.62	...	34.62	34.62	2.91	37.53		
81	Pulgaon-Arvi ...	25-9-17		21.83	...	21.83	21.83	1.68	23.51		
	Total	...	...	366.46	...	366.46	366.46	24.54	393.00
2' 0" GAUGE.											
82	Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	95.44	...	95.44	95.44	4.02	99.46		
83	Matheran Light ...	22-3-07	G. I. P. Ry. Co.	12.61	...	12.61	12.61	1.18	13.79		
	Total	...	...	108.05	...	108.05	108.05	5.20	113.25
	Total IV (B)	...	...	1,757.85	0.64	1,758.49	1,759.13	221.70	1,980.83

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

3' 3½" GAUGE.										
84	Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	100.68	...	100.68	100.68	12.47	113.15	

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

5' 6" Gauge.											
85	Delhi-Umballa-Kalka	1-3-91	E. I. Ry. Co.	206.40	...	206.40	206.40	(b) 32.68	239.08	(b) Includes sidings on the Jind-Panipat (Indian State section), Serial No. 140. (c) Receives land only from Government.	
3' 3½" GAUGE.											
86	Bengal and North-Western. (c)	2-4-84	R. & N. W. Ry. Co.	1,248.33	...	1,248.33	1,248.33	225.58	1,473.91		
87	Bengal Doonars extensions. (c)	20-4-00	B. D. Ry. Co.	121.80	...	121.80	121.80	16.21	138.01		
88	Mirpur Khas-Jhudo (c)	18-4-09	} J. B. Ry. {	50.43	...	50.43	50.43	2.71	53.14		
89	Mirpur Khas-Khadro	1-1-12		49.50	...	49.50	49.50	3.02	52.52		
90	Rohilkund and Kumaon.	12-10-84	R. & K. Ry. Co.	258.72	...	258.72	258.72	33.27	291.99		
	Total	...	...	2,728.78	...	1,728.78	1,728.78	280.79	2,009.57
2' 6" GAUGE.											
91	Barsi Light (c)	1-3-97	B. Lt. Ry. Co.	117.50	...	117.50	117.50	14.75	132.25		
92	Dehri-Rohas Light	6-2-11	D. B. Lt. Ry. Co.	23.83	...	23.83	23.83	4.67	28.50		
93	Shahdara (Delhi)-Saharanpur Light. (c)	7-5-07	S. S. Lt. Ry. Co.	92.50	...	92.50	92.50	8.62	101.12		
	Total	...	...	233.83	...	233.83	233.83	28.04	261.87
	Total VI	...	...	2,169.01	...	2,169.01	2,169.01	341.51	2,510.52

APPENDIX 2—contd.
Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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.

94	3' 3 1/2" GAUGE. Dibru-Sadiya ...	15-8-83	Assam Rys. & Trading Co.	86'02	...	86'02	86'02	23'71	109'73	
95	2' 0" GAUGE. Darjeeling-Himalayan	23-8-80	D. H. Ry. Co.	51'07	...	51'07	51'07	9'34	60'41	
	Total VII...	...	...	137'09	...	137'09	137'09	33'05	170'14	

VIII.—UNASSISTED COMPANIES' LINES.

96	3' 3 1/2" GAUGE. Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	5'23	...	5'23	5'23	12'05	17'28	
97	2' 6" GAUGE. Bengal Provincial ...	7-11-94	B. P. Ry. Co.	33'27	...	33'27	33'27	2'31	35'58	
98	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	
99	2' 0" GAUGE. Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	3'31	...	3'31	3'31	0'55	3'86	
100	Kulasokapatnam Light.	18-7-15	(a)	32'00	...	32'00	33'00	...	32'00	(a) East India Distilleries and Sugar Factories, Ltd. of Madras.
	Total	...	...	35'31	...	35'31	35'31	0'55	35'86	
	Total VIII	...	...	89'81	...	89'81	89'81	16'26	106'07	

IX.—DISTRICT BOARD LINES.

101	5' 6" GAUGE. Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3'86	...	3'86	3'86	2'05	5'91	
102	Tonali-Repalli ...	18-3-16	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	
103	3' 3 1/2" GAUGE. Bezawada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51'80	...	51'80	51'80	7'07	58'87	
104	Podanur-Pollaachi ...	15-10-15	S. I. Ry. Co.	25'04	...	25'04	25'04	1'74	26'78	
105	Tanjore District Board.	2-4-94		184'88	...	184'88	184'88	13'13	148'01	
	Total	...	...	211'72	...	211'72	211'72	21'94	233'66	
	Total IX	...	...	236'99	...	236'99	236'99	25'16	262'15	

APPENDIX 2—contd.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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.

8' 3 1/2" GAUGE.										
106	Bengal Doocars ...	15-1-93	B. D. Ry. Co.	36'40	...	36'40	36'40	5'53	41'93	
2' 6" GAUGE.										
107	Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65'16	...	65'16	65'16	5'00	70'16	
108	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52'24	...	52'24	52'24	4'18	56'42	
109	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co.	33'00	...	33'00	33'00	3'52	36'52	
110	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co.	37'00	...	37'00	37'00	1'76	38'76	
111	Tezpur-Balipara Light.	9-8-94	T. B. Lt. Ry. Co.	20'10	...	20'10	20'10	1'11	21'21	
	Total ...	...	...	207'50	...	207'50	207'50	15'52	223'02	
2' 0" GAUGE.										
112	Howrah-Amta Light	1-7-97	H. A. Lt. Ry. Co.	43'87	...	43'87	43'87	5'59	49'46	
113	Howrah-Sheakhala Light.	2-8-97	H. S. Lt. Ry. Co.	19'75	...	19'75	19'75	1'22	20'97	
	Total ...	...	...	63'62	...	63'62	63'62	6'81	70'43	
	Total X ...	...	...	307'52	...	307'52	307'52	27'86	335'38	

XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.

114	8' 3 1/2" GAUGE. Bhavnagar State ...	20-12-60	Bhavnagar Durbar.	(a) 217'29	...	217'29	217'29	31'96	249'25	(a) Includes 1'21 miles of Dock estate line worked for goods traffic only.
115	Bikaner ...	9-12-91	J. B. Ry. ...	497'66	...	497'66	497'66	31'61	529'27	
116	Birur-Shimoga ...	1-12-99	Mysore Durbar.	37'50	...	37'50	37'50	5'00	42'50	
117	Chickajalur-Chitaldrug ...	5-1-21		20'90	...	20'90	20'90	...	20'90	
118	Gondal ...	19-1-81	Gondal Ry....	106'24	...	106'24	106'24	11'63	117'87	
119	Jamnagar ...	8-4-97	Navanagar Durbar.	(b) 54'22	...	54'22	54'22	3'78	58'00	(b) Includes 8'98 miles from Jamnagar to Bedi Bandar worked for goods traffic only.
120	Jetalsar-Rajkot ...	12-4-93	Gondal Ry.	46'21	...	46'21	46'21	4'90	51'11	
121	Jodhpur ...	24-6-82	J. B. Ry. ...	609'26	...	609'26	609'26	61'31	670'57	
122	Junagad State ...	1-9-88	Junagad Durbar.	(c) 140'46	...	140'46	140'46	14'62	155'08	(c) Includes 0'78 mile of Dungarpur quarry line and 0'80 mile of Veraval Dock estate line worked for goods traffic only.
123	Khijadiya-Dhari ...	1-3-13	Gondal Ry.	37'22	...	37'22	37'22	4'52	41'74	
124	Morvi ...	4-3-05	Morvi Durbar	73'94	...	73'94	73'94	8'12	82'06	
125	Mysore ...	3-1-18	Mysore Durbar.	204'06	...	204'06	204'06	21'17	225'23	
126	Porbandar State ...	1-10-89	Gondal Ry.	(d) 41'29	...	41'29	41'29	6'79	48'08	(d) Includes 1'55 miles from Porbandar to Porbandar Docks and 3'70 miles of Ranawao quarry branch worked for goods traffic only.
127	Udaipur-Chitorgarh ...	1-8-85	Udaipur Durbar.	67'30	...	67'30	67'30	4'98	72'28	
	Total ...	...	...	2,153'55	...	2,153'55	2,153'55	210'34	2,363'89	
2' 6" GAUGE.										
128	Cutch State ...	18-5-05	Cutch Durbar	36'78	...	36'78	36'78	2'70	39'48	
129	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36'33	...	36'33	36'33	4'55	40'88	
130	Kolar District ...	15-12-13	Mysore Durbar.	63'51	...	63'51	63'51	(e)4'33	67'84	(e) Includes sidings on the Bangalore-Chik Ballapur Light Railway, Serial No. 168.
131	Mohari-Barauli ...	10-2-17	Dholpur Durbar.	15'25	...	15'25	15'25	0'77	16'02	
132	Morvi ...	24-3-87	Morvi Durbar	18'89	...	18'89	18'89	2'43	21'32	
	Total ...	...	...	170'61	...	170'61	170'61	14'78	185'39	

APPENDIX 2—contd.
Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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—concl'd.

133	2' 0" Gauge. Gwalior Light ...	2-12-99	Gwalior Durbar.	249'96	...	249'96	249'06	12'43	262'39	
134	Mysore Light ...	15-1-15	Mysore Durbar.	26'75	...	26'75	26'75	0'50	27'25	
135	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 ...	...	...	2,626'32	...	2,626'32	2,626'32	238'82	2,865'14	

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

Serial No.	Names of railways	Date of opening	Agency for working.	Included	with	Serial No.	18.	REMARKS.
136	5' 6" Gauge. Bhopal-Itarsi (Indian State section).	18-11-84	G. I. P. Ry. Co.	113'28	...	113'28	9'07	122'35
137	Bhopal-Ujjain ...	11-11-95		147'07	...	147'07	11'65	158'72
138	Bina-Goonna-Baran ...	23-9-95		16'01	...	16'01	3'01	19'02
139	Jammu and Kashmir (Indian State section). (a)	15-3-90	N. W. Ry. ...	25'90	...	25'90	(c)	25'90
140	Jind-Panipat (Indian State section). (b)	1-11-16	E. I. Ry. Co.	22'02	...	22'02	3'43	25'45
141	Khanpur-Chachran	2-7-11	N. W. Ry. ...	9'88	...	9'88	5'73	15'61
142	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	78'05	...	78'65	5'88	84'53
143	Ludhiana-Dhuri-Ja-khal.	10-4-01	N. W. Ry.	32'51	...	32'51	1'33	33'84
144	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	21'42	...	21'42	3'34	24'76
145	Petlad-Cambay (Anand Tarapur section).	5-5-90		12'36	...	12'36	3'81	16'17
146	Petlad-Cambay (Tarapur Cambay section)	20-6-01	N. W. Ry. .	108'04	...	108'04	21'66	129'70
147	Rajpara-Bhatinda...	1-11-84		587'14	...	587'14	68'91	656'05
	Total ...	...	...	...	...	...	...	...
	3' 3½" gauge.							
148	Cooch Behar State...	15-9-93	E. B. Ry.	33'09	...	33'09	2'49	35'58
149	Dhrangadra ...	1-6-98	B. B. & C. I. Ry. Co.	40'15	...	40'15	(d)7'32	47'47
150	Gaekwar's Mehsana	21-3-87		230'84	...	230'84	27'60	258'44
151	Hindapur (Yeewantpur Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	51'35	...	51'35	3'68	55'23
152	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50'31	...	50'31	0'86	51'17
153	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	122'21	...	122'21	(e)10'84	133'05
154	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	20'27	...	20'27	1'89	21'16
155	Sangli State ...	1-4-07		4'90	...	4'90	0'29	5'19
156	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	103'75	...	103'75	10'75	114'50
157	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	64'75	...	64'75	10'99	75'74
158	Travancore (Indian State section).	1-6-04		95'96	...	95'96	(f)	95'96
	Total ..	...	...	826'58	...	826'58	76'91	903'49

(a) The British section of this line forms an integral part of the North Western railway.
 (b) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway.
 (c) Included with the Delhi-Umballa-Kalka railway, Serial No. 85.

(d) Includes 2'56 miles of Dhrangadra quarry branch works for goods traffic only.

(e) Includes 0'44 mile of 5' C" gauge.

(f) Included with the British section, Serial No. 40.

APPENDIX 2—concl'd.

Mileage open on the 31st March 1921.

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 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			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.

159	2' 6" GAUGE. Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	31'93	...	34'93	31'93	4'30	39'23	
160	Bodeli-Chhota Udaipur ...	1-12-17		22'56	...	22'56	22'56	(a)	22'56	(a) Included with the Gaekwar's-Dabhoi railway, Serial No. 161.
161	Gaekwar's Dabhoi ...	8-4-73		187'18	...	187'18	187'18	(b) 23'93	211'11	(b) Includes sidings on the Bodeli-Chhota Udaipur railway, Serial No. 160.
162	Kosamba-Zankhvav	1-5-12		26'27	...	26'27	26'27	3'01	29'28	
163	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	24'62	...	24'62	24'62	1'75	26'37	
164	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	19'25	...	19'25	19'25	3'11	22'36	
165	Rajpipla State ...	1-7-97		39'24	...	39'24	39'24	2'70	42'03	
	Total ...	...	...	354'05	...	354'05	354'05	38'89	392'94	
	Total XII.	...	...	1,767'77	...	1,767'77	1,767'77	184'71	1,952'48	

XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.

166	5' 6" GAUGE. Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	(c) 330'13	...	330'13	330'13	54'10	384'23	(c) Includes 5'82 miles of mixed (5' 6" and 3' 3 3/4") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways' trains work.
167	3' 3 3/4" GAUGE. Hyderabad Godavari Valley.	31-10-99	N. G. S. Ry. Co.	(c) 391'02	0'38 (double)	391'40	391'78	54'39	446'17	
168	2' 6" GAUGE. Bangalore-Chik Balapur Light.	15-9-14	Mysore Durbar.	38'69	...	38'69	38'69	(d)	38'69		(d) Included with Kolar District railway, Serial No. 130.
	Total XIII.	...	...	759'84	0'38	760'22	760'60	108'49	869'09	

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

169	3' 3 3/4" GAUGE. Peralam-Karaikkal...	14-3-98	S. I. Ry. Co.	14'65	...	14'65	14'65	2'13	16'78	
170	Pondicherry ...	15-12-79		7'85	...	7'85	7'85	2'13	9'98	
171	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51'10	...	51'10	51'10	16'16	67'26	
	Total XIV.	...	...	73'60	...	73'60	73'60	20'42	94'02	

GRAND TOTAL, ALL RAILWAYS.

...	33,984'37	3,044'50	37,028'87	40,239'98	8,870'72	49,110'70	
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APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1921.

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 Kharizo	Landikhana Shahdadpur Rohri	(a) 26'00 ...	... (a & b) 63'75	26'00 63'75	7-7-20 20-2-13	N. W. Ry.	(a) Work commenced. (b) 2nd track.
Total 5' 6"	...	...	...	26'00	63'75	89'75			
Trans-Indus (Kalabagh-Bannu).	2' 6"	Tank Kaur	Murtasa Khirgi	(a) 19'27 (a) 13'88	... ...	19'27 13'88	31-10-17	N. W. Ry.	
Total 2' 6"	...	...	...	33'15	...	33'15			
Total I	...	...	...	59'15	63'75	122'83			
II.—STATE LINES WORKED BY COMPANIES.									
Bengal-Nagpur	5' 6"	Raipur Adra Amda Karkai bridge Onlejori Jaipur Extension to Sudamdih branch & Jeeipur connection. Berme Sawang Chakardharpur	Pervatipuram Bhojoodih Jamda Gomharia Salápet Badampahar Sawang Duneya Sini	(c) 260'70 ... (a) 65'62 ... (a) 21'75 ... (a) 1'81 ... (a) 6'00 ... (d) 12'75 ...	... (a & b) 18'45 ... (a & b) 4'48 (a & b) 22'10 ... 368'83 45'08 413'66	260'70 18'45 65'62 4'48 21'75 1'81 6'00 12'75 22'10 368'83 45'08 413'66	26-1-06 27-12-12 27-8-19 24-6-14 28-5-18 ... 29-9-20 15-2-21 ...	B. N. B. Co.	(c) Work on 37'49 miles only was closed down after commencement.
East Indian	"	Toposi-Baraboni North of Adjai river. Katrasgarh Burdwan Hazaribagh Road. Gurpa Portions of Grand Chord line Sakrighat line	Chord Pariarpur Phularitand Khana Junction. Gujhandi Bandhua Sakrighat line	(d) 3'70 (a) 17'01 (a) 1'80 ...	... ... (a & b) 4'64 ... (a & e) 8'00 ... (a & e) 32'84 ... (a & b) 18'98 (a & b) 40'59	3'70 17'01 4'64 8'00 32'84 18'98 40'59 1'80 22'51 105'05 135'56	28-5-13 8-1-20 3-6-20 12-9-16 19-11-17 19-11-17 19-11-17 16-12-20	E. I. Ry. Co.	(d) Not commenced. (e) 3rd and 4th tracks.
Great Indian Peninsula	"	Amla Tank Bundar Majri	Nagpur Victoria Terminus. Rajur	(a) 103'74 (a & f) 2'12 (d) 13'22	... ... 2'12	103'74 4'24 13'22	8-6-08 6-3-12 24-2-21	G. I. P. Ry. Co.	(f) This is an overhead connection of the Harbour Branch Extension.
Total 5' 6"	...	...	...	119'08	2'12	121'20			
Total II	...	...	...	510'23	152'20	670'42			

APPENDIX 3—contd.

Mileage sanctioned or under construction on the 31st March 1921.

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	12-12-1	B. Rys. Co.	(a) Work commenced.
Bombay, Baroda and Central India.	"	Dholka ...	Dhanduka ...	(a)38'27	...	(a)38'27	6-1-21	B. B. C. I Ry. Co.	
Moulmein-Ye (Provincial)	"	Moulmein ...	Ye ...	(a) 88'71	...	88'71	21-1-21	B. Rys. Co.	
Pyinmana-Taungdwingyi (Provincial).	"	Pyinmana ...	Taungdwingyi	(a) 66'90	...	66'90	12-1-21	B. Rys. Co.	
Southern Shan States	"	Heho ...	Yawngwe ...	(b)16'56	...	16'56	23-7-09	B. Rys. Co.	(b) Not commenced.
Total 3' 3½" ...	...	...	...	248'95	...	248'95			
Jubbulpore Gondia Extension.	2' 6"	Khirsadoh ...	Sirgora ...	(b)8'43	...	8'43	24-6-04	B. N. Ry. Co.	
Total II ...	...	...	...	755'60	152'20	915'80	...		

II (A).—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.

Futwah-Islampur Light	2' 6"	Futwah ...	Islampur ...	(a) 27'00	...	27'00	24-9-15	F. I. Lt. Ry. Co.	
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III (B).—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.

Katakhal-Lalabazar ...	3' 3½"	Katakhal ...	Lalabazar ...	(a)23'30	...	23'30	9-3-16	A. B. 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"	Larkhana ...	Dodapur ...	(a)54'23	...	54'23	9-3-16	L. J. (Sind) Lt. Ry. Co.	
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IX.—DISTRICT BOARD LINES.

Manamadura-Sivaganga	3' 3½"	Manamadura...	Sivaganga ...	(b)12'43	...	12'43	2-12-15	S. I. Ry. Co.	(c) Work stopped.
Tanjore District Board	"	Mayavaram ...	Tranquebar ...	(b) 18'03	...	18'03	15-12-15		
Tinnevely-Tiruchendur	"	Tinnevely ...	Tiruchendur...	(c)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 1921.

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	3' 8 1/2"	Gadhakda ...	Mahuva ...	(a) 43' 32	...	43' 32	16-6-15	Bhavnagar Durbar.	(a) Work commenced.
		Dongar ...	Port Albert Victor.	(a) 28' 98	...	28' 98	6-1-21		
		Botad ...	Dhanduka ...	72' 30	...	72' 30			
Bikaner	"	Bikaner ...	Kolayat ...	(a) 27' 03	...	27' 03	22-10-15	J. B. Ry.	(b) Not commenced.
		Hanumangarh	Sadulpur ...	(a) 105' 00	...	105' 00			
				132' 03	...	132' 03			
Birur-Shimoga	"	Shimoga ...	Arasalu ...	(a) 26' 80	...	26' 80	28-6-18	Mysore Durbar.	
Jodhpur	"	Marwar Junction.	Sanderao ...	(c) 77' 83	...	77' 83	10-7-14	J. B. Ry.	(c) Work commenced on 21' 5 miles.
Junagad State	"	Jambur ...	Una ...	(d) 37' 22	...	37' 22	16-6-15	Junagad Durbar.	(d) Work commenced on 15' 14 miles.
Mysore	"	Nanjangud town	Hardanahalli ...	(a) 27' 12	...	27' 12	11-2-20	Mysore Durbar.	
Okhamandal	"	Kuranga ...	Arthara ...	(a) 37' 02	...	37' 02	5-3-18	Baroda Durbar.	
Total 3' 8 1/2"	...	.....	.....	410' 32	...	410' 32			
Cutch State	2' 6"	Anjar ...	Bachan ...	(a) 23' 75	...	23' 75	20-11-13	Cutch Durbar.	
Dholpur-Bari	"	Dholpur ...	Rajakhera ...	(b) 22' 34	...	22' 34	8-8-18	Dholpur Durbar.	
Total 2' 6"	...	.....	.....	46' 09	...	46' 09			
Mysore Light	2' 0"	Agasanhadlu	Benkipur ...	(a) 24' 50	...	24' 50	2-7-18	Mysore Durbar.	(e) Since opened.
		Kannangundi	Benkipur ...	(a) 22' 80	...	22' 80	2-7-18		
		Tadasa ...	Hebbe ...	(e) 9' 58	...	9' 58	27-8-17		
Total 2' 0"	...	.....	.....	56' 88	...	56' 88			
Total XI	...	...	...	513' 29	...	513' 29			

APPENDIX 3—concl'd.

Mileage sanctioned or under construction on the 31st March 1921.

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.	
Gaekwar's Mehsana ...	3' 8 1/2"	{	Khalipur ...	Khakhal ...	(b) 17.22	...	17.22	15-3-12	Baroda Durbar.	(b) Not commenced.
			Wagrod ...	Khareda ...	(b) 12.44	...	12.44	14-1-13		
			Vijapur ...	Ransipur ...	(b) 14.01	...	14.01	21-6-20		
Jaipur State ...	"	{	Falena ...	Sikar ...	(a) 16.80	...	16.80	5-10-14	Jaipur Durbar.	
			Sikar ...	Jhunjhun ...	(a) 39.85	...	39.85	15-6-16		
					56.65	...	56.65			
Secunderabad-Gadwal...	"	{	Wanaparti Rd.	Gadwal ...	(a) 13.45	...	13.45	27-2-14	N. G. S. Ry. Co.	(c) Second track.
			Secunderabad	Falknuma ...	(a) 8.89	...	8.89	...		
					19.45	...	8.89	22.34		
Trichinopoly-Pudukkottai.	"	Trichinopoly...	Pudukkottai...	(b) 31.93	...	31.93	4-8-16	S. I. Ry. Co.		
Total 3' 3 1/2" ...	...	.....	...	145.70	8.89	154.59			
Bilimora-Kalamba ...	2' 6"	Mahuva ...	Anaval ...	(d) 17.91	...	17.91	11-5-14		(d) Held in abeyance.	
Gaekwar's Dabhoi ...	"	{	Motipura ...	Tankhala ...	(a) 23.70	...	23.70	25-2-14	Baroda Durbar.	
			Choranda ...	Koral ...	(a) 11.68	...	11.68	29-6-17		
					38.38	...	38.38			
Kosamba-Zankhvav ...	"	Zankhvav ...	Bardipada ...	(e) 22.57	...	22.57	23-2-14		(e) Dropped for the present.	
Navsari-Kamrej Light...	"	Navsari ...	Kamrej ...	(e) 20.00	...	20.00	4-2-14			
Total 2' 6"	"	...	98.86	...	98.86				
Total XII	394.06	8.89	402.95				

GRAND TOTAL

.....	1,895.25	224.84	2,120.09
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APPEN

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

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	
STATE I.—WORKED BY								
OPEN LINES:—								
Aden	3' 3½"	33	10	...	...	3,21	3,64
Eastern Bengal	5' 6"	32,87	46,81	...	—2	—14,52	64,64	
Ditto	3' 3½" and 2' 6"	10,77	16,98	2,07	...	...	29,82
North-Western Railway—								
Commercial	5' 6"	1,36,07	1,36,92	7,34	1,51	22,12	2,93,96	
Military	5' 6"							
Kalka-Simla	2' 6"							
Kohat Thal	"							
Nowshera Dargai	"							
TRANS-INDUS (Kalabagh-Bannu)	"							
Nushki Extension	5' 6"	8,17	...	...	—3,05	5,66	10,90
Oudh and Rohilkhand	5' 6"	22,39	35,74	...	1	12,14	70,28	
Cawnpore Barhwal	3' 3½"							
Jorhat (Provincial)	2' 0"	5	5	...	...	12	22
United Provinces (Distillery Siding) (Provincial)	3' 3½"	—5	...	...	...	...	—5
TOTAL	...	2,10,60	2,26,10	9,41	—1,55	28,75	4,73,31	
LINEs UNDER CONSTRUCTION:—								
Trans-Indus—								
Kaur-Kirgi . . . . .	...	10,97	...	...	31	2,11	12,79
Tank-Murtaza . . . . .	...	2,97	...	...	74	—19	3,52
North Western—								
Khyber Railway . . . . .	...	5,22	...	...	2,52	1,49	9,23
New Capital Railway Works, Delhi . . . . .	...	1,40	...	...	31	1,63	3,34
TOTAL	...	19,96	...	...	9,58	5,04	28,88
Total I.	...	2,30,56	2,26,10	9,41	2,38	33,79	5,02,19	

DIX 4.

outlay to end of, the financial year 1920-21.

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.	Outlay charged to funds provided by the State.	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

LINES.

THE STATE.

8,46	3,31	16	1,23	...	...	13,16	...	13,16
16,38,21	5,75,29	23,48	1,05,51	2,16,99	} 1,13,64	40,11,63	...	40,11,63
9,46,71	3,04,76	22,97	69,09	...				
64,16,58	24,01,62	12,06	3,88,40	8,19,56	2,93,88	98,38,60	...	98,38,60
2,81,66	...	...	16,71	14,58	...	3,12,95	...	3,12,95
15,57,94	5,35,07	...	1,11,86	75,95	1,03,60	23,84,42	...	23,84,42
6,71	3,76	...	41	58	...	11,41	...	11,41
1,73	...	...	...	...	...	1,73	...	1,73
1,08,53,00	38,23,81	65,65	6,93,21	6,27,61	5,10,62	1,65,73,90	...	1,65,73,90
10,87	...	...	31	2,11	...	12,79	...	12,79
15,42	...	...	2,42	2,50	..	20,34	...	20,34
5,22	...	...	2,52	1,49	...	9,23	...	9,23
1,40	...	...	81	1,83	...	3,34	...	3,34
32,41	...	...	5,56	7,73	...	45,70	...	45,70
1,08,55,41	38,23,81	65,65	6,98,77	6,35,84	5,10,62	1,66,19,60	...	1,66,19,60

APPEN

(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.	Ferries.	General charges.			
1	2	3	4	5	6	7	8	

II.—WORKED BY THE

OPEN LINES.							
Assam-Bengal	3' 3½"	19,74	18,69	6,46	8	12,14	57,06
Bengal-Nagpur	5' 6"						
Gondis-Chanda	2' 6"						
Jubbulpore-Gondia	"						
Nagpur-Chhindwara	"	42,78	3,12,18	- 20	17	18,01	3,72,84
Purulia-Ranchi	"						
Raipur-Dhamtari	"						
Tumsar-Tirodi Light	"						
Bozwada Extension	5' 6"	51	...	...	...	...	51
Bombay, Baroda and Central India	5' 6"						
" " " " "	3' 3½"	1,03,57	51,75	...	1,27	88,83	1,95,42
Broach-Jambusar	2' 6"						
BURMA RAILWAYS							
Main Line	3' 3½"	14,34	9,30	2,01	35	17,49	37,48
Extensions	"	58	1,21	...	...	...	1,77
Southern Shan States	"	9,53	...	...	93	-1	3,68
East Indian Railway	5' 6"						
South Bihar	"	1,25,95	1,14,84	8	1,40	1,16,45	3,88,67
Great Indian Peninsula	5' 6"	97,90	1,2,12	...	1,34	96,71	3,21,07
Agra-Delhi Chord	"	1,13	...	...	...	...	1,13
Baran-Kotah . . . . .	"	...	...	...	...	...	...
Bhopal-Itarsi	"	2,56	...	...	...	...	2,56
Cawnpore-Banda	"	47	...	...	...	...	47
Jodhpur-Hyderabad (British section)	3' 3½"	44	...	...	...	...	44
Lucknow-Bareilly	"	1,62	1,55	...	...	-2,1	96

DIX 4—contd.

outlay to end of, the financial year 1920-21.

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.	Outlay charged to funds pro- vided by the State.	REMARKS.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Govern- ment in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18

COMPANIES.

13,01,97	2,38,87	75,18	1,43,60	58,01	...	18,17,01	3,67,59	14,49,42	
28,20,45	14,94,69	47,86	1,94,02	2,87,58	...	48,44,60	18,80,19	34,54,41	
11,85	...	...	1,17	...	...	18,02	...	18,02	
31,26,82	10,57,85	...	2,06,99	2,45,53	4,19,53	50,50,72	2,49,00	48,01,72	Includes the capital outlay on the Patri Branch (Rs. 8,08,105) and the outlay incurred by the state on the Palampur-Deesa Railway.
18,02,90	3,29,57	17,39	1,16,27	59,50	...	18,25,63	6,69,67	11,55,96	
1,72,29	29,72	2,42	16,14	...	...	2,20,67	...	2,20,57	
1,39,19	7,23	...	17,44	37	...	1,64,23	...	1,64,28	
46,76,89	23,12,79	2,09	6,08,34	6,05,15	6,55,00	88,62,26	27,66,99	60,95,27	
47,53,08	16,35,60	...	2,85,75	3,94,35	14,85,92	85,54,70	4,87,97	80,66,73	
1,29,14	14,40	...	6,82	...	...	1,50,36	...	1,50,36	
42,54	4,07	...	2,89	...	...	49,50	...	49,50	
89,98	56	...	3,62	...	...	94,11	...	94,11	Including outlay (Rs. 50 lakhs) incurred by the Bhopal Durbar.
77,55	...	...	4,05	...	...	81,60	...	81,60	
42,76	7	27	3,08	...	...	46,18	...	46,18	
1,41,61	55,90	...	8,27	16,21	...	2,22,08	-82	2,22,91	Includes Rs. 1,62,000 on account of Powayan Light Railway.

(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
Madras and Southern Mahratta	5' 6"	29,45	55,70	...	9	40,39	1,25,68
Ditto ditto	3' 3½"	1,09	43,56	...	...	-13,28	31,37
Bangalore-Herihar	"	2,14	58	...	...	...	2,67
Alnavar-Dandeli	"	17	...	...	...	...	17
Dhone-Kurnool . . . . .	"	...	...	...	...	...	...
South Indian	5' 6"	...	...	...	...	...	...
Ditto (including Mettupalaiyam-Coonoor and Morappur-Dharmapuri sections and Tirupattur-Krishnagiri Railway).	3' 3½"	11,75	51,54	11	44	41,25	1,05,09
Coonoor-Ootacamund	"	-6	4,41	...	...	...	4,35
Dharmapuri-Hossur	2' 6"	-37	...	...	-14	-10	-61
Travancore (British Section)	3' 3½"	1	-1	...	...	...	...
Ditto (Indian State Section)	"	-22	2,84	...	2	-2,41	23
Tirhoot	"	3,05	1,83	...	-2	5,89	10,75
TOTAL		4,62,06	7,88,99	8,41	5,28	3,98,97	16,63,71
LINES UNDER CONSTRUCTION.							
Bengal Nagpur—							
Farratipur Singapur	5' 6"	10	...	...	1	...	11
Onajori-Badam Pahar	"	7,94	...	...	72	...	8,65
Amda-Jamda	"	22,54	...	...	2,22	5	24,81
Visigapatam Harbour	"	9,77	...	...	...	...	9,77
Burmo-Duneya	"	84	...	...	14	...	98
Bombay, Baroda and Central India—							
Dholka-Dhanduka	3' 3½"	5,29	...	...	45	...	5,74
Burma—							
Pyinmana-Magwe	3' 3½"	-1,17	...	...	-18	-80	-1,65
Aion-Saingbyin	"	4,01	...	...	84	...	4,35
Moulmein-Ye	"	4,49	...	...	68	1	5,13
Pyinmana-Taungdwingyi	"	9,01	...	...	93	9	0 09
Great Indian Peninsula Railway—							
Itarsi-Nagpur	5' 6"	4,72	...	...	84	...	5,56
Bombay Harbour extension	"	4	...	...	2	...	6
TOTAL		67,58	...	...	6,12	-15	78,55
TOTAL II		5,29,64	7,88,99	8,41	11,40	3,98,92	17,37,26
Unclassified Expenditure . . . . .		...	...	...	...	...	1,69,05
TOTAL STATE RAILWAYS		7,60,20	10,15,09	17,82	13,78	4,32,61	21,08,50

DIX 4—contd.

outlay to end of, the financial year 1920-21.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised by either Companies, District Boards or Indian States.	Outlay charged to funds provided by the State.	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	
17,77,86	1,99,54	—1	4,95	1,29,83	} 2,56,19	38,14,49	11,52,59	26,61,90		
12,93,70	1,06,48	...	3,99	41,96		1,43,46			1,43,46	
1,37,26	6,20		...			8,81	8,81
8,81			10,18	10,18
9,35	...	...	83	...	...	10,18	...	10,18	
12,59,46	4,23,06	28,75	1,10,22	1,05,06	98,93	20,25,48	4,83,86	15,42,12		
28,85	15,52	...	3,06	...	...	47,43	...	47,43	
14,64	2,58	...	3,47	...	...	20,69	...	20,69	
33,48	5,65	...	4,55	...	...	43,68	...	43,68	
1,41,48	11,50	21	16,26	85	...	1,06,60	...	1,70,60		
5,93,14	1,40,92	11,48	43,66	81,59	...	8,20,77	...	8,20,77		
2,41,28,40	80,86,96	1,85,60	18,09,44	19,82,19	29,09,57	3,91,02,16	75,66,53	3,15,35,63		
2,25	...	...	46	...	...	2,71	...	2,71	
11,61	...	...	1,71	1	...	13,33	...	13,33	
25,31	...	...	2,96	7	...	28,34	...	28,34	
9,77	...	...	...	...	...	9,77	...	9,77	
84	...	...	13	1	...	98	...	98	
5,29	...	...	45	...	...	5,74	...	5,74	
...		
4,01	...	...	84	...	...	4,35	...	4,35	Work taken over by (Provl.) Government.
4,49	...	...	63	1	...	5,18	...	5,18	
9,01	...	...	93	9	...	10,03	...	10,03	
75,95	22,76	...	9,17	...	...	1,07,88	...	1,07,88	
84,65	...	...	1,20	...	...	35,85	...	35,85	
1,88,18	22,76	...	17,98	19	...	2,24,11	...	2,24,11		
2,43,11,58	61,09,72	1,85,60	18,27,42	19,82,38	29,09,57	3,93,26,27	75,66,53	3,17,50,74		
...	...	...	...	...	...	-1,13,72	...	-1,13,72	
3,51,96,99	1,19,33,53	2,51,25	25,23,19	26,17,72	34,20,19	5,58,32,15	75,66,53	4,82,65,62		

(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
III-BRANCH LINE COMPANIES,							
<i>(A) Worked by the Branch</i>							
OPEN LINES.							
Ahmadpur-Katwa	2' 6"	2	...	...	...	...	2
Arakan Light . . . . .	"	...	...	...	...	...	...
Bankura-Damoodar River	"	7	...	...	...	...	7
Burdwan-Katwa	"	11	2	...	...	...	13
Kalighat-Folta	"	36	1	...	...	...	37
TOTAL . . . . .	...	56	3	...	...	...	59
LINE UNDER CONSTRUCTION.							
Futwah-Ielampur	2' 6"	3,37	27	...	48	1,07	5,19
TOTAL III (A) . . . . .	...	3,93	30	...	48	1,07	5,78
<i>(B) Worked by</i>							
OPEN LINES.							
Hardwar-Dehra	5' 6"	30	...	...	...	...	30
Chaparmukh-Silghat	3' 3 1/2"	3,45	...	...	15	-7	3,53
Dasghara-Jamalpurganj	2' 6"	...	17	...	...	...	17
TOTAL . . . . .	...	3,75	17	...	15	-7	4,00
LINE UNDER-CONSTRUCTION.							
Katakhal-Lalobazar	3' 3 1/2"	6	...	...	...	...	6
TOTAL III (B) . . . . .	...	3,81	17	...	15	-7	4,06

DIX 4—contd.

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).						TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	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.				
9	10	11	12	13	14	15	16	17	18

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.

15,19	2,05	...	1,83	69	...	19,76	19,76	...
28,81	16	...	1,54	27	...	30,78	30,78	...
27,16	4,45	...	3,63	47	...	35,71	35,71	...
19,38	2,87	...	1,64	28	...	18,17	18,17	...
11,27	4,94	...	1,59	82	...	18,42	18,42	...
95,81	14,47	...	10,23	2,33	...	1,22,84	1,22,84	...
2,76	1,49	...	3,00	92	...	13,17	13,17	...
1,03,57	15,96	...	13,23	3,25	...	1,36,01	1,36,01	...

the Main Line.

28,41	...	...	2,58	...	...	30,99	30,99	...
27,02	...	...	1,74	19	...	28,95	28,95	...
1,94	79	...	19	6	...	2,97	2,97	...
57,87	79	...	4,51	24	...	62,91	62,91	...
3,60	...	...	51	60	...	3,71	3,71	...
69,97	79	...	5,02	84	...	66,62	66,62	...

APPEN

(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
IV.—BRANCH LINE COM							
<i>(A) Worked by</i>							
Champaner Shivrajpur-Pani Light	2'6"	11	10	...	...	...	21
Godhra-Lunavada	"	1	...	...	7	...	8
Nadiad-Kapadvanj	"	2	23	...	...	...	25
Total IV (A)		14	33	...	7	...	54
<i>(B) Worked by the</i>							
OPEN LINES.							
Amritsar-Patti	5'6"	16	...	...	...	...	16
Hoshiarpur-Doab—							
Jullundur-Mukerian	"	41	...	...	2	...	43
Phagwara-Rahon	"	10	...	...	...	...	10
Mandra-Bhaon . . . . .	"	...	...	...	...	...	...
Panposh-Haipura	"	1,80	...	...	...	...	1,80
Sara-Sirajganj	"	30	2	...	...	...	32
Sialkot-Narowal	"	1	...	...	...	...	1
Southern Punjab—							
Main line	"	5,74	...	...	...	...	5,74
Jullundur-Doab	"	22	...	...	...	...	22
Ludhiana Extension . . . . .	"	...	...	...	...	...	...
Sutlej Valley* . . . . .	"	...	...	...	...	...	...
Tapti Valley	"	37	...	...	...	...	37
Ahmedabad-Pholka	3'3½"	2	...	...	...	...	2
Ahmedabad-Parantij	"	1	...	...	...	...	1
Dhond-Baramati	2'6"	2	...	...	...	...	2
Bilichpur-Yeotmal (including Pulgaon-Arvi railway)	"	34	14	...	...	...	48
Jacobabad-Kashmor	"	4	...	...	...	...	4
Khulna-Bagerhat	"	—11	88	...	...	...	27
TOTAL CARRIED OVER		9,43	54	...	2	...	9,99

DIX 4—contd.

outlay to end of the financial year 1920-21.

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.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
COMPANIES UNDER REBATE TERMS.									
<i>the Branch Line Company.</i>									
10,83	2,73	...	3,31	...	...	16,77	16,77	...	
8,44	1,56	...	3,24	...	..	13,24	13,24	...	
8,64	2,85	...	2,52	1,67	...	15,18	15,18	...	
27,91	6,64	...	8,97	1,67	...	45,19	45,19	...	
<i>Main Line.</i>									
32,95	...	...	1,82	...	...	34,37	34,27	...	
29,22	...	...	1,68	...	...	31,10	31,10	...	
24,85	...	...	1,71	...	...	26,06	26,06	...	
21,58	...	...	2,85	...	...	23,93	23,93	...	
16,00	...	...	...	...	...	16,00	16,00	...	
81,57	...	0	5,82	...	...	87,45	87,45	...	
25,77	...	...	1,78	...	...	27,55	27,55	...	
2,67,69	...	...	15,74	...	...	2,83,43	2,83,43	...	
1,25,77	...	...	7,80	...	...	1,33,07	1,33,07	...	
68,67	...	...	4,66	...	...	93,33	93,33	...	Temporarily dismantled.
1,44,97	...	...	8,14	...	...	1,53,11	1,53,11	...	
1,22,95	...	...	10,43	...	...	1,32,78	1,32,78	...	
10,39	...	...	83	...	...	11,22	11,22	...	
83,47	8	...	8,75	...	...	37,25	37,25	...	
9,35	1,77	...	66	1	...	11,79	11,79	...	
65,41	13,46	...	5,49	51	...	84,87	84,87	...	
16,61	4,84	...	92	...	...	22,37	22,37	...	
6,19	1,13	8	69	...	...	8,09	8,09	...	
11,22,31	21,28	14	78,47	52	...	12,17,67	12,17,67	...	

APPEN

(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

IV.—BRANCH LINE COMPANIES

(B) Worked by the

Brought forward	...	9,48	54	...	2	...	9,99
Mayurbhanj	2' 6"	1,91	...	...	8	...	1,99
Pachora-Jamner	"	17	1	...	1	...	19
Darjeeling-Himalayan Extensions	2' 0"	7	...	...	15	...	22
Matheran Light	"	...	...	...	Information not available.		
TOTAL	...	11,58	55	...	26	...	12,39
LINE UNDER CONSTRUCTION.							
Larkhana-Jacobabad	2' 6"	3,22	...	...	34	47	4,08
Total IV (B)	...	14,80	55	...	60	47	16,42

V. BRANCH LINE COMPANIES' RAILWAYS

Mymensingh-Bhairab Bazar	3' 3½"	1,81	...	...	2	...	1,83
Total V	...	1,81	...	...	2	...	1,83

VI. COMPANIES' LINES SUBSIDIZED

OPEN LINES.							
Delhi-Umbala-Kalka	5' 6"	93	...	...	...	...	93
Bengal and North-Western	3' 3½"	2,92	15,77	-8	-6	...	18,60
Bengal Doocars Extensions	"	85	2	...	...	...	87
Mirpur Khas-Jhudo	"	1	...	...	...	...	1
Mirpur Khas-Khadro	"	1	...	...	...	...	1
Rohilkund and Kumaon	"	5,08	2,95	...	...	...	8,01
Barsi Light	2' 6"	-12	8	...	1	...	-3
Dehri-Rohtas Light	"	28	50	...	...	...	78
Shahdara (Delhi)-Saharanpur Light	"	8	...	...	...	...	8
Total VI	...	9,52	19,82	-8	-6	...	28,76

DIX 4—contd.

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	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

UNDER REBATE TERMS.—concl'd.

Main Line—concl'd.

11,22,31	21,23	14	73,47	52	...	12,17,67	12,17,67	...
20,66	1,39	...	1,42	1	...	23,43	23,48	...
14,28	89	...	1,48	...	...	16,59	16,59	...
40,43	5,02	...	9,41	...	...	51,86	51,86	...
...	...	...	Information not available.			...	...	...
11,97,68	28,47	14	85,78	53	...	13,12,60	13,12,60	...
11,23	4	...	41	81	...	12,49	12,49	...
12,08,91	28,51	14	86,19	1,34	...	13,25,09	13,25,09	...

UNDER GUARANTEE AND REBATE TERMS.

*1,01,28	...	...	7,74	38	...	1,09,40	1,09,40	...
1,01,28	...	...	7,74	38	...	1,09,40	1,09,40	...

*Includes Rs. 14,40,000 for land provided by Government.

BY THE GOVERNMENT OF INDIA.

1,83,57	...	...	14,01	...	...	1,97,58	1,97,58	...
6,94,31	1,63,94	22,40	57,81	23,23	...	9,81,69	9,81,69	...
87,01	12,67	...	7,81	4,28	...	1,11,77	1,11,77	...
6,78	...	...	58	...	...	7,36	7,36	...
7,68	...	...	58	...	...	8,26	8,26	...
1,22,78	37,23	...	11,96	29	...	1,72,26	1,72,26	...
58,96	20,56	...	4,94	2,65	...	87,11	87,11	...
4,85	8,19	...	37	28	...	8,69	8,69	...
30,93	0,40	...	3,79	1,39	...	45,51	45,51	...
11,96,87	2,66,99	22,40	1,01,85	32,12	...	16,20,23	16,20,23	...

APPEN

(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
VII.—COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3' 3½"	18	1,60	...	...	...	1,78
Darjeeling-Himalayan	2' 0"	5	28	...	...	...	33
Total VII	...	23	1,88	...	...	...	2,11
VIII.—UNASSISTED							
Ledo and Tikak-Margherita Colliery	3' 3½"	...	...	...	...	...	...
Bengal Provincial	2' 6"	...	...	...	...	...	...
Madaya Light	"	58	74	...	...	...	1,27
Jagadhri Light	2' 0"	1	...	...	...	...	1
Kulasekarapatnam Light	"	1	39	...	...	...	40
Total VIII	...	55	1,18	...	...	...	1,68
IX.—DISTRICT							
OPEN LINES—							
Suramangalam-Salem	5' 6"	5	...	...	...	...	5
Tenali-Repalle	"	-1	...	...	...	...	-1
Bezwa-Masulipatam	3' 3½"	2	...	...	...	...	2
Podanur-Pollachi	"	18	...	...	...	...	18
Tanjore District Board	"	16	...	...	...	...	16
TOTAL	...	35	...	...	...	...	35
LINES UNDER CONSTRUCTION.—							
Manamadura-Sivaganga	3' 3½"	6	...	...	...	...	6
Tinnevely-Tiruohendur	"	-46	...	...	-2	-2,25	-2,78
TOTAL	...	-40	...	...	-2	-2,25	-2,67
Total IX	...	-5	...	...	-2	-2,25	-2,32
X.—COMPANIES' LINES SUBSIDIZED							
Dongal Doars	3' 3½"	81	...	...	...	...	31
Arrah-Sasaram Light	2' 6"	...	...	...	...	...	...
Baraset-Basirhat Light . . . . .	"	...	...	...	...	...	...
Bakhtiarpur-Bihar Light. . . . .	"	...	...	...	...	...	...
Jessore-Jhenidah . . . . .	"	...	...	...	...	...	...
Tezpur-Balipara Light	"	16	...	...	...	...	16
Howrah-Amta Light	2' 0"	...	...	...	...	...	...
Howrah-Sheakhala Light	"	...	-3	...	...	...	-3
Total X	...	47	-3	...	...	...	44

DIX 4.—contd.

outlay to end of, the financial year 1920-21.

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.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
BY LOCAL GOVERNMENTS.									
64.10	39.75	23	17.96	1.00	...	123.04	123.04	...	
82.07	9.57	...	...	6.85	...	47.49	47.49	...	
96.17	49.32	33	17.96	6.85	...	1,70.53	1,70.53	...	
COMPANIES' LINES.									
10.94	Details not available.	...	...	...	...	16.94	16.94	...	
8.77	2.67	1	...	51	...	11.96	11.96	...	
7.73	74	...	...	...	...	8.47	8.47	...	
60	39	...	12	...	...	1.11	1.11	...	
3.36	2.22	...	67	...	...	6.25	6.25	...	
37.40	6.62	1	79	51	...	44.73	44.73	...	
BOARDS' LINES.									
4.55	...	...	23	...	...	4.78	4.78	...	
19.73	...	...	1.14	...	...	14.87	14.87	...	
20.95	...	...	1.60	...	...	22.55	22.55	...	
8.45	1.79	...	1.26	...	...	11.52	11.52	...	
59.50	...	...	6.75	2	...	66.27	66.27	...	
1,07.18	1.79	...	11.90	2	...	1,19.99	1,19.99	...	
6	...	...	...	...	...	6	6	...	
5.45	...	...	1.17	91	...	7.53	7.53	...	
5.51	...	...	1.17	91	...	7.59	7.59	...	
1,12.69	1.79	...	12.17	93	...	1,27.58	1,27.58	...	
BY DISTRICT BOARDS.									
24.85	5.25	1.35	2.16	...	...	33.61	33.61	...	
18.64	3.64	...	11	26	...	22.65	22.65	...	
18.78	4.56	...	...	86	...	24.20	24.20	...	
10.12	3.43	...	...	59	...	14.20	14.20	...	
10.83	2.84	...	74	6	...	14.47	14.47	...	
3.20	1.60	...	7	...	...	4.87	4.87	...	
16.59	6.67	...	...	2.35	...	27.61	27.61	...	
4.88	2.33	...	...	64	...	7.85	7.85	...	
1,07.89	32.38	1.35	3.08	4.76	...	1,49.46	1,49.46	...	

(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
XI.—INDIAN STATE LINES							
OPEN LINES—							
Bhavnagar State	3' 31"	1,87	43	...	5	...	2,35
Bikaner	"	1,64	13,46	...	...	...	15,10
Birar-Shimoga . . . . .	"	...	...	...	...	...	...
Chickjajur-Chitaldrug	"	5,92	...	...	33	5	6,30
Gondal	"	4	3,69	...	...	...	3,73
Jamnagar	"	21	...	...	...	...	21
Jetsalar-Rajkot	"	30	...	...	...	...	30
Jodhpur	"	3,99	12,57	...	...	...	13,56
Junagad State	"	72	2,51	...	1	4,20	7,44
Kbijadiya-Dhari . . . . .	"	...	...	...	...	...	...
Morvi (including 2' 6" gauge)	"	-5	4	...	...	...	-1
Mysore	"	9,11	7,53	...	-16	-4,62	5,86
Forbandar State	"	4	...	...	...	...	4
Udaipur-Chitorgarh . . . . .	"	...	...	...	...	...	...
Cutch State	2' 6"	...	...	...	1	...	1
Dholpur-Bari including Mohari-Barauli*	"	4	24	...	...	...	28
Kolar District	"	-8	1,40	...	-1	-2	1,34
Gwalior Light	2' 0"	5,67	...	...	...	...	5,67
Mysore Light	"	11	8	...	...	-5	14
Pipar-Bilara Light . . . . .	"	...	...	...	...	...	...
TOTAL	...	23,58	41,95	...	23	-44	65,32
LINES UNDER CONSTRUCTION—							
Gadhakda to Mahuva with branch to Port Albert Victor	3' 31"	2,75	...	...	18	37	3,30
Botad to Dhanduka	"	4,34	...	...	7	...	4,41
Bikaner to Kolayat	"	1	...	...	...	...	1
Hanumangarh to Sadulpur	"	70	...	...	...	16	86
Shimoga to Arasalu	"	1,41	...	...	38	2	1,81
Marwar Junction to Sanderao	"	2,70	...	...	7	...	2,77
Jambur to Una	"	2,25	...	...	12	5,23	7,60
Nanjangud town to Hardanhalli	"	70	...	...	21	...	91
Okhamandal	"	1,82	...	...	40	4,39	6,61
Anjar to Baohan	2' 6"	9	...	...	...	...	9
Dholpur to Najakhora	"	11	...	...	2	...	13
Agasanhadlu to Benkipur	2' 0"	2,88	...	...	30	...	3,1
Kammangundi to Benkipur	"	3,32	...	...	28	...	3,60
Tadasa to Hebbe	"	71	...	...	7	-2	76
TOTAL	...	23,79	...	...	2,10	10,15	36,04
Total XI	...	47,37	41,95	...	2,33	9,71	1,01,36

DIX 4.—contd.

outlay to end of the financial year 1920-21.

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.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
WORKED BY INDIAN STATES.									
1,00,18	20,85	...	5,32	3,91	...	1,30,21	1,30,21	...	
94,97	41,56	...	1,77	3	...	1,38,33	1,38,33	...	
32,83	...	...	1,63	...	...	24,46	24,46	...	
9,04	...	...	1,34	5	...	10,43	10,43	...	
46,49	13,92	...	2,48	8,17	...	71,00	71,00	...	
19,01	4,38	...	95	3,36	...	27,69	27,69	...	
16,07	...	...	83	19	...	17,09	17,09	...	
1,35,84	60,28	...	1,66	19,20	...	2,36,99	2,36,99	...	
62,85	11,85	...	2,70	11,41	...	88,81	88,81	...	
18,15	...	...	1,65	12	...	19,92	19,92	...	
36,57	14,75	...	1,59	3,38	...	56,29	56,29	...	
1,17,61	31,12	...	11,64	8,94	...	1,64,31	1,64,31	...	
10,07	5,62	...	69	39	...	16,77	16,77	...	
17,50	4,25	...	1,11	...	...	22,86	22,86	...	
8,14	1,45	...	1,37	...	...	10,96	10,96	...	
9,80	8,33	...	49	...	...	13,62	13,62	...	
14,32	4,43	...	1,50	66	...	20,91	20,91	...	
68,22	10,02	...	4,55	...	...	82,79	82,79	...	
4,29	1,11	...	46	68	...	6,49	6,49	...	
2,34	52	...	4	...	...	2,90	2,90	...	
8,14,18	2,49,42	...	49,77	55,44	...	11,62,81	11,62,81	...	
6,68	...	...	51	41	...	7,55	7,55	...	
4,68	...	...	13	...	...	5,01	5,01	...	
9	...	...	...	...	...	9	9	...	
74	...	...	...	16	...	90	90	...	
2,32	...	...	76	2	...	3,10	3,10	...	
3,44	...	...	12	...	...	3,56	3,56	...	
3,09	...	...	13	5,31	...	8,53	8,53	...	
71	...	...	24	...	...	95	95	...	
4,28	...	...	87	4,81	...	9,96	9,96	...	
58	8	...	...	...	...	61	61	...	
17	...	...	2	...	...	19	19	...	
3,47	...	...	74	...	...	4,21	4,21	...	
4,58	...	...	72	...	...	5,30	5,30	...	
2,20	7	...	28	...	...	2,55	2,55	...	
37,18	10	...	4,52	10,71	...	52,51	52,51	...	
8,51,86	2,49,53	...	48,29	66,15	...	12,15,32	12,15,32	...	

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

(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.
I	2	3	4	5	6	7	8
XII.—INDIAN STATE LINES							
OPEN LINES.							
Bhopal Ujjain	5' 6"	13	...	...	...	...	13
Bina-Goona-Baran	"	2	...	...	...	...	2
Jammu and Kashmir (Indian State section)	"	2	...	...	...	...	2
Jind-Panipat (Indi State section)	"	13	...	...	...	...	13
Khanpur-Chactran . . . . .	"	...	...	...	...	...	...
olar Gold-Fields	"	-1	...	...	...	...	-1
Ludhiana-Dhuri-Jakhal	"	-9	...	...	...	...	-9
Nagda-Ujjain . . . . .	"	...	...	...	...	...	...
tlad-Cambay (Anand-Tarapur section) . . . . .	"	...	...	...	...	...	...
Petlad-Cambay (Tarapur-Cambay section) . . . . .	"	...	...	...	...	...	...
Rajpura-Bhatinda	"	5	...	...	...	...	5
Cooch Behar State	3' 3 1/2"	7	...	...	...	...	7
Dhrangadra . . . . .	"	...	...	...	...	...	...
Gaekwar's Mehsana	"	4,59	...	...	41	...	5,00
Hindupur (Yesvantpur-Mysore Frontier)	"	2	...	...	...	...	2
Hingoli Branch	"	-35	...	...	...	...	-35
Jaipur State . . . . .	"	...	...	...	...	...	...
Kolhapur State . . . . .	"	...	...	...	...	...	...
Palanpur-Deesa* . . . . .	"	...	...	...	...	...	...
Sangli State . . . . .	"	...	...	...	...	...	...
Secunderabad-Gadwal	"	-11	6,07	...	1	...	5,97
Shoranur-Cochin	"	3	...	...	...	...	3
Bilimora-Kalamba	3' 6"	1	-6	...	...	...	-5
Bodoli-Chhota Udaipur	"	5	...	...	1	...	6
Gaekwar's Dabhoi	"	37	-1	...	4	...	40
Kosamba-Zankhrav	"	1	...	...	...	...	1
Parlakimedi Light . . . . .	"	...	...	...	...	...	...
Petlad-Vaso	"	5	-8	...	...	...	-3
Rajpipla State	"	5	3	...	...	...	8
Total, carried over . . . . .	...	5,04	5,95	...	47	...	11,46

DIX 4—contd.

outlay to end of the financial year 1920-21.

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	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
WORKED BY THE MAIN LINE.									
72,37	...	...	6,96	...	..	79,33	79,33	...	
92,58	18	...	8,18	...	...	1,00,94	1,00,94	...	
19,62	...	...	60	...	...	10,62	10,62	...	
17,97	...	...	...	...	...	17,97	17,97	...	
13,16	...	...	88	...	...	14,04	14,04	...	
11,59	...	...	64	...	...	12,23	12,23	...	
41,88	...	...	2,29	...	...	43,67	43,67	...	
20,85	...	...	1,71	...	...	22,56	22,56	...	
12,27	...	...	70	10	...	13,07	13,07	...	
8,54	...	...	27	...	...	8,81	8,81	...	
73,97	...	...	2,69	...	...	76,66	76,66	...	
17,87	1,03	4	90	...	...	19,84	19,84	...	
13,96	4	...	54	...	...	13,94	13,94	...	
91,23	65	...	7,63	19	...	99,73	99,73	...	
25,28	...	...	...	...	...	25,28	25,28	...	
28,29	...	...	3,03	3	...	31,35	31,35	...	
98,95	...	...	2,16	...	...	41,11	41,11	...	
22,07	...	...	1,21	...	...	23,28	23,28	...	
1,55	...	...	...	...	...	1,85	1,85	...	
1,75	...	...	9	...	...	1,84	1,84	...	
65,86	2,69	...	11,08	...	...	86,63	86,63	...	
50,94	15,14	87	3,83	34	...	71,12	71,12	...	
11,90	2,22	...	1,53	...	...	15,65	15,65	...	
9,09	...	...	1,16	...	...	10,25	10,25	...	
55,64	9,76	...	6,21	50	...	† 72,11	† 72,11	...	
9,89	1,65	...	1,72	4	...	13,30	13,30	...	
5,26	1,78	...	64	...	...	7,68	7,68	...	
6,73	1,47	...	91	...	...	9,11	9,11	...	
13,84	2,52	...	1,05	...	...	17,41	17,41	...	
8,44,53	46,13	91	68,61	1,20	...	9,61,38	9,61,38	...	

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

† Includes Rs. 39,000 incurred on "Surveys."

APPEN

(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		5,04	5,95	...	47	...	11,46
LINES UNDER CONSTRUCTION.							
Balharshah-Warangal	5'6"	25	...	...	92	-54	63
Wagrod to Kharoda	3'8½"	...	...	...	...	...	...
Palsana to Sikar	"	4	...	...	...	...	4
Sikar to Jhunjhna	"	41	...	...	3	...	44
Wanaparti Road to Gadwal . . . . .	"	...	...	...	...	10	10
Trichinopoly to Pudukkottai . . . . .	"	...	...	...	...	...	...
Mahuva to Anaval	2'6"	...	...	...	...	...	...
M etipura to Tankhala	"	1,96	...	...	40	-15	2,21
Choranda to Korai	"	1,68	...	...	18	-55	1,31
Zankhav to Bardipada . . . . .	"	...	...	...	...	...	...
Navsari-Kamrej Light . . . . .	"	...	...	...	...	...	...
Total lines under construction	...	4,34	...	...	1,53	-1,14	4,73
Total XII	...	9,38	5,95	...	2,00	-1,14	16,19
XIII.—COMPANIES' LINES GUARANTEED							
Nizam's Guaranteed State	5'6"	8,04	7,56	...	11	...	15,71
Hyderabad-Godavari Valley	3'8½"	2,78	8,59	...	13	...	6,45
Bangalore-Chik Ballapur Light	2'6"	1	70	...	1	9	81
Total XIII	...	10,78	11,85	...	25	9	22,97
XIV.—LINES IN FOREIGN TERRITORY WORKED							
West of India Portuguese	3'8½"	5	...	...	...	...	5
Poralam-Karaikkal . . . . .	"	...	...	...	...	...	...
Pondicherry . . . . .	"	...	...	...	...	...	...
Total XIV	...	5	...	...	...	...	5
Total other Railways	...	1,02,29	88,40	-3	5,83	7,88	1,99,87
GRAND TOTAL	...	8,62,49	10,98,49	17,79	19,56	4,40,49	26,07,87

DIX 4—concl'd.

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	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
BY THE MAIN LINE—concl'd.									
8,44,53	46,13	91	68,61	1,20	...	9,61,38	9,61,38	...	
25	...	...	92	-54	...	63	63	...	
2	...	...	...	...	...	2	2	...	
7,87	...	...	52	7,35*	...	15,74	15,74	...	* Includes outlay under suspense for the Sikar-Jhunjhna section.
2,45	...	...	48	...	...	2,88	2,88	...	
8,62	...	...	1,61	7,41	...	17,64	17,64	...	
12	...	...	...	...	...	12	12	...	
8	...	...	...	...	...	8	8	...	
28,74	1,21	...	2,94	66	...	34,49	34,49	...	
5,84	...	...	62	21	...	6,67	6,67	...	
3	...	...	...	...	...	3	3	...	
3	...	...	...	...	...	3	3	...	
55,05	1,21	...	7,04	15,03	...	78,33	78,33	...	
8,99,58	47,34	91	75,65	16,23	...	10,39,71	10,39,71	...	
BY INDIAN STATES.									
4,21,87	1,15,11	...	8,78	19,52	...	5,65,28	5,65,28	...	
2,48,10	69,38	...	18,47	9,10	...	3,39,05	3,39,05	...	
7,90	2,52	...	1,57	42	...	12,41	12,41	...	
6,77,67	1,81,01	...	28,82	29,04	...	9,16,74	9,16,74	...	
BY BRITISH INDIAN RAILWAY COMPANIES.									
1,94,46	...	...	...	...	...	1,94,46	1,94,46	...	
6,09	...	...	1,15	...	...	7,24	7,24	...	
5,69	...	...	...	...	...	5,69	5,69	...	
2,06,24	...	...	1,15	...	...	2,07,39	2,07,39	...	
56,67,71	8,86,27	25,04	4,10,91	1,64,07	...	71,74,00	71,74,00	...	
4,08,84,70	1,28,19,40	2,76,29	29,37,10	27,81,79	34,20,19	6,30,06,15	1,47,40,53	4,82,65,62	

APPEN
Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. of trips up and down on which the price of the ticket is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" gauge.															
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur (including 2' 6" and 2' 0" gauge branches.)	1916-17	29,9	4,28	121,3	5,20	686,8	7,04	15,929,6	1,05,83	772,1	66	16,899,7	1,23,01	20,11	1,43,12
	1917-18	27,7	5,77	97,5	7,08	333,0	5,99	13,082,0	1,15,31	795,3	70	15,235,5	1,34,85	26,61	1,61,46
	1918-19	33,0	7,25	102,9	7,80	408,6	7,46	15,154,7	1,33,52	910,0	81	16,609,2	1,55,98	31,40	1,87,38
	1919-20	33,8	7,93	114,5	9,01	525,0	9,53	17,285,1	1,56,24	1,140,0	1,07	19,098,4	1,83,78	28,80	2,10,58
	1920-21	54,5	7,80	124,6	9,32	833,0	12,09	18,317,4	1,61,25	1,368,7	1,34	20,673,5	1,91,80	29,87	2,21,67
Bombay, Baroda and Central India (including 2' 6" gauge lines worked.)	1916-17	60,3	3,52	638,9	9,10	636,9	10,60	33,741,9	1,01,61	10,799,6	6,23	45,877,5	1,31,06	24,43	1,57,49
	1917-18	78,9	4,72	729,5	10,74	455,0	16,37	30,345,1	1,13,80	11,972,2	7,19	43,580,7	1,52,82	35,37	1,88,19
	1918-19	105,4	6,93	950,2	16,24	508,3	21,38	31,809,6	1,33,22	13,718,6	8,55	47,092,1	1,86,32	35,67	2,21,99
	1919-20	111,4	8,66	1,184,9	20,59	433,3	17,90	36,062,3	1,53,12	13,933,2	9,00	51,725,1	2,09,27	39,27	2,48,54
	1920-21	128,7	8,84	1,493,4	22,60	434,3	17,25	40,404,2	1,64,19	17,230,3	11,31	59,690,2	2,24,19	46,21	2,70,40
Eastern Bengal.	1916-17	*63,8	2,73	*286,6	3,67	*3,435,1	9,69	*28,179,8	58,29	*5,328,7	4,49	*37,292,9	78,92	10,88	89,80
	1917-18	*55,8	2,83	*216,7	3,42	*539,6	4,06	*25,619,9	63,44	*5,796,7	5,05	*32,228,7	78,80	10,92	89,72
	1918-19	*66,1	3,23	*226,5	3,60	*565,8	4,88	*26,397,2	70,82	*6,814,9	5,34	*34,106,5	88,35	13,71	1,02,06
	1919-20	*72,5	3,67	*249,2	3,99	*771,3	6,58	*30,361,5	84,50	*7,290,8	6,42	*38,745,3	1,05,18	11,97	1,17,13
	1920-21	*82,4	3,97	*283,1	4,57	*1,266,4	8,46	*30,427,4	81,37	*8,152,2	7,19	*40,211,5	1,05,56	17,66	1,23,22
East Indiat.	1916-17	81,3	9,48	319,9	13,82	2,537,8	25,30	36,005,8	2,37,74	3,267,9	2,31	42,312,7	2,89,15	53,65	3,42,80
	1917-18	73,0	12,26	285,1	18,74	1,097,8	18,92	31,238,1	2,75,57	3,469,0	3,22	36,163,0	3,28,71	68,24	3,96,95
	1918-19	85,4	13,97	337,3	22,01	1,221,5	22,22	33,647,3	3,08,24	3,757,4	3,42	39,048,9	3,69,86	65,17	4,35,03
	1919-20	91,5	17,03	410,4	25,54	1,415,5	30,44	36,350,3	3,21,53	4,635,6	4,25	42,903,3	3,98,84	78,51	4,77,35
	1920-21	101,3	19,61	465,6	28,46	1,496,5	34,02	40,603,6	3,37,59	5,508,4	5,13	48,175,4	4,24,81	84,74	5,09,55
Great Indian Peninsula (including 2' 6" and 2' 0" gauge lines worked.)	1916-17	110,0	14,84	669,4	32,98	175,5	5,00	31,071,8	2,07,74	7,896,0	3,88	39,922,7	2,61,34	83,57	3,47,91
	1917-18	125,3	20,89	571,3	28,41	185,5	7,43	28,528,5	2,41,09	8,333,2	4,20	37,743,7	3,02,01	97,34	3,99,36
	1918-19	160,0	23,68	711,3	31,23	237,1	8,24	31,238,2	2,84,16	8,953,8	4,80	41,300,3	3,52,09	1,08,84	4,60,93
	1919-20†	174,0	28,37	845,4	40,20	273,3	11,11	37,607,9	3,50,75	7,917,4	5,22	46,818,0	4,35,65	1,13,01	5,48,66
	1920-21†	175,3	27,34	979,0	39,22	227,8	10,83	40,812,5	3,52,59	9,878,9	6,50	52,073,5	4,36,53	1,07,31	5,43,84
Madras and Southern Mahratta.	1916-17	*50,9	3,91	*334,9	6,28	*354,3	2,64	*38,665,0	85,89	*1,591,8	46	*40,996,9	99,18	22,63	1,21,81
	1917-18	*53,8	5,28	*287,6	7,21	*126,3	2,13	*34,389,0	92,71	*1,516,9	52	*36,974,5	1,07,85	25,30	1,33,15
	1918-19	*63,9	6,18	*343,8	8,34	*156,4	2,66	*37,158,4	1,01,83	*1,563,7	59	*39,286,2	1,19,60	35,24	1,44,84
	1919-20	*59,4	6,03	*417,9	10,26	*228,9	3,58	*42,481,5	1,14,62	*1,601,9	81	*44,789,6	1,35,33	38,10	1,63,43
	1920-21	*56,3	6,21	*435,4	11,09	*374,3	4,28	*40,562,2	1,32,93	*1,309,3	86	*42,737,5	1,45,37	29,28	1,74,65
Nizam's Guaranteed State.	1916-17	9,6	61	85,1	1,65	324,8	3,51	1,789,0	9,16	39,2	6	2,247,5	14,99	3,14	18,13
	1917-18	9,0	73	57,5	1,81	377,3	5,20	1,400,9	8,27	16,3	2	2,061,0	16,03	3,58	19,61
	1918-19	9,2	68	56,5	1,87	668,1	6,11	1,573,9	9,35	25,1	3	2,332,8	18,04	3,60	21,64
	1919-20	9,8	74	59,6	2,05	812,8	7,43	1,833,2	10,81	6,1	2	2,721,5	21,04	4,39	25,43
	1920-21	10,2	77	59,5	1,90	662,7	6,90	2,235,7	12,60	53,9	6	3,022,0	22,23	4,82	27,05

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

†Excluding the Matheran Light Railway for which information is not available.

DIX 5.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Rs.	Rs.	Rs.	Rs.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
8,565	2,11,52	33	4,15	3,674	1,20,85	862	16,65	22	1,62	1,93	8,156	3,56,73	44	2,08	9,92	5,12,28
3,372	2,23,72	132	14,98	3,566	1,25,23	929	18,53	17	1,52	2,55	7,956	3,86,53	50	1,62	13,82	5,63,93
3,554	2,57,57	72	9,92	3,534	1,19,75	964	23,62	22	1,91	6,12	8,146	4,18,89	65	1,41	12,59	6,20,87
3,904	2,72,88	48	4,66	3,545	1,21,10	1,142	23,76	30	2,86	5,20	8,669	4,30,46	60	3,17	12,76	6,57,57
3,946	2,47,82	12	1,95	3,770	1,27,23	1,156	22,54	22	2,21	4,16	8,906	4,05,97	58	2,49	12,58	6,43,29
2,704	2,10,78	14	3,12	519	23,92	1,334	13,42	40	7,92	5,41	4,661	2,64,47	77	...	6,99	4,29,72
2,712	2,29,06	70	7,35	668	37,72	782	16,65	37	7,79	-5,24	4,289	2,93,33	69	...	7,81	4,90,22
3,176	2,99,19	108	11,17	532	21,48	666	8,98	47	9,62	-5,65	4,522	3,35,79	1,22	...	11,42	5,70,42
2,933	2,80,70	79	10,55	512	20,91	758	9,08	43	11,43	-14,15	4,325	3,18,52	1,07	...	10,52	5,78,65
2,944	2,83,50	98	4,75	497	21,26	855	12,39	37	11,51	-6,98	4,771	3,26,46	1,01	...	17,38	6,15,25
*3,200	1,00,80	*35	28	*1,328	11,85	*782	7,59	*28	10	1,13	*5,368	1,21,75	27	...	19,73	2,22,55
*2,737	81,32	*33	29	*1,230	11,81	*628	6,98	*7	10	1,29	*4,640	1,01,79	25	...	16,66	2,08,42
*2,777	90,06	*83	84	*1,397	12,28	*688	7,85	*15	13	2,13	*4,970	1,13,29	33	...	20,45	2,36,13
*3,471	1,18,93	*27	28	*1,095	9,85	*770	6,87	*16	16	2,84	*5,379	1,38,92	33	...	18,61	2,75,99
*2,918	1,13,66	*19	26	*1,206	11,13	*667	7,07	*9	8	2,74	*4,819	1,35,14	31	...	21,55	2,80,22
4,797	3,26,98	78	8,18	11,001	4,08,32	2,347	32,74	25	6,90	3,76	18,248	7,66,88	1,05	21	14,58	11,45,52
4,532	3,31,37	138	12,75	10,230	3,87,91	2,540	37,05	26	6,38	7,26	17,472	7,52,67	1,24	5	40,92	12,21,83
5,092	3,96,97	301	22,40	11,225	4,37,10	2,326	35,96	30	8,19	4,72	18,971	9,05,34	1,84	...	50,58	13,92,59
5,039	3,72,55	200	18,48	10,596	4,08,86	2,378	33,33	27	7,04	2	18,240	8,45,48	1,68	...	38,29	12,90,80
5,384	4,15,13	183	7,97	11,174	4,47,73	2,270	36,54	32	8,37	1,37	18,998	9,17,11	1,55	14	24,76	14,53,11
4,933	5,10,05	248	21,96	2,073	1,09,86	3,859	51,91	27	3,69	-4,43	11,140	6,93,04	1,39	...	11,76	10,54,10
4,696	5,04,50	567	50,30	1,781	97,01	4,060	63,59	27	4,20	8,14	11,131	7,27,65	1,60	...	15,00	11,43,61*
5,211	5,58,38	610	61,64	2,077	1,12,20	3,511	67,41	30	4,24	7,23	11,439	8,11,10	2,17	...	21,60	12,95,20
5,038	5,86,27	342	35,77	1,914	99,66	3,368	59,63	33	5,30	17,97	10,695	8,05,70	2,44	...	22,57	13,79,87
5,303	6,31,74	251	24,33	1,627	85,34	2,952	55,09	29	4,41	11,29	10,192	8,12,20	2,10	...	41,19	13,99,33*
*3,290	1,29,33	*27	1,63	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,07	3,00,94
*3,415	1,47,87	*46	2,35	*537	30,71	*840	11,96	*15	1,54	1,21	*4,853	1,95,66	25	...	6,80	3,35,86
*3,266	1,57,37	*112	4,00	*448	25,21	*632	10,77	*12	1,38	2,38	*4,670	2,01,06	30	...	5,49	3,51,69
*3,276	1,56,55	*106	2,74	*442	25,13	*870	12,21	*14	1,40	1,78	*4,708	1,99,81	26	...	6,59	3,70,00
*3,094	1,48,10	*77	3,93	*409	23,95	*923	9,78	*14	1,92	1,72	*4,517	1,88,98	24	...	10,80	3,74,07
543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,179	47,22	31	...	5,28	70,94
554	32,63	12	1,16	521	15,30	136	1,61	...	3	39	1,223	51,12	33	...	6,43	77,49
594	35,01	15	88	464	14,90	144	1,71	...	2	35	1,237	52,22	48	...	8,40	83,17
634	42,81	23	1,05	428	13,51	185	2,11	...	3	55	1,270	60,66	47	...	4,21	90,17
622	38,64	9	55	431	15,93	202	2,36	...	5	53	1,314	58,11	33	...	5,55	91,09

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

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

APPEN

Details of gross earnings

		COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings [In thousands.]	Total coaching traffic earnings. [In thousands.]
Railway system	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" Gauge—concl'd. North Western.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
Commercial Section (including 2' 6" gauge lines.)	1916-17	*	11,22	*	17,16	*	26,73	*	2,99,65	*	24	*	3,55,00	72,78	4,27,78
	1917-18	*	14,93	*	20,33	*	27,14	*	3,36,93	*	28	*	4,01,61	1,00,77	5,02,38
	1918-19	*	16,96	*	25,70	*	37,16	*	4,00,34	*	32	*	4,80,48	99,99	5,80,47
	1919-20	*	21,35	*	36,65	*	44,85	*	4,03,94	*	32	*	5,07,11	1,21,95	6,29,06
	1920-21	*	13,67	*	34,28	*	53,71	*	4,22,99	*	33	*	5,29,98	1,03,50	6,33,48
Military Section (including 2' 6" gauge lines.)	1916-17	*	1,22	*	1,60	*	2,31	*	32,23	*	2	*	37,38	8,10	45,48
	1917-18	*	1,59	*	1,74	*	2,48	*	37,85	*	2	*	43,63	15,34	58,97
	1918-19	*	1,77	*	2,02	*	2,86	*	37,81	*	1	*	44,47	19,49	63,96
	1919-20	*	2,15	*	2,82	*	3,81	*	48,51	*	2	*	57,31	31,76	89,07
	1920-21	*	1,63	*	3,00	*	4,10	*	53,58	*	3	*	62,34	30,34	92,58
Total North Western (Commercial and military sections)	1916-17	111,5	12,44	540,0	18,76	3,221,2	29,04	61,745,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88	4,73,26
	1917-18	129,2	16,52	505,3	22,07	2,309,2	29,57	53,566,0	3,76,78	323,3	30	56,833,0	4,45,24	1,16,11	5,61,35
	1918-19	143,8	18,73	579,2	27,72	2,655,0	40,02	54,150,3	4,38,15	336,3	33	57,664,6	5,24,95	1,19,48	6,44,43
	1919-20	149,6	23,50	868,7	39,47	3,171,0	48,66	53,569,9	4,52,45	313,8	34	58,059,0	5,64,42	1,63,71	7,18,13
	1920-21	141,3	20,30	891,3	37,28	3,795,8	57,81	63,711,1	4,76,57	355,6	36	68,895,1	5,92,32	1,83,74	7,26,06
Oudh and Rohilkhand.	1916-17	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83	1,22,92
	1917-18	43,9	3,77	158,0	5,38	915,4	11,02	14,301,7	96,89	3,6	1	15,422,6	1,17,07	17,92	1,34,99
	1918-19	55,6	4,62	167,6	6,44	964,2	12,57	15,291,5	1,09,43	...	...	16,478,9	1,33,06	18,62	1,51,68
	1919-20	57,7	4,83	207,2	6,22	954,6	12,68	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	6,14	961,4	13,35	18,348,5	1,26,69	...	...	20,576,6	1,52,98	22,48	1,75,46
South Indian.	1916-17	†	1,25	†	2,33	...	...	†	29,31	†	15	†	83,04	8,39	38,30
	1917-18	†	1,68	†	2,95	...	...	†	31,99	†	11	†	36,73	5,32	43,64
	1918-19	†	2,02	†	3,77	...	...	†	34,96	†	11	†	40,66	6,91	48,50
	1919-20	†	2,04	†	4,46	...	...	†	39,54	†	12	†	46,16	7,64	53,43
	1920-21	†	2,19	†	4,90	...	...	†	41,10	†	17	†	48,36	8,30	56,75
3' 3 1/2" Gauge.	1919-20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Aden	1920-21	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1916-17	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,98	2,98	29,26
	1917-18	13,9	1,01	32,3	89	76,1	1,02	5,284,9	28,68	39,4	11	5,445,6	31,71	3,61	35,32
Assam-Bengal.	1918-19	12,8	1,13	32,2	95	96,3	1,35	5,937,2	36,33	35,5	7	6,114,0	39,83	4,69	44,52
	1919-20	14,9	1,39	36,9	1,12	120,0	1,69	7,139,1	44,14	52,4	9	7,363,9	48,43	5,30	53,73
	1920-21	17,1	1,50	42,3	1,21	16,31	2,12	7,199,5	44,80	49,0	11	7,461,0	49,74	6,02	55,76
	1916-17	17,2	78	66,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	8	27,269,5	1,05,53	7,04	1,07,19
	1917-18	14,5	80	74,3	1,79	283,7	2,60	22,524,6	97,02	115,8	8	23,012,9	1,02,24	6,81	1,03,56
Bengal and North-Western.	1918-19	14,5	90	73,3	2,04	240,0	2,72	23,608,4	1,10,10	111,7	3	24,047,8	1,15,79	7,47	1,16,77
	1919-20	15,4	1,01	85,1	2,40	270,4	3,08	27,567,5	1,25,78	128,8	3	28,067,2	1,32,30	8,71	1,33,98
	1920-21	15,0	1,00	89,1	2,57	263,6	3,05	28,702,3	1,26,36	6,16	2	29,131,6	1,32,90	11,10	1,36,75

* Information not available.

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

‡ Excluding the Cawnpore-Burhwal (3' 3 1/2" gauge) link, the earnings of which, as to details, are included with the Bengal and North Western railway and, as to totals, under the head Sundry earnings of the Oudh and Rohilkhand railway.

DIX 5—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
*	5,30,36	*	44,48	*	54,93	*	60,84	*	2,95	15,03	*	7,08,59	2,12	66	41,21	12,55,16
*	4,72,11	*	56,49	*	52,26	*	67,51	*	3,00	8,91	*	6,60,23	3,02	1,06	37,49	12,82,32
*	4,20,57	*	41,47	*	24,66	*	57,13	*	1,89	10,42	*	5,56,34	3,58	2,77	37,06	12,38,81
*	4,79,07	*	35,56	*	19,99	*	51,35	*	3,53	17,37	*	6,06,87	3,90	2,49	46,23	12,92,97
*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
*	32,93	*	3,60	*	91	*	6,72	*	47	63	*	44,26	32	...	69	1,04,24
*	42,90	*	7,44	*	1,08	*	7,38	*	73	66	*	60,19	51	...	83	1,25,40
*	40,55	*	6,96	*	1,31	*	8,24	*	26	70	*	58,02	1,11	...	90	1,49,10
*	48,85	*	9,33	*	1,61	*	7,10	*	56	3,25	*	70,70	51	...	1,01	1,64,80
5,355	4,68,53	250	24,20	776	25,50	4,535	55,16	29	4,25	15,12	10,945	5,92,76	1,86	59	37,86	11,06,32
5,853	5,63,29	524	47,08	1,122	55,84	4,357	67,56	24	3,42	15,66	11,880	7,52,85	2,44	66	41,90	13,59,40
5,978	5,15,01	888	63,93	1,127	53,34	4,927	74,89	27	3,73	9,57	12,947	7,20,47	3,53	1,06	38,32	14,07,81
4,850	4,61,12	598	48,43	7,28	26,17	5,150	65,37	15	2,15	11,12	11,839	6,14,36	4,69	2,77	37,96	13,77,91
5,672	5,27,92	414	44,89	6,50	21,60	5,019	58,45	21	3,09	20,63	11,776	6,77,57	4,41	2,49	47,24	14,57,77
1,831	77,88	18	1,15	743	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,68,74
1,797	84,16	37	1,86	824	33,69	738	8,27	11	1,60	76	3,407	1,30,34	57	...	24,88	2,30,78
1,909	96,80	65	2,63	1,096	50,74	849	8,93	8	1,26	59	3,927	1,60,95	79	...	22,77	3,36,19
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	3,23,06
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	3,28,05
†	48,13	†	49	†	34	†	1,36	†	25	32	†	51,39	9	...	6,38	98,22
†	53,66	†	42	†	40	†	1,61	†	21	44	†	56,74	11	...	9,70	1,10,19
†	52,35	†	96	†	47	†	1,07	†	29	48	†	55,52	13	...	11,87	1,16,01
†	56,79	†	43	†	27	†	2,08	†	33	53	†	60,43	12	...	12,59	1,36,57
†	52,81	†	23	†	46	†	1,97	†	24	61	†	56,32	12	...	13,60	1,25,79
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3,35
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2,70
540	28,85	...	...	99	2,08	201	1,73	1	9	31	841	33,06	20	21	4,65	67,38
476	30,05	...	1	137	2,87	220	2,72	1	9	27	834	36,01	20	21	5,02	76,76
519	31,63	1	5	137	3,27	216	2,19	1	12	26	974	37,52	25	31	4,32	86,92
723	46,95	...	1	115	2,78	151	2,28	3	29	34	997	51,65	37	39	6,57	1,12,61
667	46,71	...	1	99	2,66	137	2,26	2	20	58	905	52,43	26	43	5,43	1,14,30
2,002	95,56	6	27	185	2,74	328	4,67	17	2,04	28	2,538	195,04	53	10,03	4,52	2,17,31
1,976	1,00,60	1	2	142	1,71	411	5,62	6	59	55	2,536	196,96	57	8,61	5,17	2,14,67
2,341	1,34,34	5	28	124	1,71	363	5,58	13	1,56	87	2,846	1,25,99	81	8,63	5,27	2,57,67
2,155	1,07,52	2	8	175	2,49	339	4,99	13	1,96	67	2,663	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	2,594	1,03,99	70	10,06	5,87	2,57,28

* Information not available.
† Included with the South Indian railway (3' 3 1/2" gauge).
‡ Excluding the Cawnpore-Burhwal (3' 3 1/2" gauge) link, the earnings of which, as to details, are included with the Bengal and North-Western railway and, as to totals, under the head Sundry earnings of the Oudh and Rohilkhand railway.

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

APPEN
Details of gross earnings

COACHING TRAFFIC.																
Railway system.	Year.	PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]	
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.				
		No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
3' 3 1/2" GAUGE —contd.	1916-17	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55	4,24
	Bengal Doonars.	1917-18	3,1	10	5,1	8	35,4	14	967,4	3,21	1,011,0	3,53	55	4,08
		1918-19	2,7	10	5,3	7	42,9	17	995,9	3,59	1,046,8	3,93	61	4,54
		1919-20	2,7	10	3,9	7	53,2	20	1,085,8	3,65	1,145,6	4,02	61	4,63
		1920-21	3,3	12	4,0	7	54,1	21	984,7	3,18	1,046,1	3,58	69	4,27
Bhavnagar State.	1916-17	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,803,8	9,27	71	9,98
	1917-18	2,3	7	29,9	41	...	...	1,793,3	8,61	75,8	9	1,901,3	9,18	87	10,05
	1918-19	3,0	9	49,8	70	...	...	2,231,0	11,15	13,0	2	2,296,8	11,96	1,20	13,16
	1919-20	4,8	13	65,3	94	...	...	2,382,2	12,65	13,8	2	2,466,1	13,74	1,64	15,38
	1920-21	3,5	14	54,0	101	...	...	2,169,6	11,80	12,0	2	2,259,1	12,97	1,44	14,41
Bombay, Baroda and Central India. †	1916-17	25,9	4,80	155,5	4,34	398,5	4,87	28,201,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01	1,46,37	
	1917-18	35,5	2,19	151,5	4,62	401,5	4,49	23,317,0	1,25,71	81,8	16	23,987,3	1,37,17	18,38	1,55,55	
	1918-19	40,3	2,62	221,8	6,8 0	510,9	5,60	26,222,6	1,51,00	68,0	13	27,063,5	1,66,35	20,66	1,87,01	
	1919-20	41	2,98	277,1	9,30	592,1	7,34	30,811,3	1,73,51	107,2	20	31,829,6	1,93,33	23,38	2,16,71	
	1920-21	40,3	3,24	286,5	9,18	623,4	9,52	30,237,0	1,83,40	120,7	26	31,309,9	2,05,90	26,00	2,31,90	
Burma...	1916-17	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46	99,66
	1917-18	53,5	4,12	226,0	4,74	...	...	25,700,5	79,44	979,8	57	26,959,8	89,87	7,90	96,77
	1918-19	56,4	4,40	257,2	5,55	...	...	26,696,5	88,38	1,057,3	65	28,267,4	98,98	8,94	1,07,92
	1919-20	63,9	4,09	327,4	7,46	...	...	31,592,6	1,09,69	1,184,3	73	33,168,2	1,22,87	10,11	1,32,98
	1920-21	74,1	5,77	393,1	8,67	...	...	33,877,5	1,18,55	1,333,4	82	35,678,1	1,33,81	11,13	1,44,94
Tibru- Sadiya	1916-17	7,6	11	5,5	5	14,4	9	637,9	2,11	...	...	665,4	2,36	41	2,77
	1917-18	6,8	12	6,2	7	12,6	9	660,6	2,16	...	...	688,2	2,44	40	2,84
	1918-19	5,5	10	5,1	6	13,2	10	583,2	2,08	...	...	697,0	2,34	42	2,7
	1919-20	5,7	12	5,5	7	15,4	12	622,1	2,45	...	...	648,7	2,76	50	3,26
	1920-21	6,1	12	8,6	9	17,9	13	722,7	2,41	...	...	755,3	2,75	60	3,95
Eastern Bengal (including 2 6" gauge lines worked.)	1916-17	\$	1,18	\$	1,81	\$	6,75	\$	58,71	\$	14	\$	63,59	10,63	79,22	
	1917-18	\$	1,77	\$	2,17	\$	2,69	\$	62,49	\$	14	\$	69,25	11,08	80,33	
	1918-19	\$	2,15	\$	2,13	\$	2,42	\$	61,89	\$	17	\$	68,31	11,45	73,76	
	1919-20	\$	2,09	\$	2,46	\$	3,06	\$	68,42	\$	21	\$	70,24	11,47	87,71	
	1920-21	\$	2,50	\$	2,93	\$	4,68	\$	75,10	\$	28	\$	85,44	15,83	1,01,26	

• Includes the Dhrangadra railway up to the 30th September 1919.
† Includes the Dhrangadra railway from the 1st October 1919.
§ Included with the Eastern Bengal railway (5' 6" gauge).

DIX 5—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.	†	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,03	3	18	22	17,70
112	9,68	...	...	59	2,55	27	29	...	...	4	198	12,56	3	18	24	17,09
116	9,38	...	...	84	3,75	16	16	...	...	4	216	13,33	3	18	21	18,29
139	11,36	...	...	31	1,44	21	17	...	...	3	191	13,00	3	20	22	18,08
124	8,57	...	...	36	1,85	19	11	...	...	4	179	10,57	4	18	30	15,36
192	5,94	...	...	93	52	20	11	1	6	1	246	6,64	16	...	81	17,59
228	7,54	...	...	9	69	17	8	1	8	5	285	8,44	19	...	46	19,14
348	12,79	...	...	40	57	21	13	1	16	5	410	13,70	26	...	39	27,51
250	9,16	...	...	36	51	23	16	1	12	6	310	10,91	22	...	41	26,02
218	7,95	...	...	35	54	20	22	1	11	2	274	8,85	18	...	48	28,92
2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,91
2,635	1,90,16	39	2,56	237	5,43	382	5,94	29	3,88	47	3,322	2,04,46	86	...	9,08	3,69,93
2,897	2,38,08	109	7,76	238	6,19	473	7,93	36	4,59	59	3,753	2,60,54	1,13	...	7,01	4,55,69
2,381	2,01,00	53	3,25	210	5,55	497	8,26	40	7,93	39	3,121	2,26,38	1,03	...	8,23	4,52,35
2,321	1,94,10	34	2,10	227	4,53	647	9,84	30	6,70	60	3,259	2,17,87	84	...	7,73	4,58,34
2,320	1,30,00	5	27	21	2,06	780	5,80	9	2,39	20	3,185	1,40,72	36	94	5,60	2,47,82
2,243	1,34,27	12	46	20	1,94	761	5,46	9	2,49	19	3,045	1,44,81	40	88	4,87	2,47,73
2,734	1,65,63	20	1,23	19	1,65	898	6,51	11	2,68	54	3,662	1,78,44	50	1,05	5,58	2,93,55
2,831	1,71,35	23	1,51	27	2,15	990	7,38	15	4,76	43	3,886	1,97,58	56	1,24	6,94	3,29,30
2,630	1,56,50	7	51	37	2,54	951	8,62	18	5,75	50	3,643	1,74,42	58	1,10	5,76	3,26,78
167	6,30	...	...	538	5,88	10	4	...	1	2	715	12,20	5	...	14	15,16
159	6,09	...	...	562	5,97	6	2	...	1	2	727	12,11	5	...	36	15,36
157	6,13	...	...	505	5,36	4	2	2	1	2	668	11,54	6	...	29	14,05
173	6,56	...	...	521	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
*	61,01	*	*	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	5,46	1,57,83
*	51,80	*	1	*	2,66	*	3,52	*	39	44	*	58,82	29	2,96	8,34	1,50,74
*	61,27	*	2	*	3,14	*	4,65	*	92	54	*	70,54	35	3,43	10,22	1,64,30
*	73,83	*	3	*	1,95	*	5,12	*	1,17	1,10	*	86,20	33	3,82	9,75	1,87,81
*	75,80	*	4	*	3,03	*	4,36	*	82	1,06	*	84,61	31	3,61	10,70	2,00,49

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

† Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0.2 ton.
A head of sheep, goat, etc. = 0.025 ton.
An elephant = 2.50 tons.

APPEN
Details of gross earnings

COACHING TRAFFIC.															
Railway system.	Year.	PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 8 1/2" GAUGE —contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
Gondal	1916-17	4,5	12	46,4	54	...	...	1,741,6	7,99	4,4	1	1,796,9	8,66	63	2,39
	1917-18	3,5	11	55,5	62	...	...	1,916,7	8,51	8,0	1	1,983,7	9,25	76	10,91
	1918-19	3,7	12	78,6	92	...	...	2,169,9	9,50	23,3	4	2,275,5	10,58	68	11,46
	1919-20	5,3	24	110,3	1,30	...	...	2,323,6	10,75	4,5	1	2,443,7	13,30	1,20	13,50
	1920-21	4,3	25	94,9	1,39	...	...	2,305,3	10,72	6,3	1	2,410,8	12,97	1,22	13,59
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1916-17	5,3	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14	18,05
	1917-18	5,7	49	54,0	1,38	...	...	3,633,7	17,30	38,6	2	3,727,0	19,19	2,46	21,65
	1918-19	6,8	62	58,3	1,54	...	...	4,218,0	19,76	221,5	14	4,504,6	22,06	3,04	25,10
	1919-20	6,5	60	63,8	1,77	...	...	4,857,4	24,79	113,5	9	5,041,2	27,25	3,95	31,20
	1920-21	6,2	6,2	60,5	1,85	...	...	4,608,0	27,80	314,4	21	4,989,1	30,48	3,61	31,09
Jamnagar	1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23	2,54
	1917-18	7	3	8,0	16	...	...	339,3	2,17	46	1	352,6	2,37	24	2,61
	1918-19	7	3	12,7	25	...	...	380,3	2,44	13,5	3	407,2	2,75	28	3,03
	1919-20	1,0	5	17,1	35	...	...	451,8	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
Jodhpur-Bikaner.	1916-17	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03	34,96
	1917-18	10,4	95	41,0	1,63	129,3	1,99	4,374,7	28,50	...	...	4,555,4	33,12	4,67	37,79
	1918-19	8,8	81	54,1	2,27	154,8	2,33	5,178,5	35,31	...	...	5,396,2	40,72	5,91	46,63
	1919-20	10,7	89	73,3	2,98	230,9	3,34	6,168,9	40,10	...	...	6,483,8	47,31	7,48	54,79
	1920-21	10,2	66	73,7	2,93	192,5	2,95	5,786,8	41,83	...	...	6,069,2	48,57	7,11	55,68
Junagad State.	1916-17	2,2	4	34,3	27	...	...	1,107,6	3,88	4,4	1	1,148,5	4,20	27	4,47
	1917-18	1,9	3	41,1	31	...	...	1,211,7	4,18	7,3	2	1,262,0	4,54	30	4,84
	1918-19	2,2	4	58,9	44	...	...	1,393,8	4,85	11,6	2	1,466,5	5,35	42	5,77
	1919-20	2,3	5	80,9	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	53	6,79
Madras and Southern Mahratta. †	1916-17	*	1,89	*	4,30	*	64	*	70,15	*	11	*	77,09	10,85	37,94
	1917-18	*	2,76	*	5,09	*	78	*	76,61	*	14	*	85,38	12,91	98,29
	1918-19	*	3,28	*	6,18	*	1,06	*	83,18	*	19	*	98,89	14,69	1,13,58
	1919-20	*	2,84	*	7,25	*	1,23	*	96,81	*	19	*	1,08,32	15,73	1,24,05
	1920-21	*	2,78	*	7,16	*	1,55	*	100,55	*	23	*	1,12,07	17,06	1,29,13
Merwi (including 2' 6" gauge section.)	1916-17	3,7	16	19,3	38	...	...	699,3	5,16	5	...	723,3	5,70	56	6,26
	1917-18	3,5	15	22,0	41	...	...	753,0	5,35	5	...	779,0	5,91	62	6,53
	1918-19	4,0	16	43,3	71	...	...	818,1	5,88	5	...	865,9	6,75	77	7,52
	1919-20	3,9	17	47,3	88	...	...	921,6	6,58	2	...	973,0	7,63	1,06	8,69
	1920-21	3,4	17	39,9	98	...	...	911,8	6,55	...	...	955,1	7,70	1,11	8,81

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

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

DIX 5—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.	†	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
246	5,95	...	...	21	31	16	15	1	3	4	287	5,88	9	...	63	15,89
261	6,46	...	...	26	39	27	24	...	4	2	334	7,15	12	...	71	17,99
368	10,86	...	...	23	37	25	25	...	5	6	416	11,61	18	...	86	24,11
340	9,02	...	...	25	34	23	16	...	4	3	388	9,61	12	...	1,02	24,25
334	8,77	...	...	29	42	30	25	...	3	5	393	9,52	11	...	97	24,19
246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,52
262	18,80	9	19	15	52	212	1,00	...	8	19	498	20,78	18	...	2,29	44,90
348	25,16	6	108	22	70	183	1,09	1	12	31	562	28,46	25	...	3,62	57,43
392	34,75	2	4	42	1,53	196	1,49	...	7	43	632	38,31	27	...	1,83	71,61
367	35,31	12	51	26	87	167	1,22	...	9	33	572	38,38	23	...	2,95	75,65
32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,43
36	93	...	...	1	3	3	2	...	1	1	40	1,00	2	...	11	3,74
56	1,61	...	...	5	12	5	3	...	1	2	66	1,79	3	...	9	4,94
61	1,66	...	...	2	5	3	3	...	1	1	66	1,76	2	...	15	5,15
49	1,29	...	...	1	2	5	6	1	1	2	56	1,41	2	...	4	4,57
1,029	41,31	14	82	23	21	172	1,91	2	18	12	1,239	44,45	19	...	1,73	81,38
1,251	54,51	10	52	18	14	142	1,56	4	26	9	1,425	57,08	21	...	1,67	96,75
1,220	54,74	30	1,51	18	20	191	2,58	5	60	17	1,473	59,80	29	...	1,55	1,08,27
665	40,22	13	78	25	27	157	1,56	6	95	21	1,066	43,99	28	...	1,69	1,00,95
905	40,04	19	104	22	27	205	2,05	4	68	14	1,155	44,22	22	...	3,41	1,03,53
141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,49
141	2,92	...	...	6	3	20	9	...	2	...	167	3,06	4	...	20	8,14
178	3,98	...	...	2	1	12	7	...	1	2	192	4,09	4	...	8	9,98
165	3,67	...	...	2	3	21	12	...	1	1	188	3,84	3	...	13	10,54
164	4,03	...	...	...	1	30	14	...	2	1	194	4,21	2	...	23	11,25
*	1,14,16	*	1,44	*	1,27	*	8,89	*	81	63	*	1,27,23	85	2,45	3,28	2,21,25
*	1,21,96	*	1,63	*	1,43	*	7,55	*	58	69	*	1,33,84	40	2,06	2,44	2,37,03
*	1,19,40	*	4,11	*	1,30	*	9,17	*	44	1,01	*	1,35,43	54	4,16	2,83	2,56,54
*	1,17,64	*	4,17	*	1,12	*	7,31	*	99	1,11	*	1,32,34	50	3,30	3,83	2,63,92
*	1,18,14	*	2,83	*	1,70	*	8,22	*	65	93	*	1,32,47	52	2,89	3,74	2,68,74
68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
84	2,72	...	...	13	24	6	5	...	5	3	103	3,09	6	...	8	9,76
162	6,27	...	1	16	35	10	7	...	4	3	188	6,77	8	...	7	14,44
112	3,64	...	...	16	19	12	8	1	6	2	141	3,99	7	...	14	12,39
109	3,65	...	...	15	24	13	8	...	5	2	137	4,04	6	...	13	13,04

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

†Live stock has been converted into tons at:—

A head of cattle, or a pony or horse = 0.25 ton.
A head of sheep, goat, etc. = 0.025 ton.
An elephant = 2.50 tons.

APPEN
Details of gross earnings

		COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 6" GAUGE - conold.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Mysore*	1917-18	2	1	17	2	...	...	104.3	40	2	...	106.4	43	1	4.1
	1918-19	8	3	66	9	...	...	420.6	1.79	8	...	428.8	1.91	12	2.03
	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	40.0	86	...	...	3,080.5	12.67	13.7	1	3,141.5	13.92	162	15.54
Rohilkhand and Kumaon.	1916-17	6.1	57	24.7	90	43.8	40	5,457.4	16.02	...	1	5,532.0	17.90	1.71	19.61
	1917-18	3.1	74	23.4	83	39.2	37	5,248.7	16.66	...	1	5,319.4	18.61	2.13	20.74
	1918-19	9.7	92	26.8	1.04	40.7	41	5,348.5	17.40	...	1	5,435.7	19.78	2.42	22.30
	1919-20	8.8	85	28.5	1.10	47.1	48	6,092.5	20.06	...	1	6,176.9	22.50	2.37	24.87
	1920-21	9.3	92	31.7	1.17	53.9	55	6,501.3	21.46	...	1	6,596.2	24.11	3.33	27.44
South Indian.	1916-17	†90.6	2.95	†474.6	6.77	...	...	†47,214.6	1.19,81	†2,415.1	94	†50,194.9	1.30,47	11.28	1,41.75
	1917-18	†102.6	3.88	†469.6	8.36	...	...	†39,156.8	1.22,58	†2,062.8	96	†41,791.8	1.35,78	13.52	1,49.30
	1918-19	†126.4	5.03	†580.5	9.54	...	...	†40,313.5	1.27,10	†1,901.9	92	†42,922.3	1.42,59	11.50	1,54.09
	1919-20	†125.5	5.37	†756.9	11.29	...	...	†48,222.0	1.51,24	†2,577.3	1.22	†51,681.1	1.69,11	13.54	1,82.65
	1920-21	†126.9	6.07	†798.5	12.44	...	...	†50,941.7	1.62,09	†2,218.6	1.24	†54,083.7	1.81,84	17.08	1,98.92
Udaipur-Chitor-garh.	1916-17	5	4	2.8	7	2.8	2	415.9	1.73	4	...	422.4	1.86	16	2.02
	1917-18	4	2	1.9	4	1.0	1	317.8	1.58	5	...	321.6	1.65	13	1.78
	1918-19	5	3	3.0	7	2.8	2	381.5	1.97	5	...	388.3	2.09	15	2.24
	1919-20	6	4	4.5	12	2.0	2	494.1	2.62	5	...	501.7	2.30	21	3.01
	1920-21	7	5	4.4	12	1.4	1	362.7	2.27	5	...	389.7	2.45	20	2.65
2' 6" GAUGE															
Ahmadpur Katwa.	1917-18	1	...	1.1	1	4.0	2	189.4	41	...	...	194.6	44	3	47
	1918-19	...	...	1.4	1	5.1	2	288.1	72	...	...	294.6	75	4	79
	1919-20	1	...	1.5	1	6.7	3	382.7	1.02	...	...	391.0	1.06	2	1.08
	1920-21	1	...	1.5	1	9.2	4	386.0	1.12	...	...	396.8	1.17	3	1.20
Arakan Light.	1918-19	...	...	...	...	...	...	9.1	4	...	...	9.1	4	...	4
	1919-20	3	1	...	...	...	...	69.0	33	...	...	69.3	34	2	36
	1920-21	4	1	...	...	...	...	67.1	34	...	...	67.5	35	4	39

* Includes the Birar-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways from the 1st October 1919.
† Includes the South Indian railway (5' 6" gauge), Morappur-Hosur and Tirupattur-Krishnagiri railways.

DIX 5—contd.
of each railway system.

GOODS TRAFFIC.														Elec- tric tele- graph earn- ings. [In thou- sands.]	Steam boat earn- ings. [In thou- sands.]	Sun- dry earn- ings [In thou- sands.]	Total gross earn- ings. [In thou- sands.]
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUD- ING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		Other GOODS TRAF- FIC.	TOTAL GOODS TRAFFIC.						
Tons. [In thou- sands.]	Earn- ings [In thou- sands.]	Tons. [In thou- sands.]	Earn- ings. [In thou- sands.]	Tons. [In thou- sands.]	Earn- ings. [In thou- sands.]	Tons. [In thou- sands.]	Earn- ings. [In thou- sands.]	Tons. [In thou- sands.]	Earn- ings. [In thou- sands.]		Earn- ings. [In thou- sands.]	Tons. [In thou- sands.]	Earn- ings. [In thou- sands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
6	21	...	...	...	...	...	...	...	...	6	21	1	...	...	...	66
40	1,37	...	...	...	...	24	80	...	1	2	64	1,70	1	...	7	8,81
102	4,04	...	...	...	2	21	24	...	4	6	123	4,40	2	...	17	13,41
208	7,08	...	...	3	10	8	6	...	5	13	219	7,42	4	...	25	23,25
585	18,53	3	9	12	13	78	60	...	2	...	676	19,37	8	...	3,83	42,89	
617	21,15	18	77	4	5	91	75	...	2	10	730	22,84	9	...	5,06	48,73	
732	27,81	10	54	3	6	92	63	...	2	47	857	29,53	11	...	4,18	56,02	
654	22,09	2	11	5	6	96	67	...	3	—4	757	22,92	9	...	4,75	52,63	
647	21,63	2	12	5	8	90	66	...	3	31	744	22,83	10	...	3,81	54,18	
12,793	95,05	17	49	158	2,25	1,436	4,15	120	1,01	1,30	13,314	1,04,25	45	2,23	5,09	2,54,67	
12,712	1,04,76	11	1,07	152	2,64	1,444	5,25	114	76	1,49	13,233	1,15,97	52	1,93	6,32	2,74,04	
12,319	1,02,82	15	72	148	2,07	1,467	5,17	117	96	1,80	12,866	1,13,54	62	1,77	4,80	2,74,82	
12,450	1,13,31	18	45	144	2,01	1,519	5,25	119	1,47	2,05	13,040	1,24,54	63	1,98	6,66	3,16,46	
12,329	1,08,76	15	32	151	2,13	1,534	5,36	116	96	2,12	12,935	1,19,65	61	1,61	6,20	3,27,02	
39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
19	81	...	...	2	2	2	1	...	1	1	23	86	2	...	10	2,76
22	96	...	...	3	3	1	...	...	1	2	26	1,02	2	...	9	3,37
27	1,19	...	...	1	1	1	1	...	1	2	29	1,24	2	...	11	4,36
18	81	...	...	1	1	1	...	...	1	2	20	85	2	...	11	3,63
4	5	...	...	1	1	...	...	...	...	...	5	6	...	...	1	54
10	18	...	...	1	1	...	...	...	...	...	11	14	...	...	1	94
9	13	...	...	1	...	...	...	...	...	...	10	13	...	...	1	1,22
8	13	...	...	1	1	...	...	...	...	...	9	14	...	...	1	1,35
1	4	...	...	...	...	...	...	...	...	...	1	4	...	...	...	8
3	9	...	...	...	...	...	...	...	...	...	3	9	...	...	2	47
2	6	...	...	...	...	...	...	...	...	...	2	6	...	...	1	46

* Live stock has been converted into tons at—

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

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

An elephant = 2.50 tons.

† Includes the South Indian railway (5' 6" gauge), Morappur-Hosur and Tirupatūr-Krishnagiri railways.

Details of gross earnings

		COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE—contd.															
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Arrah-Sasaram Light.	1916-17	8	2	...	...	5,7	5	457,3	1,57	...	...	468,8	1,64	4	1,68
	1917-18	7	2	...	...	6,1	6	417,4	1,80	...	...	424,2	1,88	5	1,93
	1918-19	7	3	...	...	5,5	5	419,4	1,79	...	...	425,6	1,87	7	1,91
	1919-20	6	2	...	...	5,7	6	471,2	1,97	...	...	477,5	2,05	5	2,10
	1920-21	8	8	...	...	6,4	6	519,4	2,14	...	...	526,6	2,23	5	2,28
Bankura-Damoodar River.	1916-17	...	...	3	...	1,2	1	42,0	15	...	...	43,5	16	1	17
	1917-18	1	...	7	1	4,9	3	242,9	88	...	...	248,6	92	8	1,00
	1918-19	1	...	1,0	1	5,2	4	285,7	1,09	...	...	292,0	1,14	6	1,20
	1919-20	1	...	1,1	1	6,7	5	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
Barasot-Basirhat Light.	1916-17	3	1	3,8	4	23,6	17	718,6	2,60	109,5	13	855,8	2,98	12	3,05
	1917-18	1,6	3	1,1	1	19,7	15	581,6	2,27	72,8	10	676,8	2,55	11	2,66
	1918-19	2,6	5	...	...	20,7	14	666,5	2,55	89,0	12	778,8	2,86	13	2,99
	1919-20	3,1	5	...	...	25,1	17	769,8	2,89	113,4	15	911,4	3,26	21	3,47
	1920-21	4,0	7	...	...	36,5	21	813,8	3,01	126,2	18	980,5	3,47	29	3,76
Bareilly Light.	1916-17	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22	5,99
	1917-18	4	2	4,1	9	...	...	669,7	4,26	...	...	694,2	4,37	19	4,56
	1918-19	3	2	5,2	13	...	...	807,3	4,99	...	...	812,8	5,14	25	5,39
	1919-20	4	2	6,8	18	...	...	1,313,3	9,17	...	...	1,320,5	9,37	39	9,76
	1920-21	4	2	6,5	19	...	...	1,303,3	8,70	...	...	1,315,3	8,91	34	9,25
Bengal Provincial.	1916-17	1	...	1,6	1	16,6	3	464,1	81	20,8	4	503,2	89	6	95
	1917-18	2	...	1,1	...	8,4	2	403,3	76	14,6	2	427,6	80	5	85
	1918-19	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	1919-20	1	...	1,5	1	10,0	3	399,6	94	15,5	3	426,7	1,01	7	1,08
	1920-21	2	...	1,5	1	9,0	2	450,1	1,08	18,9	4	479,7	1,15	3	1,18
Buxtiarpur Bihar.	1916-17	6	1	2,7	2	16,8	8	422,8	93	...	...	442,9	1,04	6	1,10
	1917-18	4	1	2,5	2	11,3	7	441,7	1,10	...	...	456,4	1,20	9	1,29
	1918-19	4	1	2,0	2	10,1	6	359,1	81	...	...	371,6	90	4	94
	1919-20	4	1	2,9	2	12,4	7	447,6	93	...	...	463,3	1,03	10	1,13
	1920-21	7	1	4,5	4	20,0	13	651,5	2,52	...	...	876,7	2,70	10	2,80

*Information not furnished.

DIX 5—contd.

of each railway system.

GOODS TRAFFIC.																
MERCHANTISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		Other GOODS TRAF-FIC.	TOTAL GOODS TRAFFIC.		Electric tele-graph earnings. [In thou-sanda.]	Steam boat earnings. [In thou-sanda.]	Sun-dry earnings. [In thou-sanda.]	Total gross earnings. [In thou-sanda.]
Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Earn-ings. [In thou-sanda.]	Tons. [In thou-sanda.]	Earn-ings. [In thou-sanda.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,36
31	56	...	...	...	...	1	1	...	...	1	32	58	...	...	3	2,54
28	52	...	...	1	...	2	1	...	...	...	31	53	...	...	...	2,47
35	68	...	...	1	1	2	1	...	...	...	38	70	...	...	...	2,50
36	59	...	...	1	1	1	1	...	...	...	38	61	...	...	...	2,29
1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
9	22	...	...	1	1	1	1	...	...	...	11	24	...	...	4	1,23
24	57	...	...	1	2	...	...	...	...	1	25	60	...	...	8	1,83
25	67	...	...	1	2	...	...	...	...	1	26	70	...	...	3	2,26
11	28	...	...	...	1	2	1	...	...	1	13	31	1	...	2	1,75
28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,17
26	41	...	...	...	...	...	...	...	...	...	23	41	...	...	1	3,03
22	44	...	...	...	...	...	...	...	...	...	22	44	...	...	2	3,45
30	57	...	...	...	...	...	...	...	...	...	30	57	...	...	2	4,06
80	63	...	...	...	...	...	...	...	...	...	30	63	...	...	2	4,41
112	4,60	...	...	5	15	4	2	...	...	3	121	4,90	5	...	41	11,25
81	3,44	...	...	5	14	1	...	...	...	4	89	3,63	5	...	8	8,61
92	4,05	...	...	6	18	4	1	...	...	4	102	4,28	10	...	33	10,10
112	5,34	...	...	10	29	9	3	...	...	7	131	5,73	12	...	35	15,93
87	4,22	...	...	8	24	13	4	...	...	8	108	4,58	8	...	41	14,32
43	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,28
31	27	...	...	...	...	...	...	...	...	...	31	27	...	...	2	1,14
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
42	40	...	...	1	1	...	1	...	...	...	43	42	1	...	1	1,52
30	28	...	...	2	1	...	...	...	...	...	32	29	1	...	2	1,50
30	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
37	66	...	...	...	...	...	...	...	...	...	37	66	...	...	2	1,97
47	64	...	...	...	...	...	...	...	...	...	47	64	...	...	2	1,60
44	64	...	...	...	...	...	...	...	...	...	44	64	...	...	2	1,79
44	71	...	...	...	...	...	...	...	...	...	44	71	...	...	2	3,53

*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.
 † Information not furnished.

APPEN
Details of gross earnings

COACHING TRAFFIC.															
PASSENGER TRAFFIC.															
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE -contd.															
Burdwan-Kutwa.	1916-17	1	...	1,4	1	10,3	5	358,7	1,08	...	...	370,5	1,12	5	1,17
	1917-18	...	...	1,2	1	8,2	4	342,4	1,02	...	...	351,8	1,07	5	1,12
	1918-19	...	...	1,5	1	9,1	5	361,6	1,05	...	...	372,2	1,11	5	1,16
	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	389,3	1,26	...	...	402,0	1,34	7	1,41
Champaran-Shivrajpur-Pani Light.	1916-17	...	...	7	1	...	...	188,6	40	...	...	189,3	41	1	42
	1917-18	...	...	7	1	...	...	155,3	35	...	...	156,0	36	3	3
	1918-19	...	...	8	1	...	...	225,6	58	...	...	226,4	59	2	61
	1919-20	...	...	9	1	...	...	239,6	59	...	...	240,5	60	2	62
	1920-21	...	...	1,0	1	...	...	211,5	56	1	...	212,6	57	2	59
Onch State.	1916-17	...	...	1,1	2	...	...	86,6	42	...	...	87,7	44	7	51
	1917-18	...	...	4	1	...	...	50,3	23	...	...	50,7	24	6	30
	1918-19	...	...	1,2	2	...	...	97,8	47	...	...	99,0	49	9	58
	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
Dehri-Rohtas Light.	1916-17	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...	15
	1917-18	1	...	...	...	3	...	65,1	13	...	...	65,5	13	1	14
	1918-19	1	...	...	...	2	...	65,9	14	...	...	66,2	14	1	15
	1919-20	1	...	...	...	3	...	65,1	14	...	...	65,5	14	1	15
	1920-21	2	...	...	...	6	...	80,3	17	...	...	81,1	17	1	18
Dholpur-Bari.	1916-17	...	...	7	1	...	...	109,8	34	...	...	104,5	35	3	38
	1917-18	...	...	6	1	...	...	109,6	36	...	...	110,2	37	4	41
	1918-19	...	...	4	1	...	...	122,5	41	...	...	122,9	42	3	45
	1919-20	...	...	5	1	...	...	165,9	54	...	...	166,4	55	3	58
	1920-21	...	...	8	...	...	...	156,2	52	...	...	156,5	52	3	55
Godhra-Lunavada.	1916-17	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2	46
	1917-18	...	...	5	1	...	...	79,8	31	...	...	80,3	32	3	35
	1918-19	...	...	1,0	1	...	...	103,4	44	...	...	104,4	45	3	48
	1919-20	...	...	8	2	...	...	193,4	55	...	...	194,2	57	4	61
	1920-21	...	...	8	2	...	...	165,1	68	...	...	165,9	70	4	74
Jehanabad.	1916-17	3	1	1,3	1	7,0	4	210,5	65	...	...	219,1	71	6	77
	1917-18	2	...	1,1	1	3,8	2	174,2	55	...	...	179,3	58	7	65
	1918-19	2	1	1,4	1	4,7	3	207,0	64	...	...	213,3	69	7	70
	1919-20	2	1	1,9	2	6,6	4	260,7	87	...	...	269,4	94	8	1,02
	1920-21	3	1	2,0	2	8,1	6	303,1	1,00	...	...	313,5	1,09	1,0	1,19

DIX 5—contd.

of each railway system.

GOODS TRAFFIC.																	
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]	
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]					
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,38
11	16	...	...	2	2	...	...	...	...	...	13	18	...	...	2	1,82
13	20	...	...	1	1	...	...	...	...	...	14	21	...	...	4	1,41
17	23	...	...	1	1	...	...	...	...	1	16	25	...	...	7	1,71
9	15	...	...	1	1	1	1	...	...	1	11	18	...	...	8	1,67
48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
62	81	2	3	1	...	1	...	...	...	...	66	84	1	...	1	1,25
47	61	5	4	1	1	...	...	...	...	...	53	66	1	...	1	1,29
78	98	...	...	1	1	1	...	...	...	...	80	99	1	...	2	1,64
106	1,43	...	...	2	1	...	...	...	...	...	108	144	2	...	2	2,07
17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
11	21	...	...	1	...	...	...	...	...	5	12	28	...	...	1	59
22	48	...	...	1	3	...	...	...	...	10	23	61	...	...	1	1,20
15	35	...	...	...	...	...	...	...	...	7	15	42	...	...	1	1,02
11	28	...	...	1	2	...	...	...	...	5	12	35	...	...	1	93
123	1,87	...	...	16	24	...	...	...	...	...	39	2,11	...	...	6	2,33
120	1,78	...	...	12	16	...	...	...	...	...	132	1,96	...	...	8	2,18
122	1,79	...	...	15	21	...	...	...	...	...	137	2,00	...	...	6	2,23
153	2,31	...	...	15	21	...	...	...	...	...	168	2,42	...	...	10	2,67
172	2,42	...	...	9	13	...	...	...	...	...	161	2,55	...	...	6	2,73
39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
43	68	...	...	...	...	1	...	...	...	...	44	68	1	...	1	1,11
62	70	...	...	...	...	...	...	...	...	1	62	71	1	...	1	1,18
56	99	...	...	...	...	...	...	...	...	...	56	99	1	...	1	1,59
76	1,27	...	...	...	...	...	...	...	...	...	76	1,27	1	...	1	1,64
12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
13	17	...	...	...	...	...	...	...	...	...	13	17	1	...	1	54
16	26	1	1	...	...	...	...	...	...	...	17	27	2	...	2	79
14	25	...	...	...	...	...	...	...	...	...	14	25	2	...	...	88
21	34	...	...	...	...	...	...	...	...	...	21	34	1	...	2	111
12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
10	22	...	...	1	1	...	...	...	...	...	11	23	...	...	1	89
13	26	...	...	...	...	...	...	...	...	...	13	26	...	...	1	1,03
18	30	...	...	...	1	1	...	...	...	...	19	40	...	...	1	1,43
15	34	...	...	...	...	1	1	...	...	2	16	37	...	...	1	1,17

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

APPEN

Details of gross earnings

		COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE —contd.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Kalighat-Kalta	1917-18	1	...	1,0	1	10,0	3	306,1	69	4,1	1	321,3	74	4	78
	1918-19	1	...	3,2	1	23,4	7	620,0	1,46	...	...	646,7	1,54	5	1,59
	1919-20	2	...	8,6	2	80,0	10	652,8	1,62	13,3	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
Kolar District and Bangalore-Chik Ballapur Light.	1916-17	5	1	4,1	8	...	...	466,2	1,23	5,8	...	476,6	1,27	4	1,31
	1917-18	7	1	4,8	5	...	...	567,7	1,72	8	...	573,5	1,78	8	1,86
	1918-19	7	2	6,3	7	...	...	662,8	2,17	5,5	...	695,3	2,26	10	2,36
	1919-20	7	2	6,6	8	...	...	739,8	2,43	5,4	...	753,5	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
Madaya Light.	1916-17 to 1919-20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	1920-21	...	...	...	77	...	...	...	...	...	...	...	77	...	77
Morappur-Hosur and Tirupattur-Krishnagiri.	1916-17	†	4	...	...	...	...	†	1,62	†	...	†	1,66	7	1,73
	1917-18	†	3	...	...	...	...	†	1,64	†	1	†	1,68	10	1,78
	1918-19	†	4	...	...	...	...	†	1,80	†	1	†	1,85	9	1,94
	1919-20	†	5	...	...	...	...	†	2,14	†	1	†	2,20	11	2,31
	1920-21	†	4	...	...	...	...	†	2,05	†	1	†	2,10	15	2,25
Mourbhanj State.	1916-17	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3	27
	1917-18	1	...	3	1	2,0	1	49,4	19	...	...	51,8	21	3	24
	1918-19	1	1	3	1	2,1	1	52,9	20	...	...	55,4	23	2	25
	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	13	1	13
Nadiad-Kapad-Vauj.	1916-17	...	...	1,0	1	...	...	273,0	97	...	...	274,0	98	7	1,05
	1917-18	...	...	9	2	...	...	295,7	1,00	...	...	298,6	1,03	8	1,10
	1918-19	...	...	1,4	3	...	...	376,8	1,28	...	...	378,2	1,3	8	1,39
	1919-20	...	...	1,5	3	...	...	437,1	1,48	...	...	438,6	1,51	10	1,61
	1920-21	...	...	1,9	4	...	...	486,6	1,69	...	...	498,5	1,73	10	1,83
Parlaki-medh Light.	1916-17	2	1	4	...	2,6	1	153,2	36	...	...	161,6	38	2	40
	1917-18	1	...	8	1	2,2	1	134,6	37	...	...	137,2	39	3	42
	1918-19	1	1	4	1	2,3	1	142,2	39	...	...	145,0	42	2	44
	1919-20	2	...	5	1	3,0	2	168,0	48	...	...	172,5	50	3	53
	1920-21	1	...	5	1	3,9	2	168,0	47	...	...	172,5	50	5	55

• Information not available.

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

§ Up to the 15th July 1920, after which the railway was purchased by the Mayurbhanj Railway Company and incorporated with their line.

DIX 5—contd.
of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Rs.	Rs.	Rs.	Rs.
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	1	99
20	27	...	...	...	...	...	...	...	...	...	20	27	...	...	3	1,89
25	33	...	...	...	...	...	...	...	...	2	25	35	...	...	4	2,20
19	30	...	...	...	...	...	...	...	...	...	19	30	...	...	4	2,51
24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	8	1,77
30	63	...	...	...	...	5	4	...	...	1	35	66	1	...	6	2,61
23	58	...	...	...	...	4	4	...	...	1	27	63	1	...	2	3,02
27	76	...	...	...	...	8	2	...	...	...	30	8	1	...	5	3,47
27	82	...	1	...	...	2	1	...	...	1	29	85	1	...	2	3,57
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
...	9	...	...	...	...	...	...	...	...	...	...	9	...	...	1	87
‡	70	...	...	...	...	‡	1	...	...	2	‡	73	...	...	3	2,49
‡	64	...	...	...	...	‡	1	...	...	1	‡	66	...	...	-29	2,73
‡	74	...	...	...	...	‡	...	...	...	1	‡	76	...	...	-26	2,44
‡	79	...	...	...	...	‡	2	...	2	1	‡	84	1	...	1	3,17
‡	77	...	...	...	...	‡	1	...	1	1	‡	80	...	...	1	3,08
14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	52
15	28	...	...	...	...	...	...	...	...	...	15	28	...	...	...	52
10	20	...	...	...	...	1	1	...	...	...	11	21	...	...	...	46
18	35	...	...	...	...	...	...	...	...	...	18	35	...	...	...	65
3	6	...	...	...	...	1	1	...	...	...	4	7	...	...	1	21
18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
23	46	...	...	...	1	...	...	...	...	...	23	47	...	...	1	1,58
37	64	...	...	1	1	...	...	...	...	...	33	65	...	...	1	2,05
29	56	...	...	1	...	...	...	...	...	2	30	58	...	...	4	2,23
36	70	...	...	...	...	...	...	...	...	1	36	71	...	...	4	2,58
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	49
13	10	...	...	...	...	1	2	...	...	...	13	12	...	...	...	54
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	53
9	1	...	...	...	...	1	2	...	...	...	10	16	...	...	...	63
8	19	...	...	...	...	1	1	...	...	...	9	20	...	...	...	75

* 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.

† Information not available.
‡ Included with the South Indian railway (3' 3 1/2" gauge).

APPEN
Details of gross earnings

COACHING TRAFFIC.															
PASSENGER TRAFFIC.															
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
—concl'd.	1916-17	1	...	8,2	2	1	...	416,3	63	...	...	419,7	65	2	67
	1917-18	1	...	8,1	2	2	...	400,8	65	...	...	404,2	67	2	69
Powayan Light.	1918-19	1	...	6	1	...	...	89,4	17	...	...	90,0	18	...	18
	1919-20	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	1920-21	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	1916-17	6	2	1	...	18,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12	3,94
	1917-18	8	2	...	...	17,4	11	1,080,2	3,59	...	...	1,098,4	3,72	16	3,88
Shahdara (Delhi)-Saharanpur. Light.	1918-19	7	2	1	...	18,8	13	1,055,7	4,03	...	...	1,075,3	4,18	15	4,38
	1919-20	1,0	3	2	...	20,9	17	929,1	4,34	...	...	951,2	4,54	19	4,78
	1920-21	11	3	1	...	22,5	18	1,054,4	4,69	...	...	1,078,1	4,90	29	5,19
	1916-17	1,2	2	...	...	7,2	2	159,2	38	19,7	2	167,3	44	7	51
	1917-18	1,0	1	...	...	6,8	2	167,5	40	19,6	2	194,9	45	7	52
Tezpur-Balipara Light.	1918-19	9	1	...	...	8,0	2	186,0	44	19,0	2	214,5	49	8	57
	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	205,0	42	19,6	2	234,7	49	8	56
2'0" Gauge.	1916-17	7,7	91	33,5	1,37	...	...	623,3	3,90	1	1	664,6	6,18	1,54	7,72
	1917-18	8,7	1,20	30,1	1,38	...	...	514,7	3,97	3	1	553,8	6,51	1,74	8,25
Darjeeling Himalayan.	1918-19	10,7	1,50	38,3	1,54	...	...	513,2	4,28	3	1	562,5	7,33	1,86	9,19
	1919-20	10,0	1,37	34,7	1,42	...	...	578,4	4,46	3	1	623,4	7,26	1,79	9,05
	1920-21	11,0	1,62	36,9	1,58	...	...	545,0	4,47	2	1	593,1	7,68	2,08	9,76
	1916-17	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21	2,69
	1917-18	9	6	6,2	15	...	...	891,3	2,43	...	...	398,4	2,64	27	2,91
Gwalior Light.	1918-19	1,2	8	7,8	21	...	...	462,7	3,02	...	...	471,7	3,31	25	3,56
	1919-20	1,4	10	8,6	24	...	...	497,4	3,25	...	...	507,4	3,59	41	4,00
	1920-21	1,2	8	8,7	23	...	...	502,4	3,29	...	...	512,3	3,60	62	4,22
	1916-17	6	1	13,8	3	113,2	28	1,606,2	4,71	893,5	26	2,127,3	5,29	15	5,44
	1917-18	3,5	3	1,7	1	69,5	23	1,566,9	4,66	308,4	25	1,950,0	5,18	17	5,35
Howrah-Anta Light.	1918-19	7,1	4	...	...	86,1	27	1,075,0	4,96	325,0	27	2,093,2	5,54	21	5,75
	1919-20	8,6	6	...	...	104,0	33	1,830,4	5,35	381,7	34	2,325,6	6,08	26	6,34
	1920-21	9,5	7	...	...	111,9	36	1,897,4	6,43	467,6	49	2,486,4	7,35	29	7,64
	1916-17	1	...	1,0	...	40,6	7	508,1	39	454,6	35	1,004,4	1,41	3	1,44
	1917-18	0	1	3	...	23,5	5	497,9	98	367,7	35	899,0	1,39	4	1,43
Howrah-Sheakhala Light.	1918-19	1,1	1	...	...	31,0	7	534,3	1,05	447,7	41	1,014,1	1,54	4	1,58
	1919-20	1,3	1	...	...	23,0	5	490,0	1,11	391,5	31	905,8	1,48	4	1,52
	1920-21	1,1	1	...	...	26,4	5	433,4	1,17	259,9	24	720,8	1,47	5	1,53

* Temporarily dismantled.

DIX 5—contd.

of each railway system.

GOODS TRAFFIC.																
MERCHANTISE, GENERAL.		MILITARY STORES,		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
84	84	...	...	...	...	...	...	...	...	...	34	84	...	...	...	1,01
29	88	...	...	...	...	...	...	...	...	...	29	88	...	...	...	1,02
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	26
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	8	6,89
119	3,20	...	...	1	2	1	1	...	...	2	121	3,25	...	...	8	7,16
123	3,56	...	...	...	...	...	...	...	...	2	123	3,58	...	...	8	7,94
101	2,68	...	...	2	2	...	...	...	...	3	103	2,73	...	...	11	7,57
103	3,10	...	...	1	1	...	...	...	...	7	104	3,18	...	...	8	8,40
18	53	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
10	46	...	...	9	25	...	...	...	...	3	19	74	2	...	5	1,38
12	53	...	...	11	28	...	...	...	...	3	23	84	2	...	12	1,55
12	55	...	...	14	37	...	...	...	...	4	26	96	2	...	10	1,66
12	51	...	...	10	27	...	...	...	...	2	22	80	2	...	6	1,44
91	7,39	...	4	9	52	23	59	...	3	1	123	8,48	4	...	9	16,33
88	7,32	...	3	5	41	23	39	...	1	7	116	8,23	4	...	7	16,59
103	7,72	...	3	7	48	28	36	...	3	4	138	8,66	6	...	18	18,04
113	6,74	...	3	5	36	19	27	...	1	4	137	9,45	4	...	22	18,76
107	8,80	...	2	7	50	13	30	...	2	3	127	9,67	5	...	14	19,62
81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	...	5	5,03
88	3,37	...	...	3	3	3	4	...	...	8	94	3,52	7	...	8	6,58
87	3,91	...	...	2	2	4	6	...	...	4	92	4,03	8	...	6	7,73
81	3,08	...	...	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	7,08
39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,07
39	63	...	...	...	...	...	...	...	...	...	39	63	...	...	4	6,02
44	76	...	...	...	...	...	...	...	...	...	44	76	1	...	8	8,55
47	80	...	...	...	...	...	...	...	...	...	47	80	1	...	3	7,18
47	86	...	...	...	...	...	...	...	...	...	47	86	1	...	4	8,55
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,75
15	19	...	...	...	...	...	...	...	...	...	15	19	...	...	1	1,72
16	28	...	...	...	...	...	...	...	...	...	16	28	...	...	1	1,76

* 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.

† Temporarily dismantled.

Details of gross earnings

COACHING TRAFFIC.																
PASSENGER TRAFFIC.																
Railway system.	Year.	1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]	
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
2'0" GAUGE —concd.	1916-17	2	...	...	...	1,7	...	83,8	8	...	...	85,7	8	2	10
	Jagadhri Light.	1917-18	1	2,7	1	97,1	9	99,9	10	1	11
		1918-19	3	2,6	1	90,0	8	93,1	9	8	12
		1919-20	3	5,4	1	125,7	12	131,4	13	4	17
		1920-21	4	4,0	1	169,3	16	173,7	17	2	19
Jorhat (Provincial).	1916-17	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...	39
	1917-18	...	...	...	...	...	...	200,1	36	...	...	200,1	36	...	36
	1918-19	...	...	...	...	...	...	209,1	35	...	...	209,1	35	...	35
	1919-20	...	...	...	...	...	...	316,8	40	...	...	316,8	40	...	40
	1920-21	...	...	...	...	...	...	230,0	44	...	...	230,0	44	...	44
Kulasekarapatnam Light.	1916-17	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...	11
	1917-18	...	...	...	...	...	...	66,2	10	...	...	66,2	10	...	10
	1918-19	...	...	...	...	...	...	55,7	13	...	...	55,7	13	...	13
	1919-20	...	...	...	...	...	...	89,7	24	...	...	89,7	24	...	24
	1920-21	...	...	...	...	...	...	70,8	24	...	...	70,8	24	...	24
Pipara-Bilara Light.	1916-17	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1	19
	1917-18	...	...	2	...	...	...	39,1	10	...	...	39,3	10	1	11
	1918-19	...	...	4	...	...	...	77,3	24	...	...	77,7	24	1	25
	1919-20	...	...	6	1	...	...	106,8	29	...	...	107,4	30	1	31
	1920-21	...	...	6	1	...	...	99,9	29	...	...	100,5	30	2	32
Mysore Light.	1916-17	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...	1
	1917-18	...	...	6	1	...	...	21,6	13	...	...	23,2	14	...	14
	1918-19	...	...	1,3	2	...	...	26,9	16	...	...	28,2	18	...	18
	1919-20	...	...	1,1	2	...	...	27,4	16	...	...	28,5	18	1	19
	1920-21	...	...	1,4	2	...	...	32,4	20	...	...	33,8	22	1	23
TOTAL OF ALL RAILWAYS.	1916-17	822,6	72,26	4,607,1	1,30,01	14,348,8	1,23,41	431,456,3	19,61,59	34,796,3	21,92	486,030,9	33,08,19	4,03,14	27,05,95*	
	1917-18	882,6	95,25	4,216,1	1,43,30	7,719,4	1,15,73	381,016,7	21,44,51	36,433,9	24,36	430,268,7	35,23,15	4,99,39	30,17,05*	
	1918-19	1,018,0	1,11,69	5,118,6	1,72,66	8,721,6	1,42,88	404,387,6	24,42,81	40,456,0	27,74	459,782,4	28,97,78	5,28,87	34,20,16*	
	1919-20	1,168,2	1,28,80	6,439,1	2,17,94	10,200,6	1,69,68	469,395,8	27,68,91	41,973,7	30,96	520,027,4	33,16,39	5,97,67	39,06,93*	
	1920-21	1,148,5	1,30,48	7,128,5	2,26,49	11,749,6	1,91,19	491,280,4	23,91,25	48,939,1	37,24	559,246,1	34,76,65	6,15,89	40,85,23*	

* Excluding the Cawnpore-Burhwal link earnings which are included under the head Sundry earnings.

DIX 5—concl.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
11	7	...	...	...	...	...	...	...	...	...	11	7	...	...	...	17
10	8	...	...	...	...	...	...	...	...	...	10	8	...	...	...	19
8	5	...	...	...	...	...	...	...	...	...	8	5	...	...	1	16
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	23
8	7	...	...	...	...	...	...	...	...	...	8	7	...	...	4	30
33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	8	1,65
28	1,01	...	...	...	...	...	...	...	...	...	28	1,01	1	...	4	1,43
20	73	...	...	...	...	...	...	...	...	...	20	73	1	...	4	1,13
21	82	...	...	...	...	...	...	...	...	...	21	82	1	...	3	1,26
20	82	...	...	...	...	...	...	...	...	...	20	82	2	...	4	1,32
23	68	...	...	1	1	...	...	...	...	...	24	69	...	...	...	80
23	22	...	...	2	...	1	...	...	...	...	26	2	...	...	...	32
23	29	...	...	1	...	...	...	...	...	...	24	29	...	...	...	42
17	26	...	...	1	...	...	...	...	...	...	18	26	...	...	...	50
22	49	...	...	2	1	...	...	...	...	...	24	49	...	...	...	71
5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	...	26
5	9	...	...	...	...	...	...	...	...	...	5	9	...	...	...	30
4	5	...	...	...	...	...	...	...	...	...	4	5	...	...	...	30
4	6	...	...	1	...	...	...	...	...	...	5	8	...	...	...	31
3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	1	1	...	...	...	1	3	...	...	...	17
1	7	...	...	...	...	2	2	...	...	...	3	9	...	...	1	23
2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	1	28
3	5	...	...	...	...	...	...	...	...	...	3	12	...	...	...	35
44,357	29,69,20	778	71,54	22,392	7,97,91	18,442	2,45,40	273	46,00	29,38	86,242	41,43,00†	10,89	27,34	1,86,94	70,68,49
43,933	31,41,78	1,066	1,45,84	21,823	8,26,04	17,823	2,74,46	228	36,11	37,44	185,472	44,49,54†	12,67	19,36	2,37,77	77,36,39
47,207	34,89,96	2,468	1,95,71	23,255	8,79,58	17,953	2,88,24	278	43,31	35,44	91,161	49,13,89†	17,18	22,20	2,55,25	86,28,68
45,767	34,42,21	1,563	1,34,64	21,838	7,89,49	18,623	2,74,09	259	51,84	32,94	87,630	47,11,60†	18,01	27,49	2,47,94	78,15,32
46,147	35,30,25	1,035	98,53	21,815	8,20,50	18,229	2,64,51	256	51,55	45,52	87,542	47,96,84†	16,64	25,02	2,72,33	79,93,76

* 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.

† Excludes the Cawnpore-Burhwal link earnings which are included under the head Sundry earnings.
 ‡ Includes figures for the Adon railway for which detailed information is not available.

APPEN

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)	1916-17	44.18	8.62	77.29	15.09	28.48	5.56	38.83	7.58
	1917-18	43.68	7.75	84.63	15.01	38.04	6.75	39.19	6.95
	1918-19	49.05	7.90	97.12	15.64	53.27	8.58	44.88	7.23
	1919-20	67.18	10.22	1,09.91	16.70	74.43	11.32	56.25	8.56
	1920-21	76.52	11.89	1,15.55	17.96	73.38	11.41	66.15	10.28
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1916-17	26.46	6.16	73.32	17.06	18.31	4.38	28.65	6.67
	1917-18	33.22	6.77	87.73	17.90	22.95	4.68	32.21	6.57
	1918-19	36.45	6.22	1,04.93	18.39	30.17	5.29	39.33	6.89
	1919-20	41.62	7.19	1,22.23	21.12	34.20	5.91	49.81	8.61
	1920-21	57.79	9.89	1,49.64	24.32	50.20	8.1	75.05	12.20
Eastern Bengal	1916-17	34.68	11.09	28.01	12.59	11.49	5.16	34.35	15.43
	1917-18	29.19	14.00	27.52	13.21	10.63	5.10	33.64	16.14
	1918-19	27.88	11.80	32.12	13.61	13.78	5.84	37.42	15.85
	1919-20	40.13	14.53	38.91	14.10	48.15	17.45	46.56	16.87
	1920-21	45.63	16.23	45.69	16.31	-4.71	-1.68	53.90	19.23
East Indian	1916-17	82.85	7.23	1,33.09	11.62	43.38	3.79	1,00.65	6.79
	1917-18	84.54	6.92	1,39.00	11.38	38.94	3.19	1,00.08	8.19
	1918-19	86.46	6.21	1,66.24	11.94	46.60	3.30	1,13.27	8.13
	1919-20	1,15.65	8.50	1,88.44	13.85	83.00	6.54	1,28.75	9.46
	1920-21	1,62.37	11.18	2,26.92	15.62	1,00.61	6.92	1,39.59	10.98
Great Indian Peninsula (including 2' 6" gauge lines worked).	1916-17	98.89	8.96	2,56.50	24.48	33.63	3.69	81.56	7.79
	1917-18	1,02.98	9.06	2,75.10	24.22	45.86	4.04	91.56	8.06
	1918-19	1,21.60	9.39	3,26.04	25.17	71.28	5.50	1,04.81	8.10
	1919-20	1,32.69	9.74	3,50.23	25.70	1,08.26	7.94	1,20.46	8.84
	1920-21*	1,7.80	12.71	4,03.38	29.57	1,52.42	11.62	1,63.18	11.20
Madras and Southern Mahratta	1916-17	22.99	7.64	63.64	21.15	16.59	5.51	17.01	5.65
	1917-18	22.07	6.57	62.59	18.64	18.32	5.45	17.80	5.30
	1918-19	21.60	8.1	67.53	19.20	22.57	6.42	19.08	5.43
	1919-20	35.33	9.56	75.42	20.38	23.81	8.06	23.52	5.54
	1920-21	48.84	13.06	95.64	25.57	35.69	9.34	27.85	7.44
Nizam's Guaranteed State	1916-17	5.40	7.61	10.89	15.35	1.04	2.74	4.13	5.82
	1917-18	5.32	6.86	9.19	11.86	3.16	4.16	4.30	5.56
	1918-19	14.65	17.57	11.45	13.74	3.32	3.98	5.05	6.07
	1919-20	5.49	6.09	10.11	11.22	2.97	3.29	5.69	6.31
	1920-21	17.42	20.46	14.95	17.55	4.2	5.43	7.26	8.53

*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.
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.									
21.79	4.25	4.72	0.92	31.07	6.07	2,46.86	48.09	1916-17	} Bengal-Nagpur (including 2' 6" gauge branches).
23.05	4.08	4.93	0.87	29.08	5.16	2,62.60	46.57	1917-18	
25.13	4.05	4.76	0.77	33.49	5.39	3,07.70	49.58	1918-19	
29.74	4.53	6.45	0.98	40.99	6.28	3,34.96	56.54	1919-20	
34.23	5.32	6.54	1.02	51.88	8.07	4,24.25	65.95	1920-21	
14.75	3.43	16.79	3.90	1,78.78	41.80	1916-17	} Bombay, Baroda and Central India (including 2' 6" gauge lines worked).
15.87	3.24	...	...	21.59	4.40	2,13.57	48.56	1917-18
17.61	3.09	...	...	21.78	3.82	2,49.27	43.70	1918-19
20.15	3.48	...	...	41.39	7.16	3,09.40	53.47	1919-20
23.31	4.60	...	...	51.74	8.41	4,12.73	67.08	1920-21
12.55	5.04	6.70	3.01	1,17.78	52.92	1916-17	} Eastern Bengal.
13.05	6.26	...	...	7.51	3.60	1,21.54	58.31	1917-18
14.94	6.30	...	...	9.00	3.82	1,35.14	57.22	1918-19
17.68	6.41	...	...	10.70	3.88	2,02.13	73.24	1919-20
19.74	7.04	...	...	10.92	3.90	1,71.17	61.08	1920-21
36.34	8.17	-24	-0.02	25.59	2.23	4,21.66	36.81	1916-17	} East Indian.
38.07	8.11	-11	-0.01	25.57	2.09	4,26.09	34.87	1917-18	
41.79	3.00	-1	...	33.03	2.47	4,87.58	35.01	1918-19	
47.80	3.51	5	...	41.76	3.07	6,11.45	44.93	1919-20	
56.51	3.89	64	0.04	59.38	4.09	7,66.02	52.72	1920-21	
37.69	3.59	54.68	5.23	5,65.99*	53.69	1916-17	} Great Indian Peninsula (including 2' 6" gauge lines worked).
39.10	3.48	...	...	51.08	4.50	6,09.19*	53.27	1917-18
47.26	3.64	...	...	65.11	5.03	7,41.00*	57.22	1918-19
53.21	3.90	...	...	87.68	6.43	8,59.92*	62.34	1919-20
73.89	5.34	...	...	91.28	6.59	10,72.78*	76.66	1920-21
11.27	3.74	17.32	5.76	1,43.82	49.45	1916-17	} Madras and Southern Mahratta.
11.49	3.42	...	...	18.61	5.54	1,50.88	44.92	1917-18
11.70	3.33	...	...	19.82	5.03	1,42.30	46.15	1918-19
13.36	3.61	...	...	28.36	7.67	2,02.88	54.82	1919-20
16.52	4.42	...	...	15.65	4.18	2,40.19	64.21	1920-21
3.57	5.03	4.31	6.03	30.24	42.63	1916-17	} Nizam's Guaranteed State.
4.13	5.33	...	...	14.47	13.63	40.87	52.75	1917-18
4.26	5.11	...	...	12.26	14.71	50.99	61.18	1918-19
4.74	5.25	...	...	23.55	26.12	62.55	58.28	1919-20
5.72	6.72	...	...	-2.21	-2.60	47.70	56.08	1920-21

* Includes the Central Provinces, Dhond-Baramati and Pachra-Jamner 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 2' 6" gauge lines)	1916-17	1,15,60	11.33	1,70,59	16.71	85,32	3.46	86,51	8.47
	1917-18	88,39	7.04	2,06,11	16.42	41,36	3.30	93,47	7.45
	1918-19	1,20,26	9.38	2,41,29	18.81	63,23	4.93	1,17,54	9.16
	1919-20	1,30,08	10.59	2,74,17	22.31	72,11	5.87	1,37,80	11.21
	1920-21	1,79,33	13.87	3,42,32	26.48	1,01,62	7.86	1,64,23	12.71
Military section (including 2' 6" gauge lines)	1916-17	18,82	22.02	30,26	35.41	8,83	4.48	10,39	12.16
	1917-18	21,29	20.42	36,17	34.70	4,26	4.09	11,02	10.67
	1918-19	22,37	17.82	55,18	43.97	7,40	5.90	15,90	12.67
	1919-20	27,95	18.74	84,30	56.54	10,02	6.72	22,60	15.16
	1920-21	42,92	26.04	65,69	41.32	15,15	9.19	26,98	16.37
Total Commercial and Military sections (North Western).	1916-17	1,34,51	12.16	2,00,85	18.15	89,15	3.54	96,90	8.78
	1917-18	1,09,68	8.07	2,42,28	17.82	45,62	3.36	1,04,49	7.69
	1918-19	1,42,63	10.13	2,96,47	21.06	70,63	5.02	1,38,44	9.48
	1919-20	1,58,03	11.47	3,58,47	26.08	84,13	6.96	1,60,40	11.64
	1920-21	2,22,25	15.25	4,10,41	28.15	1,16,77	8.01	1,91,26	13.12
Oudh and Rohilkhand	1916-17	27,73	10.32	34,82	12.95	14,75	5.40	22,16	8.24
	1917-18	21,51	7.40	36,59	12.57	13,62	4.69	23,44	8.06
	1918-19	29,15	8.67	41,70	12.41	17,55	5.22	27,97	8.82
	1919-20	47,10	14.58	49,53	15.33	26,62	8.24	36,71	11.86
	1920-21	45,45	14.77	57,36	17.48	22,79	6.95	40,93	12.48
South Indian	1916-17	•	•	•	•	•	•	•	•
	1917-18	•	•	•	•	•	•	•	•
	1918-19	•	•	•	•	•	•	•	•
	1919-20	•	•	•	•	•	•	•	•
	1920-21	•	•	•	•	•	•	•	•
3' 3½" GAUGE.									
Aden	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
Assam-Bengal	1916-17	15,36	22.79	11,60	17.22	4,41	6.54	11,26	16.72
	1917-18	16,93	20.75	13,07	17.03	4,68	6.10	10,89	14.18
	1918-19	19,91	22.91	18,66	15.71	5,25	6.04	12,67	14.58
	1919-20	24,67	21.91	17,92	15.91	9,50	6.43	16,52	14.66
	1920-21	24,70	21.61	20,17	17.64	6,32	5.53	18,05	15.79
Bengal and North-Western	1916-17	24,58	10.54	25,17	10.79	7,54	2.23	13,01	5.58
	1917-18	23,57	10.27	26,75	11.51	13,43	5.80	13,97	6.01
	1918-19	27,46	10.66	26,84	10.42	14,14	5.49	16,48	6.55
	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

* Included with the South Indian railway (3' 3½" gauge).
† 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—contd.									
North-Western—									
81.04	3.05	28	0.03	25.48	2.50	4,64.91	45.54	1916-17	} Commercial section (including 2' 6" gauge lines.)
33.38	2.66	53	0.04	52.27	4.16	5,15.51	41.07	1917-18	
89.16	3.05	57	0.04	57.30	4.46	6,39.35	49.86	1918-19	
43.16	3.51	1.71	0.14	49.23	4.01	7,08.26	57.64	1919-20	
56.65	4.38	2.89	0.22	49.60	3.83	8,96.69	69.35	1920-21	
5.11	5.98	2.30	2.69	70.71	82.74	1916-17	} Military section (including 2' 6" gauge lines.)
4.78	4.54	...	...	2.26	2.17	79.73	76.49	1917-18
5.51	4.39	...	...	3.97	3.16	1,10.33	87.92	1918-19
8.12	5.45	...	...	5.61	3.76	1,59.60	106.37	1919-20
14.75	8.95	...	...	17.06	10.36	1,84.95	112.22	1920-21
86.15	3.27	28	0.08	27.78	2.50	5,35.62	48.41	1916-17	} Total Commercial and Military sections (North Western).
88.11	2.80	53	0.04	54.53	4.01	5,95.24	43.79	1917-18	
44.67	3.17	57	0.04	61.27	4.35	7,49.68	53.25	1918-19	
51.28	3.72	1.71	0.12	54.84	3.98	8,66.86	62.91	1919-20	
71.40	4.90	2.89	0.20	66.66	4.57	10,61.64	74.20	1920-21	
10.83	3.36	5.46	2.03	1,15.55	42.99	1916-17	} Oudh and Rohilkhand.
10.78	3.71	...	...	5.57	1.92	1,11.51	38.35	1917-18
11.81	3.51	...	...	10.84	3.22	1,39.02	41.35	1918-19
13.22	4.10	...	...	8.77	2.71	1,81.95	56.82	1919-20
14.84	4.52	...	...	9.83	3.00	1,94.20	59.20	1920-21
•	•	•	•	48.73	49.61	1916-17	} South Indian.
•	•	...	...	•	•	45.27	41.09	1917-18
•	•	...	...	•	•	47.98	41.36	1918-19
•	•	...	...	•	•	68.33	54.02	1919-20
•	•	...	...	•	•	79.29	63.03	1920-21
3' 3½" GAUGE.									
†	†	†	†	†	†	4.33	129.33	1919-20	} Aden.
†	†	†	†	†	†	2.17	80.36	1920-21	
6.50	9.65	93	1.37	2.53	3.75	52.59	78.04	1916-17	} Assam-Bengal.
7.86	10.23	1.12	1.46	3.43	4.47	56.98	74.22	1917-18	
8.62	9.91	94	1.07	5.22	6.01	60.27	76.23	1918-19	
10.18	9.05	3.14	2.79	6.78	6.03	88.71	78.78	1919-20	
10.93	9.56	79	0.70	7.30	6.39	88.26	77.22	1920-21	
8.20	3.52	5.05	2.17	2.71	1.16	86.26	36.99	1916-17	} Bengal and North-Western.
8.37	3.60	4.17	1.79	3.20	1.38	93.81	40.36	1917-18	
9.03	3.50	4.96	1.93	3.42	1.32	1,02.73	39.87	1918-19	
10.23	4.04	5.51	2.17	5.68	2.24	1,11.09	43.85	1919-20	
9.62	3.74	5.61	2.18	4.83	1.88	1,19.94	46.62	1920-21	

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

† 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
8' 3½" GAUGE—contd.									
Bengal Doars	1916-17	2,89	16.33	1,41	7.97	42	2.37	1,11	6.27
	1917-18	2,84	16.61	1,13	6.64	44	2.56	1,15	6.71
	1918-19	2,76	15.11	1,54	8.44	42	2.29	1,28	6.97
	1919-20	3,23	17.87	1,78	9.83	53	2.93	1,42	7.82
	1920-21	3,01	19.69	1,92	12.51	55	3.60	1,55	10.10
Bhavnagar State*	1916-17	2,53	14.39	2,30	13.08	47	2.70	1,72	9.75
	1917-18	1,42	7.44	2,39	12.47	44	2.31	1,82	9.54
	1918-19	2,15	7.81	3,24	11.78	62	2.24	2,24	8.15
	1919-20	2,29	8.80	3,45	13.26	80	3.07	2,60	9.99
	1920-21	2,60	10.88	3,79	15.64	98	4.10	3,82	11.78
Bombay, Baroda and Central India †	1916-17	27,27	7.55	67,01	13.56	17,40	4.82	27,40	7.59
	1917-18	29,87	8.08	70,10	13.95	15,58	4.21	28,99	7.83
	1918-19	33,08	7.25	68,41	13.40	22,49	4.93	35,84	7.87
	1919-20	58,71	11.87	93,81	20.74	36,05	7.97	40,91	9.05
	1920-21	59,03	12.88	1,06,67	23.27	35,02	7.84	60,71	13.25
Barua	1916-17	33,54	13.56	41,78	16.90	11,05	4.47	19,16	7.75
	1917-18	37,78	15.25	41,87	16.90	10,23	4.13	20,33	8.21
	1918-19	40,00	13.63	57,61	19.62	12,57	4.28	22,81	7.77
	1919-20	49,04	14.69	66,95	20.31	15,18	4.60	26,82	8.15
	1920-21	43,35	14.80	83,68	25.60	27,37	8.37	31,45	9.62
Dibru-Sadiya	1916-17	2,35	15.50	2,75	18.14	1,56	10.29	1,35	8.91
	1917-18	2,83	18.41	2,92	19.01	1,64	10.66	1,33	8.66
	1918-19	2,57	17.54	2,69	18.35	1,64	11.19	1,35	9.22
	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	20.92	2,32	13.71	1,84	10.89
Eastern Bengal (including 2' 6" lines worked).	1916-17	20,49	12.98	24,57	15.57	7,05	4.85	20,39	12.92
	1917-18	20,56	13.64	20,37	13.51	7,56	6.02	19,10	13.66
	1918-19	24,88	15.14	26,80	16.00	8,91	6.42	20,13	12.26
	1919-20	25,61	13.64	29,50	15.70	11,52	6.13	23,97	12.77
	1920-21	34,89	17.41	40,34	20.12	14,01	6.99	26,76	13.34
Gondal	1916-17	2,12	13.37	2,92	18.33	77	4.82	1,29	8.12
	1917-18	1,90	10.55	3,53	19.79	75	4.19	1,38	7.66
	1918-19	2,63	11.90	5,10	21.14	89	3.71	1,76	7.30
	1919-20	1,33	7.56	4,78	19.43	68	3.64	1,38	7.76
	1920-21	5,22	21.59	5,70	23.56	1,16	4.80	2,11	8.71
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1916-17	5,44	13.10	5,73	13.80	1,00	3.85	4,01	9.66
	1917-18	7,59	16.89	6,35	14.14	1,48	3.29	4,43	9.87
	1918-19	5,97	10.40	8,43	14.66	3,17	5.52	5,04	8.79
	1919-20	7,53	10.63	10,46	14.61	2,76	3.86	6,10	8.51
	1920-21	8,73	11.60	10,39	13.74	3,70	4.89	7.18	9.48

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

† Includes the Dibrangadra 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.									
1.21	6.84	13	0.73	49	2.77	7.66	43.28	1916-17	Bengal Doonars.
1.24	7.28	15	0.87	38	2.24	7.33	42.91	1917-18	
1.36	7.43	14	0.80	45	2.41	7.95	43.45	1918-19	
1.44	7.95	17	0.95	53	2.93	9.10	50.28	1919-20	
1.68	10.90	16	1.04	50	3.24	9.37	60.98	1920-21	
1.18	6.72	51	2.89	8.71	49.59	1916-17	Bhavnagar State.
1.24	6.45	...	...	73	3.79	8.04	42.00	1917-18
1.42	5.18	...	...	1.42	5.16	11.09	40.32	1918-19
1.72	6.61	...	...	91	3.50	11.77	45.23	1919-20
1.85	7.73	...	...	75	3.14	12.79	53.47	1920-21
14.34	3.97	6.46	1.79	1,59.88	44.28	1916-17	Bombay, Baroda and Central India.
14.62	3.95	...	...	8.50	2.30	1,67.66	45.32	1917-18
16.43	3.60	...	...	10.69	2.35	2,06.89	45.40	1918-19
19.39	4.29	...	...	19.16	4.23	2,63.03	58.15	1919-20
24.36	5.31	...	...	25.29	5.52	3,11.93	68.07	1920-21
14.47	5.85	1.95	0.79	6.73	2.72	1,28.68	52.04	1916-17	Burma.
14.85	6.00	1.70	0.68	6.50	2.62	1,33.26	53.79	1917-18	
15.71	5.35	1.02	0.65	8.26	2.32	1,68.88	54.12	1918-19	
17.11	5.20	2.16	0.66	8.92	2.71	1,86.13	56.52	1919-20	
20.15	6.17	2.40	0.74	9.84	3.01	2,23.22	68.31	1920-21	
1.17	7.72	4	0.26	9.23	60.62	1916-17	Dibru-Sadiya.
1.21	7.89	...	...	10	0.35	10.03	64.08	1917-18
1.24	8.40	...	...	6	0.41	9.55	65.18	1918-19
1.41	8.96	...	...	5	0.31	10.86	69.08	1919-20
1.69	9.95	...	...	25	1.50	13.04	77.07	1920-21
7.57	4.79	3.55	2.12	3.17	2.01	87.19	55.24	1916-17	Eastern Bengal (including 2' 6" gauge lines worked).
7.58	5.03	3.92	2.30	2.95	1.96	82.04	54.42	1917-18	
7.91	4.82	4.09	2.48	3.43	2.09	95.65	58.21	1918-19	
8.39	4.47	4.94	2.63	3.93	2.08	1,07.86	57.42	1919-20	
10.38	5.18	5.04	2.51	5.43	2.71	1,36.85	68.26	1920-21	
90	5.61	60	3.79	8.60	54.12	1916-17	Gondal.
94	5.25	...	...	84	4.65	9.37	52.09	1917-18
1.10	4.54	...	...	1.25	5.20	12.73	52.79	1918-19
1.10	4.52	...	...	1.23	5.09	11.65	48.05	1919-20
1.24	5.13	...	...	1.08	4.44	16.51	68.23	1920-21
3.88	9.34	1.63	3.03	22.29	53.64	1916-17	Hyderabad Godavari Valley, Ringoli Branch and Secunderabad-Gadwal.
4.21	9.38	...	...	4.51	10.07	25.57	63.64	1917-18
4.53	7.87	...	...	2.67	4.65	29.31	51.69	1918-19
4.97	6.94	...	...	5.94	8.30	37.59	62.91	1919-20
6.27	8.28	...	...	4.13	5.45	32.19	42.54	1920-21

* Includes the hire of rolling-stock paid by the Dhrangadra Railway.

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.									
Jamnagar	1916-17	71	20.66	62	17.89	6	1.84	24	7.10
	1917-18	64	17.00	68	18.09	8	2.11	25	6.68
	1918-19	56	11.31	73	14.69	22	4.54	30	6.13
	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
Jodhpur-Bikaner	1916-17	9.11	11.20	14.86	18.27	2.82	3.47	5.67	6.97
	1917-18	6.91	7.14	15.59	16.11	3.05	3.15	5.86	6.06
	1918-19	9.84	9.08	19.42	17.94	3.85	3.55	7.81	7.22
	1919-20	11.39	11.29	16.76	18.59	5.41	5.35	8.25	8.17
	1920-21	12.50	12.07	22.73	21.96	6.46	6.24	11.22	10.84
Junagad State	1916-17	87	11.57	1.26	16.78	26	3.55	65	8.75
	1917-18	8.53	48.35	1.80	15.99	24	2.96	63	7.72
	1918-19	65	6.48	1.66	16.58	33	3.35	87	8.72
	1919-20	1.06	10.04	1.76	16.67	38	3.64	96	9.10
	1920-21	1.37	12.15	2.13	18.94	36	3.22	1.09	9.67
Madras and Southern Mahratta*	1916-17	25.52	11.59	48.89	22.10	8.60	3.89	16.25	7.34
	1917-18	18.15	7.73	51.45	21.90	10.24	4.40	16.84	7.17
	1918-19	19.78	7.84	54.68	21.66	12.07	4.78	18.11	7.18
	1919-20	23.30	8.83	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
Morvi (including 2' 6" gauge section)	1916-17	31	8.64	1.00	11.52	18	2.03	43	4.98
	1917-18	30	3.02	1.03	10.57	20	2.08	48	4.93
	1918-19	85	2.40	1.73	11.96	25	1.73	70	4.90
	1919-20	37	2.85	2.07	16.05	35	2.70	65	5.06
	1920-21	56	4.31	2.25	17.25	50	3.82	77	5.88
Mysore †	1917-18	1	1.16	12	17.91	3	4.50	16	24.90
	1918-19	68	17.32	1.03	27.03	36	9.46	53	13.91
	1919-20	1.80	13.42	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
	1916-17	4.61	10.75	5.33	12.43	1.62	3.78	3.18	7.41
Rohilkund and Kumaon	1917-18	6.16	12.64	6.34	13.01	2.32	4.75	3.24	6.65
	1918-19	8.34	14.89	8.64	15.42	3.21	5.73	3.64	6.49
	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	9.95

* Includes the River Shimoga, Mysore, Bangalore and Mysore 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 systems.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
3' 3½' GAUGE—contd.									
23	6.58	11	3.32	1.97	57.39	1916-17	} Jamnagar.
24	6.57	...	...	9	2.36	1.98	52.81	1917-18
27	5.43	...	...	13	2.65	2.21	44.75	1918-19
30	5.75	...	...	14	2.79	2.37	46.10	1919-20
31	6.74	...	...	23	5.10	2.48	51.35	1920-21
3.58	4.40	4.13	5.08	40.17	49.39	1916-17	} Jodhpur-Bikaner.
3.65	3.77	...	...	5.85	6.05	40.91	42.28	1917-18
4.62	4.27	...	...	4.72	4.36	50.26	46.42	1918-19
5.57	5.51	...	...	4.41	4.37	53.79	53.28	1919-20
7.11	6.27	...	...	3.66	3.72	63.88	61.70	1920-21
58	7.74	18	2.38	3.80	50.77	1916-17	} Junagad State.
53	6.55	...	...	17	2.03	6.10	73.00	1917-18
63	6.36	...	...	23	2.25	4.37	43.74	1918-19
84	7.93	...	...	19	1.83	5.19	49.21	1919-20
79	7.00	...	...	25	2.23	5.99	53.21	1920-21
11.46	5.18	2.24	1.01	5.71	2.58	1,18.67	53.61	1916-17	} Madras and Southern Mahratta.
11.59	4.93	2.02	0.86	7.27	3.49	1,17.66	50.08	1917-18	
12.15	4.82	2.38	0.10	11.19	4.43	1,20.36	50.81	1918-19	
12.02	3.55	2.24	0.85	17.13	6.49	1,41.94	53.73	1919-20	
14.15	5.26	3.36	1.25	9.02	3.36	1,53.65	63.64	1920-21	
37	4.23	16	1.92	2.45	28.26	1916-17	} Morvi (including 2' 6" gauge Section).
41	4.20	...	...	20	2.06	2.12	26.86	1917-18
40	2.79	...	...	75	5.14	4.18	28.92	1918-19
44	3.13	...	...	97	7.70	4.33	37.59	1919-20
54	4.17	...	...	53	4.45	5.20	39.63	1920-21
20	30.09	8	1.43	60	100.00	1917-18	} Mysore, Birur Shimoga and Chitaldrug.
77	2.21	...	...	27	7.09	3.62	95.13	1918-19
1.36	10.14	...	...	36	2.69	8.66	64.58	1919-20
2.23	9.50	...	...	2.76	11.87	16.98	73.93	1920-21
2.59	6.04	55	1.28	17.68	41.69	1916-17	} Robilkund and Kumaon.
2.55	5.24	...	...	90	1.65	21.51	44.14	1917-18
2.66	4.75	...	...	1.74	3.10	28.23	50.33	1918-19
3.13	5.94	...	...	1.60	3.04	24.91	54.93	1919-20
3.48	6.42	...	...	1.07	1.99	23.93	53.39	1920-21

‡ Revised figures

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 1/2" GAUGE—concl'd.									
South Indian	1916-17	*25.24	*7.10	*79.16	*22.27	*20.55	*5.78	*23.76	*6.69
	1917-18	*21.60	*5.58	*78.85	*19.03	*15.68	*4.05	*24.68	*6.38
	1918-19	*24.12	*6.18	*78.34	*19.92	*16.16	*4.62	*27.01	*6.87
	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	*41.98	*9.21
Udampur-Chitorgarh	1916-17	50	13.26	60	16.09	17	4.49	29	7.86
	1917-18	38	13.67	50	17.93	9	3.36	27	9.87
	1918-19	59	17.38	59	17.67	11	3.27	20	7.61
	1919-20	67	15.14	65	14.91	15	3.39	26	5.97
	1920-21	61	16.68	62	17.14	17	4.80	33	9.11
2' 6" GAUGE.									
Ahmadpur-Katwa	1917-18	18	24.42	12	22.13	1	1.77	17	30.25
	1918-19	23	24.45	24	26.01	3	3.42	24	26.17
	1919-20	18	14.34	21	17.30	5	4.22	28	22.95
	1920-21	22	16.14	21	15.19	6	4.65	26	20.49
	Arakan Light	1918-19	2	29.72	4	46.71	...	1.46	3	30.76
	1919-20	33	71.34	32	67.57	3	6.63	11	23.21
	1920-21	27	55.99	37	80.33	3	6.76	13	23.08
Arrah-Sasaram Light	1916-17	24	10.47	40	17.50	5	2.39	32	14.11
	1917-18	25	10.02	29	11.83	5	2.17	32	12.47
	1918-19	29	11.71	39	15.85	2	0.88	33	19.42
	1919-20	42	15.02	47	16.81	8	3.03	35	12.68
	1920-21	50	17.30	42	14.70	5	1.60	48	16.67
Bankura-Damodar River	1916-17	5	22.56	4	15.56	1	2.22	7	33.40
	1917-18	22	17.18	33	25.80	2	1.80	33	26.00
	1918-19	32	17.57	42	22.99	7	3.95	36	19.53
	1919-20	28	12.49	49	21.82	8	3.64	34	14.86
	1920-21	43	24.39	48	27.43	11	6.40	32	16.28
Banshet-Basirhat Light	1916-17	70	19.62	54	15.00	8	2.18	66	18.37
	1917-18	63	20.84	50	16.16	8	2.63	62	20.27
	1918-19	42	12.32	62	18.02	9	2.54	53	15.45
	1919-20	53	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
Bansi Light	1916-17	70	6.25	1.37	12.17	33	2.95	85	7.59
	1917-18	78	8.42	1.25	14.54	23	2.66	74	8.62
	1918-19	69	6.66	1.44	14.31	29	2.76	80	7.95
	1919-20	79	4.98	1.98	12.39	35	2.18	1,07	6.69
	1920-21	85	5.97	2.18	15.19	46	3.16	1,25	6.75
Bengal Provincial	1916-17	17	13.48	26	20.59	7	4.97	25	19.42
	1917-18	19	17.26	32	27.46	4	3.32	26	22.73
	1918-19	†	†	†	†	†	†	†	†
	1919-20	21	14.00	35	22.70	5	3.50	32	20.80
	1920-21	31	20.31	37	24.43	5	3.18	27	15.32
Bukhtiarpur-Bihar Light	1916-17	27	16.99	21	13.66	4	2.29	32	20.44
	1917-18	26	13.47	27	13.54	6	3.14	35	17.59
	1918-19	18	11.33	19	12.22	3	1.57	32	20.03
	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

* Includes the South Indian railway (5' 6" gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2' 6" gauge).
† Information 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
3' 3½" GAUGE—contd.									
*14.99	* 4.22	*4.05	*1.14	*11.19	*3.15	1,28.12	50.31	1916-17	} South Indian.
*15.09	* 3.90	*5.46	*1.36	*12.61	* 3.26	1,21.04	44.17	1917-18	
*16.18	*4.12	*4.45	*1.13	*10.51	*2.67	1,28.08	46.60	1918-19	
18.67	*4.18	*3.85	*0.86	*12.35	*2.77	1,73.86	54.94	1919-20	
*22.72	*4.98	*3.91	*0.87	*13.99	*3.07	1,95.09	59.66	1920-21	
18	4.76	9	2.34	1.83	48.80	1916-17	} Udaipur-Chitorgarh.
16	5.68	...	...	5	1.97	1.45	52.48	1917-18
18	4.43	...	...	7	2.31	1.77	52.97	1918-19
18	4.17	...	...	7	1.61	1.98	45.19	1919-20
16	4.36	...	...	7	1.95	1.96	54.04	1920-21
2' 6" GAUGE.									
12	22.80	0.08	55	101.45	1917-18	} Ahmadpur-Katwa.
22	23.09	...	...	22	22.92	1.18	125.06	1918-19
19	15.39	...	...	15	...	73	61.91	1919-20
21	15.53	...	...	23	17.43	1.21	89.43	1920-21
2	20.82	11	120.47	1916-19	} Arakan Light.
16	34.79	...	...	2	3.51	97	207.05	1919-20
16	35.47	...	...	2	3.70	98	214.33	1920-21
22	9.98	3	1.25	1.26	55.70	1916-17	} Arrah-Sasaram Light.
23	9.07	...	...	3	1.16	1.17	46.22	1917-18
24	9.43	...	...	4	1.73	1.31	53.02	1918-19
28	9.20	...	...	7	2.39	1.65	59.13	1919-20
29	10.09	...	...	5	1.73	1.79	62.09	1920-21
3	14.70	0.48	20	65.02	1916-17	} Bankura-Damoodar River.
30	23.48	...	...	1	0.32	1.21	94.58	1917-18
35	19.24	...	...	16	8.75	1.68	92.03	1918-19
34	14.98	...	...	9	...	1.44	63.53	1919-20
36	20.30	...	...	1	0.65	1.71	97.05	1920-21
18	5.18	6	1.72	2.22	62.67	1916-17	} Baraset-Basirhat Light.
25	8.02	...	...	7	2.48	2.15	69.99	1917-18
31	8.93	...	...	9	2.66	2.06	59.95	1918-19
32	7.98	...	...	10	2.39	2.40	59.11	1919-20
32	7.31	...	...	6	1.36	2.31	52.28	1920-21
1.27	11.30	28	2.47	4.80	42.73	1916-17	} Baral Light.
1.29	15.01	...	...	22	2.50	4.46	51.75	1917-18
1.30	12.93	...	...	35	3.43	4.87	48.24	1918-19
1.40	8.82	...	...	48	3.08	6.07	28.09	1919-20
1.50	10.46	...	...	38	2.69	6.62	46.22	1920-21
19	14.82	1	0.78	95	74.04	1916-17	} Bengal Provincial.
19	16.60	...	...	...	0.35	1.00	57.72	1917-18
†	†	†	†	†	†	†	†	1918-19	
20	12.00	...	...	1	1.00	1.14	74.00	1919-20
23	15.59	...	...	2	1.26	1.25	83.09	1920-21
9	6.04	2	1.56	95	60.39	1916-17	} Bukhtiarpur-Bihar Light.
15	7.62	...	...	3	1.76	1.12	57.12	1917-18
21	12.65	...	...	5	3.09	98	61.09	1918-19
22	11.92	...	...	4	2.30	1.31	73.27	1919-20
21	5.99	...	...	3	0.96	1.49	42.28	1920-21

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

† Information 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.
I	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—contd.									
Burdwan-Katwa	1916-17	39	20-36	25	19-02	4	2-95	35	25-95
	1917-18	27	20-21	25	18-86	2	1-75	24	17-90
	1918-19	25	17-00	31	21-38	5	3-14	22	15-35
	1919-20	23	18-93	27	15-82	5	2-08	20	11-61
	1920-21	23	14-03	28	16-59	10	6-00	26	15-51
Champaner-Shivrajpur-Pani Light ...	1916-17	14	15-07	20	20-51	3	3-25	16	16-59
	1917-18	16	13-19	27	21-36	4	2-89	21	16-68
	1918-19	26	20-20	30	23-41	5	3-50	20	15-54
	1919-20	27	16-35	42	25-68	8	5-12	28	17-34
	1920-21	30	14-03	54	26-24	7	3-23	37	17-62
Cutch State	1916-17	17	18-01	16	16-99	4	4-66	6	6-72
	1917-18	18	20-33	9	15-85	3	5-84	6	10-11
	1918-19	15	12-02	25	20-61	4	8-74	8	6-41
	1919-20	9	9-02	4	3-46	3	2-68	5	5-26
	1920-21	19	12-96	11	12-28	4	4-76	10	10-38
Delhi-Rohas Light	1916-17	17	7-28	14	6-65	8	3-57	21	9-13
	1917-18	22	9-98	17	7-91	4	1-96	22	10-05
	1918-19	42	18-71	34	14-78	17	7-79	28	12-41
	1919-20	25	9-49	46	17-27	32	12-03	31	11-54
	1920-21	30	10-00	51	18-48	23	8-45	30	10-68
Dholpur-Bari	1916-17	11	10-43	15	13-93	4	3-67	9	8-34
	1917-18	12	10-80	25	22-09	5	4-60	12	10-83
	1918-19	14	12-14	23	23-86	5	4-07	13	10-92
	1919-20	19	11-78	36	22-71	7	4-27	13	9-11
	1920-21	19	10-35	35	18-80	10	5-27	13	7-22
Gadhra-Lunavada	1916-17	16	21-32	11	17-72	2	3-57	10	16-31
	1917-18	16	28-62	13	23-06	3	6-00	12	22-53
	1918-19	16	12-60	16	10-71	2	3-02	12	15-06
	1919-20	21	23-51	18	20-90	3	3-94	16	17-64
	1920-21	19	17-07	25	21-67	5	4-73	19	17-35
Jessore-Jheidah	1916-17	33	30-24	26	23-37	3	2-45	30	26-31
	1917-18	21	27-19	37	41-61	3	3-15	23	25-93
	1918-19	21	20-42	42	40-65	6	6-13	23	22-15
	1919-20	22	15-28	32	22-45	7	4-97	24	16-81
	1920-21	32	20-06	43	30-62	8	5-07	29	18-56
Kalighat-Falta	1917-18	6	7-04	22	24-97	2	2-11	22	24-20
	1918-19	22	11-31	37	19-54	5	2-44	26	14-06
	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
Kolar District and Bangalore Chik Ballapur Light.	1916-17	29	11-26	49	27-58	7	4-04	33	18-34
	1917-18	46	17-60	44	16-96	11	3-90	35	13-39
	1918-19	61	20-20	85	18-15	25	8-28	43	7-62
	1919-20	67	19-31	80	23-05	21	6-06	36	10-37
	1920-21	42	11-77	92	25-77	19	5-32	32	8-96
Madaya Light	1916-17 to 1919-20	12	13-79	23	26-44	...	...	50	57-47
	1920-21	...	...	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri.	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†
	1919-20	†	†	†	†	†	†	†	†
1920-21	†	†	†	†	†	†	†	†	

* Information not available.

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

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' 6" GAUGE—contd.									
22	16.18	0.16	1.26	93.57	1916-17	Burdwan-Katwa.
21	16.35	...	...	1	0.64	1.00	75.70	1917-18
20	14.55	...	...	4	2.98	1.07	76.10	1918-19
22	13.18	...	...	6	3.27	1.03	60.44	1919-20
24	14.45	...	...	18	10.85	1.29	77.23	1920-21
18	13.68	1	1.58	67	70.71	1916-17	Champaner-Shivrajpur Pani Light.
16	13.28	...	...	2	1.40	86	68.70	1917-18
18	14.17	...	...	3	2.12	1.02	78.94	1918-19
20	12.21	...	...	3	1.56	1.28	78.26	1919-20
21	10.09	...	...	3	1.40	1.52	73.26	1920-21
14	15.17	0.24	57	61.79	1916-17	Cutch State.
13	21.69	...	...	...	0.07	49	83.89	1917-18
12	10.03	...	...	...	...	64	53.83	1918-19
12	11.74	...	...	...	...	33	32.15	1919-20
7	7.86	...	...	...	...	51	55.24	1920-21
12	5.37	1	0.30	73	31.70	1916-17	Dehri-Rohtas Light.
14	6.21	...	...	...	0.15	79	36.26	1917-18
15	6.80	...	...	1	0.46	1.37	61.17	1918-19
15	5.75	...	...	...	0.15	1.49	56.14	1919-20
16	5.78	...	...	6	2.24	1.56	56.16	1920-21
13	11.99	0.42	52	49.28	1916-17	Dholpur-Bari.
13	11.93	...	...	...	0.22	67	60.56	1917-18
14	12.07	...	...	...	0.15	74	62.71	1918-19
14	9.04	...	...	...	0.25	89	58.18	1919-20
16	8.95	...	...	...	0.13	93	60.72	1920-21
13	19.77	2	2.33	54	84.02	1916-17	Godhra-Lunavada.
18	23.25	...	...	1	2.73	58	106.49	1917-18
14	18.29	...	...	2	2.32	64	81.20	1918-19
16	17.74	...	...	2	2.03	76	85.79	1919-20
16	14.43	...	...	2	2.20	86	77.45	1920-21
47	42.59	4	3.88	1.43	129.34	1916-17	Jessore-Jhenidah.
18	20.26	...	...	40	44.62	1.45	162.81	1917-18
32	31.25	...	...	5	5.30	1.29	125.86	1918-19
34	23.77	...	...	3	2.04	1.22	85.32	1919-20
36	23.06	...	...	1	0.72	1.54	98.09	1920-21
17	18.61	0.35	69	77.28	1917-18	Kalighat-Falta.
20	10.86	...	...	9	4.64	1.19	83.05	1918-19
28	12.69	...	...	3	...	1.29	58.49	1919-20
29	11.56	...	...	2	0.74	1.53	81.06	1920-21
30	17.06	7	4.03	1.46	82.31	1916-17	Kolar District and Bangalore-Chick Ballapur Light.
58	20.28	...	...	8	3.18	1.97	75.19	1917-18
61	20.20	...	...	23	7.23	2.97	98.34	1918-19
48	13.83	...	...	11	3.17	2.63	75.79	1919-20
88	9.24	...	...	41	11.49	2.59	72.55	1920-21
•	•	•	•	•	•	1916-17 to 1919-20	Madaya Light.
...	...	...	...	...	...	85	97.70	1920-21
†	†	†	†	2.09	83.94	1916-17	Meraspur-Hour and Tirupattur-Krishnagiri.
†	†	...	...	†	†	2.48	89.92	1917-18
†	†	...	...	†	†	2.71	110.97	1918-19
†	†	...	...	†	†	3.36	106.14	1919-20
†	†	...	...	†	†	4.45	145.71	1920-21

• Information not available.

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

‡ Revised figures.

Details of working expenses of each railway

Railway system,	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—consolid.									
Mourbhanj State	1916-17	16	30.56	11	21.70	4	7.45	8	15.19
	1917-18	16	30.09	8	14.99	3	6.13	10	19.28
	1918-19	12	26.73	8	17.35	4	7.56	10	20.49
	1919-20	12	17.97	12	18.31	8	11.69	15	23.66
	1920-21*	3	14.29	3	14.29	1	4.76	2	9.52
Nadiad-Kapadvanj	1916-17	18	12.27	20	13.96	2	1.50	18	12.27
	1917-18	18	11.34	26	16.81	4	2.40	19	11.77
	1918-19	19	9.04	30	14.84	3	1.91	23	11.22
	1919-20	22	9.63	32	14.43	7	2.89	26	11.66
	1920-21	28	8.80	40	15.58	4	1.65	30	11.71
Parlakmedi Light	1916-17	18	36.47	15	31.42	5	9.87	4	9.74
	1917-18	11	21.22	9	16.75	5	10.07	5	8.76
	1918-19	8	14.40	13	24.39	3	4.92	5	10.09
	1919-20	13	18.19	14	20.24	7	10.77	6	9.17
	1920-21	13	17.60	13	17.30	6	8.00	6	8.05
Powayan Light	1916-17	15	15.16	24	23.78	5	4.90	9	9.00
	1917-18	13	12.75	25	24.51	7	6.86	9	8.82
	1918-19	3	11.54	5	19.23	2	7.69	2	7.69
	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
Shabdara (Delhi)-Sabaranpur Light	1916-17	64	9.52	68	10.22	15	2.22	78	11.62
	1917-18	1,08	15.02	78	10.91	16	2.18	89	12.44
	1918-19	1,70	21.45	84	10.51	21	2.66	85	10.63
	1919-20	1,71	22.55	91	12.05	23	2.96	95	12.54
	1920-21	1,85	22.03	1,13	13.51	23	3.31	99	11.85
Tespore-Balipara Light... ..	1916-17	19	12.75	21	14.43	19	12.71	23	15.78
	1917-18	20	14.74	22	16.92	21	15.69	22	16.62
	1918-19	16	10.42	26	16.86	17	10.63	24	15.63
	1919-20	16	9.70	32	19.54	18	10.62	25	14.74
	1920-21	23	15.91	30	21.21	20	13.77	25	17.26
2' 0" GAUGE.									
Darjeeling-Himalayan	1916-17	1,19	7.29	2.93	17.94	1,06	6.49	1,41	8.63
	1917-18	1,03	8.03	2.52	19.62	1,10	8.57	1,54	11.92
	1918-19	1,29	9.48	2.51	18.32	1,10	8.04	1,63	11.88
	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	12.32
Gwalior Light	1916-17	40	7.12	1,12	19.85	20	9.54	32	5.66
	1917-18	46	6.98	1,36	20.66	20	3.04	36	5.39
	1918-19	57	7.34	1,75	22.68	22	2.80	38	4.71
	1919-20	54	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

*Up to 14th July 1920.

†Temporarily dismantled.

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' 6" GAUGE—consolid.									
2	4.12	1	1.20	42	80.22	1916-17	Mourbhanj State.
2	4.18	...	...	1	1.31	40	75.98	1917-18
2	5.01	...	...	8	7.81	89	84.45	1918-19
2	3.48	...	...	7	10.64	56	85.75	1919-20
1	4.76	...	...	1	4.76	11	52.38	1920-21
15	10.55	2	1.14	75	51.69	1916-17	Nadiad-Kapadvanj.
15	9.69	...	...	2	1.11	84	53.12	1917-18
17	8.07	...	...	2	1.18	94	45.66	1918-19
17	7.77	...	...	2	1.02	1.06	47.40	1919-20
20	7.89	...	...	4	1.42	1.21	47.05	1920-21
2	4.13	1	0.88	45	92.51	1916-17	Parlakimedi Light.
2	3.55	...	...	1	0.77	33	61.12	1917-18
2	4.09	...	...	...	0.61	31	58.50	1918-19
1	2.39	...	...	1	0.62	42	61.38	1919-20
2	2.96	...	...	2	1.98	42	55.89	1920-21
7	6.38	1	1.08	61	60.30	1916-17	Powayan Light.
6	5.88	...	...	1	0.98	61	*60.28	1917-18
2	7.69	...	...	1	3.85	15	*60.24	1918-19
†	†	†	†	†	†	†	†	1919-20	
†	†	†	†	†	†	†	†	1920-21	
43	6.46	8	1.19	2.76	41.23	1916-17	Shabdara (Delhi)-Sahasrapur Light.
44	6.22	...	...	10	1.40	3.46	48.17	1917-18
45	5.72	...	...	9	1.18	4.14	52.15	1918-19
46	6.12	...	...	10	1.37	4.36	57.59	1919-20
52	6.15	...	...	26	3.07	5.03	59.92	1920-21
17	11.78	2	0.97	1.01	68.37	1916-17	Tezporo-Balipara Light.
17	12.78	...	...	1	0.79	1.03	77.42	1917-18
19	12.53	...	...	5	2.95	1.07	69.02	1918-19
18	11.03	...	...	7	4.10	1.16	69.73	1919-20
21	14.55	...	...	7	4.71	1.26	87.41	1920-21
2' 0" GAUGE.									
1.25	7.66	73	4.47	110.23	62.65	1916-17	Darjeeling-Himalayan.
1.21	9.42	...	...	91	7.09	110.17	61.30	1917-18
1.20	8.77	...	...	1.15	8.41	111.05	61.25	1918-19
1.27	8.98	...	...	81	5.73	111.38	60.66	1919-20
1.25	8.51	...	...	1.04	7.07	111.99	61.14	1920-21
36	6.45	42	7.44	2.82	50.06	1916-17	Gwalior Light.
36	5.50	...	...	26	3.99	3.00	45.56	1917-18
43	5.63	...	...	45	5.85	3.78	48.96	1918-19
42	5.70	...	...	45	6.11	3.88	52.65	1919-20
42	5.88	...	...	41	5.78	4.45	62.93	1920-21

* Revised figures.

† Temporarily dismantled.

‡ 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-Amta Light ...	1916-17	72	11.94	85	15.62	20	3.33	.06	17.48
	1917-18	65	10.75	85	14.03	24	4.05	1.01	16.80
	1918-19	63	9.60	1.00	15.27	38	5.80	1.00	15.21
	1919-20	103	14.38	1.08	15.08	52	7.19	1.20	16.76
	1920-21	84	9.89	1.23	14.94	50	5.82	1.28	14.95
Howrah-Sheekhais Light ...	1916-17	25	15.75	28	17.35	3	2.07	27	16.46
	1917-18	26	16.02	27	16.40	4	2.22	23	14.23
	1918-19	20	11.60	28	14.58	4	2.08	22	12.65
	1919-20	23	13.74	30	17.62	3	1.80	24	14.08
	1920-21	23	13.07	32	18.08	3	1.61	25	14.45
Jagadhri Light ...	1916-17	3	17.91	6	34.43	1	3.72	5	27.45
	1917-18	2	9.43	6	32.90	1	4.10	5	26.24
	1918-19	2	11.27	7	37.14	1	7.17	5	26.17
	1919-20	2	6.38	7	27.10	...	0.98	5	19.85
	1920-21	1	3.81	5	18.17	1	1.19	6	19.49
Jorhat (Provincial) ...	1916-17	11	6.67	35	21.21	8	4.85	23	13.94
	1917-18	27	18.59	37	26.23	11	7.96	22	15.74
	1918-19	25	21.93	40	35.17	11	10.28	21	18.28
	1919-20	24	18.97	38	30.25	8	6.72	22	17.16
	1920-21	32	23.93	45	34.33	12	9.35	24	18.36
Kulasekarapatnam Light ...	1916-17	7	8.83	17	21.71	5	5.60	4	4.89
	1917-18	9	27.13	21	65.18	3	11.15	4	11.47
	1918-19	17	40.22	35	85.84	3	6.78	5	13.84
	1919-20	19	37.44	55	108.23	7	14.96	10	19.84
	1920-21	33	45.12	70	94.36	12	16.00	14	19.86
Pipar-Bilara Light ...	1916-17	5	17.91	10	40.39	2	8.20	3	12.68
	1917-18	7	35.00	5	25.00	1	5.00	3	15.00
	1918-19	5	16.28	8	25.04	1	4.48	4	11.51
	1919-20	7	18.19	13	33.67	3	7.42	4	10.22
	1920-21	7	18.34	8	20.66	4	9.48	5	14.75
Mysore Light ...	1916-17	1	105.62	2	208.44	...	11.78	1	90.81
	1917-18	12	67.58	6	31.39	1	7.69	5	25.80
	1918-19	8	28.57	17	60.71	3	10.71	4	14.28
	1919-20	6	21.42	7	25.00	2	7.14	3	10.71
	1920-21	5	14.29	9	25.71	2	6.71	3	8.57
Total of all railways	1916-17	6,74,26	9.54	12,27,52	17.37	3,03,43	4.29	5,84,30	8.27
	1917-18	6,83,57	8.58	13,16,70	17.02	3,28,92	4.25	6,12,14	7.91
	1918-19	7,64,85	8.86	15,59,12	18.07	4,41,73	5.12	7,14,13	8.28
	1919-20	9,38,55	10.53	17,72,68	19.88	6,50,16	7.29	8,50,71	9.54
	1920-21	11,94,58	12.99	20,87,68	22.70	7,30,55	7.94	10,61,05	11.63

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
2' 0" GAUGE—concl'd.									
82	5.21	13	2.16	3.38	55.74	1916-17	Howrah-Amta Light.
87	6.22	...	...	14	2.32	3.28	54.17	1917-18
47	7.21	...	...	19	2.94	3.67	58.03	1918-19
48	8.63	...	...	19	2.66	4.50	62.70	1919-20
49	5.71	...	...	17	2.01	4.56	53.32	1920-21
11	6.52	2	1.38	96	59.53	1916-17	Howrah-Sheakhala Light.
15	9.25	...	...	2	1.50	97	59.62	1917-18
20	11.46	...	...	4	2.06	96	54.43	1918-19
21	12.02	...	...	5	2.72	1,06	61.86	1919-20
21	11.64	...	...	3	1.62	1,07	60.47	1920-21
3	21.11	1.83	18	†94.55	1916-17	Jagadhri Light.
3	14.26	...	...	...	1.14	17	†91.63	1917-18
3	14.75	...	...	...	1.71	18	98.24	1918-19
2	10.11	...	...	...	0.84	16	64.06	1919-20
2	8.92	...	...	1	1.67	16	53.25	1920-21
18	10.91	5	8.03	2	1.21	1,02	61.82	1916-17	Jorbat (Provincial).
19	13.63	...	...	3	1.95	1,19	83.60	1917-18
21	19.02	...	...	3	2.40	1,21	107.08	1918-19
24	19.44	...	...	4	2.93	1,20	95.47	1919-20
30	22.62	...	...	4	3.29	1,47	111.88	1920-21
...	0.45	33	40.98	1916-17	Kulasekarapatnam Light.
...	0.83	...	...	...	...	37	115.76	1917-18
...	0.52	...	...	...	...	61	146.70	1918-19
1	1.75	...	...	...	...	92	182.22	1919-20
1	0.68	...	...	...	...	130	176.02	1920-21
1	1.27	0.63	21	81.08	1916-17	Pipar-Bilara Light.
...	...	...	...	...	...	16	†79.01	1917-18
...	1.07	...	...	...	0.42	18	58.78	1918-19
1	0.84	...	...	...	0.41	28	7.75	1919-20
...	0.95	...	...	...	0.62	21	64.80	1920-21
1	81.94	5	498.59	1916-17	Mysore Light.
3	20.18	...	...	...	1.21	27	†153.78	1917-18
6	21.43	...	...	3	10.71	41	†141.87	1918-19
6	17.86	...	...	1	3.57	24	85.70	1919-20
4	11.43	...	...	4	11.43	27	77.14	1920-21
2,84.89	4.03	22.51	0.32	2,38.71	3.38	*33,40.32	47.26	1916-17	Total of all railways.
2,97.70	3.85	23.69	0.31	2,88.77	3.73	*35,36.47	45.72	1917-18	
3,32.53	3.85	24.20	0.28	3,36.54	3.91	*41,80.17	48.45	1918-19	
3,78.37	4.25	30.22	0.34	4,30.91	4.53	*50, 5.65	56.81	1919-20	
4,69.78	5.11	31.37	0.34	4,41.77	4.80	*60,29.04	65.54	1920-21	

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

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.)	1916-17	2,738.15	11,283	40,96.74	5,12.28	2,46.36	2,65.92	48.09	6.51
	1917-18	2,738.24	11,381	41,36.32	5,63.93	2,62.60	3,01.33	46.67	7.30
	1918-19	2,732.44	11,400	41,98.41	6,20.87	3,07.70	3,13.17	49.56	7.48
	1919-20	2,746.44	12,049	44,91.58	6,57.57	3,84.96	2,72.61	58.64	6.10
	1920-21	2,818.86	11,973	48,84.08	6,43.29	4,24.25	2,19.04	65.95	4.48
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1916-17	1,504.97	7,664	28,10.18	4,29.72	1,78.78	2,50.94	41.60	8.96
	1917-18	1,644.84	7,707	28,62.95	4,90.22	2,13.57	2,76.65	43.57	9.69
	1918-19	1,578.42	7,830	28,92.53	5,70.42	2,49.27	3,21.15	43.70	11.13
	1919-20	1,578.17	8,192	29,82.75	5,78.65	3,09.40	2,69.25	52.47	9.05
	1920-21	1,589.42	8,486	33,66.16	6,15.25	4,12.73	2,02.52	67.08	6.02
Eastern Bengal	1916-17	616.01	4,292	24,15.05	2,22.55	1,17.78	1,04.77	52.92	4.34
	1917-18	622.88	3,807	24,31.67	2,08.42	1,21.54	86.88	58.31	3.57
	1918-19	621.21	3,955	24,66.88	2,36.13	1,35.14	1,00.99	57.22	4.09
	1919-20	621.40	4,358	25,77.04	2,75.99	2,02.18	73.86	73.24	2.87
	1920-21	615.45	4,515	27,16.38	2,80.22	1,71.17	1,09.05	61.08	4.01
East Indian	1916-17	2,806.75	27,163	75,41.98	11,45.52	4,21.66	7,23.86	36.81	9.60
	1917-18	2,775.26	25,702	75,47.92	12,21.88	4,26.09	7,95.74	34.87	10.54
	1918-19	2,770.84	26,005	76,02.93	13,92.59	4,87.58	9,05.01	35.91	11.90
	1919-20	2,772.36	26,168	80,55.41	13,60.80	6,11.45	7,49.35	44.93	9.30
	1920-21	2,770.59	26,930	90,77.81	14,53.11	7,86.02	6,87.09	52.72	7.57
Great Indian Peninsula (including 2' 6" and 2' 0" gauge lines worked).	1916-17	3,268.56	24,506	70,72.67	10,54.10	5,65.99	4,88.11	53.69	6.90
	1917-18	3,291.94	23,395	71,69.70	11,43.61	6,09.19	5,34.42	53.27	7.45
	1918-19	3,335.26	23,081	72,61.05	12,95.20	7,41.00	5,54.20	57.22	7.63
	1919-20	3,335.04	23,380	74,16.14	13,79.37	8,59.92	5,19.45	62.34	7.08
	1920-21	3,335.04	23,416	92,23.79	13,99.33	10,72.78	3,26.55	76.66	3.54
Madras and Southern Mahratta	1916-17	1,078.99	5,805	19,06.93	3,00.94	1,48.82	1,52.12	49.45	7.98
	1917-18	1,083.11	5,374	19,22.61	3,35.66	1,50.88	1,84.98	44.92	9.02
	1918-19	1,069.11	5,354	19,35.79	3,51.69	1,62.30	1,89.39	48.15	9.78
	1919-20	1,063.11	5,498	20,15.48	3,70.09	2,02.88	1,67.21	54.82	8.80
	1920-21	1,078.70	5,479	22,91.34	3,74.07	2,40.19	1,33.88	64.21	5.84
Nizam's Guaranteed State	1916-17	350.71	1,528	5,42.80	70.94	30.24	40.70	42.63	7.50
	1917-18	351.60	1,301	5,46.73	77.48	40.87	36.61	52.75	6.69
	1918-19	351.60	1,368	5,49.80	83.34	50.99	32.35	61.18	5.88
	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	56.08	7.49

* Excluding the Matheran Light railway for which information is 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 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—concl'd.									
North Western—									
Commercial section (including 2' 6" gauge lines.)	1916-17	4,225.32	18,961	77,15.20	10,20,86	4,64,01	5,55,95	45.54	7.21
	1917-18	3,972.70	19,670	77,89.66	12,55,16	5,15,51	7,39,65	41.07	9.50
	1918-19	3,972.65	19,009	79,95.37	12,82,32	6,30,35	6,42,97	49.86	8.04
	1919-20	3,973.38	17,561	81,65.52	12,23,81	7,08,26	5,20,55	57.64	6.38
	1920-21	3,982.75	15,736	87,89.19	12,92,97	8,96,69	3,96,28	69.35	4.51
Military section (including 2' 6" gauge lines.)	1916-17	1,259.81	3,274	18,60.79	85,46	70,71	14,75	82.74	0.79
	1917-18	1,253.41	3,175	18,81.89	1,04,24	79,73	24,51	76.49	1.80
	1918-19	1,368.30	3,740	20,20.64	1,25,49	1,10,33	15,16	87.92	0.75
	1919-20	1,347.69	4,679	20,59.76	1,49,10	1,58,60	-9.50	106.37	...
	1920-21	1,537.46	3,940	23,35.57	1,64,80	1,84,95	-20,15	112.22	...
Total North Western (commercial and military sections.)	1916-17	5,485.13	22,235	95,75.99	11,06,32	5,35,62	5,70,70	48.41	5.94
	1917-18	5,226.11	22,845	96,71.55	13,59,40	5,95,24	7,64,16	43.79	7.90
	1918-19	5,340.95	22,749	1,00,16.01	14,07,81	7,49,68	6,58,13	53.25	6.64
	1919-20	5,321.07	22,240	1,02,25.08	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
Oudh and Rohilkhand (including 3' 3½" gauge lines.)	1916-17	1,638.91	6,648	21,82.45	2,68,74	1,15,55	1,53,19	42.99	7.02
	1917-18	1,624.33	6,168	21,83.07	2,90,78	1,11,51	1,79,27	36.35	8.21
	1918-19	1,624.33	5,986	21,96.19	3,36,19	1,39,02	1,97,17	41.35	8.98
	1919-20	1,624.33	6,193	22,42.19	3,23,06	1,31,95	1,41,11	56.32	6.29
	1920-21	1,679.27	5,228	24,15.41	3,28,05	1,94,20	1,33,85	59.20	5.54
South Indian	1916-17	445.94	2,145	7,20.79	98,22	48,73	49,49	49.61	6.87
	1917-18	449.80	1,933	7,23.46	1,10,19	45,27	64,92	41.09	8.97
	1918-19	449.80	1,882	7,23.81	1,16,01	47,98	68,03	41.36	9.40
	1919-20	449.80	2,013	7,22.98	1,26,57	68,38	58,19	54.02	8.05
	1920-21	449.80	2,319	7,74.83	1,25,79	79,29	46,50	63.08	6.00
3' 3½" GAUGE.									
Aden	1919-20	38.75	*	6.26	3.35	4.33	-98	120.33	...
	1920-21	29.75	*	13.16	2.70	2.17	53	80.36	4.03
Assam-Bengal	1916-17	854.37	1,867	16,43.11	67,36	52,59	14,79	78.04	0.90
	1917-18	957.34	1,932	17,88.64	76,76	56,98	19,78	74.22	1.08
	1918-19	970.09	2,170	18,16.01	86,92	66,27	20,65	76.23	1.15
	1919-20	1,020.90	2,433	18,69.08	1,12,61	88,71	23,90	78.78	1.29
	1920-21	1,020.90	2,487	19,55.36	1,14,30	88,26	26,04	77.22	1.33
Bengal and North-Western	1916-17	2,053.73	6,204	17,93.49	2,17,31	86,26	1,31,05	36.99	7.31
	1917-18	2,045.65	5,737	17,79.00	2,14,87	93,81	1,21,06	40.36	6.81
	1918-19	2,062.45	6,014	17,61.41	2,57,67	1,02,78	1,54,94	39.87	8.80
	1919-20	2,063.82	5,972	17,72.06	2,53,33	1,11,09	1,42,24	43.85	8.03
	1920-21	2,063.27	5,917	16,02.46	2,57,28	1,19,94	1,37,34	46.62	7.62

* 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 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 (8).
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Bengal Dooms ...	1916-17	152·96	951	1,86,19	17,70	7,66	10,04	43·28	7·97
	1917-18	152·96	955	1,86,56	17,09	7,33	9,76	42·91	7·15
	1918-19	158·20	957	1,87,22	18,29	7,95	10,34	48·45	7·23
	1919-20	158·20	924	1,45,26	18,08	9,10	8,98	50·28	6·19
	1920-21	158·20	813	1,45,38	15,36	9,37	5,99	60·98	4·12
Bhavnagar State* ...	1916-17	249·02	479	1,35,74	17,59	8,71	8,88	49·53	6·54
	1917-18	249·02	456	1,36,66	19,14	8,04	11,10	42·00	8·12
	1918-19	249·02	493	1,36,56	27,51	11,09	16,42	40·32	12·02
	1919-20	206·31	484	1,26,59	26,02	11,77	14,25	45·28	10·90
	1920-21	217·29	455	1,30,21	23,92	12,79	11,13	53·47	8·55
Bombay, Baroda and Central India.†	1916-17	2,277·09	9,073	18,92,78	3,61,01	1,59,88	2,01,13	44·28	10·63
	1917-18	2,277·91	8,376	18,81,56	3,69,95	1,67,66	2,02,29	45·32	10·75
	1918-19	2,292·08	8,902	19,34,43	4,55,69	2,06,89	2,48,80	45·40	12·85
	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
Burma ...	1916-17	1,598·46	5,376	21,64,89	2,47,28	1,28,68	1,18,60	52·04	5·48
	1917-18	1,598·46	5,303	21,67,58	2,47,73	1,33,26	1,14,47	53·79	5·31
	1918-19	1,604·98	5,782	21,47,14	2,93,55	1,58,88	1,34,67	54·12	6·27
	1919-20	1,605·83	6,867	21,51,68	3,29,30	1,86,13	1,43,17	56·52	6·65
	1920-21	1,622·63	6,458	22,10,43	3,26,78	2,23,22	1,03,56	68·31	4·69
Dibru-Sadiya ...	1916-17	91·52	392	1,33,09	15,16	9,22	5,94	60·82	4·46
	1917-18	91·52	334	1,34,32	15,36	10,08	5,38	64·98	3·97
	1918-19	91·52	277	1,37,50	14,65	9,65	5,10	65·18	3·68
	1919-20	91·25	274	1,38,69	15,73	10,66	4,97	69·03	3·43
	1920-21	91·25	205	1,39,98	16,91	13,04	3,87	77·07	2·76
Eastern Bengal (including 3' 6" gauge lines worked.)	1916-17	1,154·12	4,124	13,45,30	1,57,88	87,19	70,64	55·24	5·25
	1917-18	1,101·96	3,472	13,53,13	1,50,74	82,04	68,70	54·42	5·08
	1918-19	1,121·84	3,475	13,43,26	1,64,30	95,65	68,65	58·21	5·11
	1919-20	1,117·27	3,603	13,41,29	1,87,81	1,07,86	79,95	57·42	5·96
	1920-21	1,122·20	3,778	14,10,63	2,00,49	1,36,85	63,64	68·26	4·51
Gondal ...	1916-17	231·44	536	1,10,66	15,89	8,60	7,29	54·12	0·35
	1917-18	231·44	556	1,12,55	17,99	9,37	8,62	52·09	7·65
	1918-19	231·44	608	1,15,38	24,11	12,73	11,38	52·79	9·52
	1919-20	230·98	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

* Includes the Dhrangadra railway up to the 30th September 1919.
† Includes the Dhrangadra railway 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-miles (in thousands of miles).	Total capital outlay, including ferries and suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
8' 3½" GAUGE—contd.									
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1916-17	544.74	1,165	4,20.47	41.52	22.29	19.23	53.64	5.48
	1917-18	544.74	1,120	4,87.37	44.90	28.57	16.33	63.64	3.73
	1918-19	544.74	1,259	4,46.82	57.43	29.81	27.62	51.80	6.18
	1919-20	545.19	1,400	4,55.80	71.61	37.80	33.72	52.91	7.40
	1920-21	545.46	1,318	4,57.03	75.65	32.19	43.46	42.54	9.51
Jamnagar ...	1916-17	54.22	79	24.09	3.43	1.97	1.46	57.39	6.07
	1917-18	54.22	77	24.26	3.74	1.96	1.76	52.81	7.28
	1918-19	54.22	83	24.75	4.94	2.21	2.73	44.75	11.04
	1919-20	54.22	86	25.83	5.15	2.37	2.78	45.10	10.75
	1920-21	54.22	79	27.68	4.57	2.48	2.09	54.35	7.53
Jodhpur-Bikaner ...	1916-17	1,330.32	2,606	3,85.17	81.33	40.17	41.16	49.39	10.69
	1917-18	1,330.32	2,519	3,85.92	96.75	40.91	55.84	42.28	14.47
	1918-19	1,330.32	2,503	3,96.01	1,08.27	50.26	58.01	46.42	14.65
	1919-20	1,330.83	2,278	4,07.54	1,00.95	53.79	47.16	53.28	11.57
	1920-21	1,330.83	2,354	4,37.11	1,03.53	63.88	39.65	61.70	9.07
Junagad State ...	1916-17	120.90	204	63.98	7.49	3.80	3.69	50.77	5.76
	1917-18	120.90	206	67.43	8.14	6.40	1.74	78.60	2.58
	1918-19	135.60	216	77.34	9.98	4.37	5.61	43.74	7.26
	1919-20	140.46	212	79.00	10.64	5.19	5.35	49.21	6.76
	1920-21	140.46	234	86.81	11.25	5.99	5.26	53.21	5.93
Madras and Southern Mahratta ...	1916-17	2,090.02	7,070	18,77.52	2,21.25	1,18.67	1,02.58	53.64	5.46
	1917-18	2,088.55	6,854	18,77.05	2,37.03	1,17.66	1,19.37	50.08	6.93
	1918-19	2,108.01	6,802	18,92.92	2,56.54	1,30.36	1,26.18	50.81	6.67
	1919-20*	1,967.92	6,511	18,42.41	2,53.92	1,41.94	1,21.98	53.78	6.63
	1920-21	1,967.92	6,746	19,80.11	2,68.74	1,83.65	85.09	68.84	4.30
Morvi (including 2' 6" gauge section).	1916-17	92.83	213	53.60	8.69	2.45	6.24	28.26	11.68
	1917-18	92.83	215	53.77	9.76	2.62	7.14	26.86	13.23
	1918-19	92.83	248	53.59	14.44	4.18	10.26	28.92	19.16
	1919-20	92.83	263	54.16	12.89	4.85	8.04	37.59	14.86
	1920-21	92.83	252	56.29	13.04	5.20	7.84	39.88	13.93
Mysore, Birur-Shimoga and Chickajalur-Chitaldrug.	1917-18	102.95	20	81.12	66	60	6	190.30	10.08
	1918-19	102.95	105	90.53	3.81	3.62	19	195.12	0.21
	1919-21†	242.70	314	1,82.43	13.41	8.66	4.75	64.58	2.60
	1920-21	262.46	555	1,99.20	23.25	16.98	6.27	73.03	3.16
Rohilkund and Kunson ...	1916-17	571.23	1,102	3,67.73	42.89	17.88	25.01	41.69	6.80
	1917-18	571.15	1,039	3,66.70	48.73	21.51	27.22	44.14	7.42
	1918-19	571.15	1,139	3,66.70	56.02	28.23	27.79	50.38	7.58
	1919-20	571.13	1,094	3,80.97	52.63	28.91	23.72	54.93	6.23
	1920-21	573.06	1,065	3,94.34§	54.18	28.93	25.25	53.39	6.40

* Includes the Birur-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.

‡ Revised figures.

§ Including the Powayan Light Railway.

APPENDIX 7—contd.

General results of working each railway system.

1	2	3	4	5	6	7	8	9	10
1	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)).
3' 8 1/2" GAUGE—concd.									
South Indian ...	1916-17	1,243.14	6,904	14,27.43	2,54.67	1,28.12	1,26.55	50.31	8.87
	1917-18	1,281.05	5,921	14,78.78	2,74.04	1,21.04	1,53.00	44.17	10.35
	1918-19	1,281.05	5,453	14,74.72	2,74.82	1,28.08	1,46.74	46.60	9.95
	1919-20	1,303.99	5,969	15,03.40	3,16.46	1,73.86	1,42.60	54.94	9.49
	1920-21	1,303.99	6,406	16,57.05	3,27.02	1,95.09	1,31.93	59.66	7.96
Udaipur-Chitorgarh ...	1916-17	67.30	108	22.77	3.75	1.83	1.92	48.80	8.43
	1917-18	67.30	92	22.84	2.76	1.45	1.31	52.48	5.75
	1918-19	67.30	72	22.86	3.37	1.77	1.60	52.37	7.03
	1919-20	67.30	75	22.86	4.38	1.98	2.40	45.19	10.50
	1920-21	67.30	75	22.86	3.63	1.96	1.67	54.04	7.29
2' 6" GAUGE.									
Ahmadpur-Katwa ...	1917-18	32.26	43	19.50	54	55	—1	101.45	...
	1918-19	32.26	71	19.66	94	1.18	—24	125.06	...
	1919-20	32.26	68	19.74	1.22	76	48	61.91	2.33
	1920-21	32.26	75	19.76	1.35	1.21	14	89.43	0.71
Ambaji-Taranga Light§	1919-20	20.50	*	*	*	*	*	*	*
Arakan Light ...	1918-19	18.25	3	28.87	8	11	—3	138.28	...
	1919-20	18.25	20	30.87	47	97	—50	207.05	...
	1920-21	18.25	20	30.78	46	98	—52	214.33	...
Arrah-Sasaram Light	1916-17	65.16	92	23.67	2.26	1.26	1.00	55.70	4.42
	1917-18	65.16	92	22.67	2.54	1.17	1.37	46.22	6.01
	1918-19	65.16	97	22.58	2.47	1.31	1.16	53.02	5.15
	1919-20	65.16	93	22.68	2.80	1.65	1.15	59.13	5.03
	1920-21	65.16	92	22.65	2.89	1.79	1.10	62.09	4.63
Bankura-Damoodar River	1916-17	43.69	18	33.94	22	20	2	38.92	0.07
	1917-18	59.95	104	35.57	1.28	1.21	7	94.58	0.19
	1918-19	59.95	126	35.43	1.33	1.68	15	92.03	0.41
	1919-20	59.95	135	35.50	2.28	1.44	82	63.53	2.31
	1920-21	59.95	116	35.71	1.75	1.71	4	97.65	0.11
Baraset-Basirhat Light	1916-17	52.24	145	23.82	3.57	2.23	1.35	62.07	5.69
	1917-18	52.24	111	23.85	3.08	2.15	93	69.90	3.89
	1918-19	52.24	133	23.90	3.45	2.66	1.39	59.95	5.73
	1919-20	52.24	143	23.94	4.06	2.40	1.66	59.11	6.93
	1920-21	52.24	137	24.20	4.41	2.31	2.10	52.23	3.70
Bansi Light ...	1916-17	117.50	208	76.06	11.25	4.80	6.45	42.73	8.47
	1917-18	117.50	158	76.57	8.61	4.46	4.15	51.75	†5.42
	1918-19	117.50	166	86.28	10.10	4.57	5.23	48.24	†6.05
	1919-20	117.50	223	88.24	15.96	6.07	9.89	38.09	11.46
	1920-21	117.50	212	87.11	14.32	6.62	7.70	46.22	8.84
Bengal Provincial ...	1916-17	33.27	119	11.89	1.28	95	33	74.04	2.79
	1917-18	41.68	112	14.44	1.14	1.00	14	87.72	0.97
	1918-19	41.68	108	14.53	*	*	*	*	*
	1919-20	41.68	118	14.57	1.52	1.14	38	71.00	5.38
	1920-21	41.68	114	14.93	1.50	1.25	25	83.09	1.67
Bukhtiarpur-Bihar Light	1916-17	33.00	39	13.60	1.57	95	62	60.38	4.57
	1917-18	33.00	42	13.84	1.97	1.12	85	57.12	6.09
	1918-19	33.00	43	13.92	1.60	98	62	61.09	4.46
	1919-20	33.00	54	14.20	1.79	1.31	43	33.27	3.36
	1920-21	33.00	64	14.20	3.53	1.40	2.04	42.28	14.36
Burdwan-Katwa ...	1916-17	32.52	84	17.82	1.33	1.25	8	93.57	0.48
	1917-18	32.52	73	17.93	1.32	1.00	32	75.70	1.79
	1918-19	32.52	91	18.09	1.41	1.67	34	76.10	1.67
	1919-20	32.47	83	18.12	1.71	1.03	68	60.44	3.75
	1920-21	32.47	60	18.17	1.67	1.29	38	77.23	2.08
Champaner-Shivrajpur-Pani Light	1916-17	32.40	31	16.38	95	67	28	70.71	†1.71
	1917-18	32.40	43	16.25	25	86	39	68.70	†2.42
	1918-19	32.40	38	16.30	29	1.02	27	73.94	1.66
	1919-20	32.40	42	16.56	1.04	1.28	36	73.26	2.16
	1920-21	33.49	42	16.77	2.07	1.52	55	73.26	3.29

* Information not available.

† Revised figures.

‡ Working suspended with effect from the 4th December 1920, preparatory to going into liquidation.

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 suspension, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5)
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—contd.									
Cutch State ...	1916-17	36.78	23	10.86	93	57	36	61.79	3.31
	1917-18	36.78	24	10.94	59	49	10	83.89	0.86
	1918-19	36.78	*	10.95	1.20	64	56	53.83	5.03
	1919-20	36.78	27	10.95	1.02	33	69	32.15	6.36
	1920-21	36.78	27	10.96	93	51	42	55.24	3.81
Dehri-Rohtas Light ...	1916-17	23.83	35	6.88	2.33	73	1.59	31.70	22.99
	1917-18	23.83	35	6.70	2.18	79	1.39	36.28	†20.74
	1918-19	23.83	38	7.40	2.23	1.37	86	61.17	11.74
	1919-20	23.83	43	7.36	2.07	1.49	1.18	56.14	14.84
	1920-21	23.83	53	8.69	2.79	1.56	1.23	56.16	14.15
Dholpur-Bari ...	1916-17	51.63	84	12.42	1.06	52	54	49.28	4.33
	1917-18	51.63	56	12.93	1.11	67	44	60.56	3.40
	1918-19	51.63	56	13.00	1.18	74	44	62.71	3.38
	1919-20	51.63	56	13.39	1.69	89	70	56.16	5.24
	1920-21	51.63	60	13.62	1.84	93	91	55.72	6.08
Godhra-Lunavada ...	1916-17	25.45	22	12.92	65	54	11	84.02	0.77
	1917-18	25.45	19	12.97	54	58	-4	106.49	...
	1918-19	25.45	19	13.07	79	64	15	81.20	1.13
	1919-20	25.45	23	13.15	88	76	12	85.79	0.95
	1920-21	25.45	38	13.24	1.11	86	25	77.45	1.90
Jessore-Jhenidah ...	1916-17	36.80	80	13.49	1.11	1.43	-32	129.34	...
	1917-18	36.75	69	13.97	89	1.45	-56	162.61	...
	1918-19	36.75	93	14.38	1.03	1.29	-26	†125.86	...
	1919-20	37.00	103	14.33	1.43	1.32	21	86.32	1.47
	1920-21	37.00	93	14.47	1.57	1.54	8	98.09	2.00
Kalignat-Falta ...	1917-18	25.33	49	17.37	89	69	20	77.28	1.16
	1918-19	25.33	59	17.60	1.69	1.19	70	63.05	3.86
	1919-20	25.33	88	18.09	2.20	1.29	91	58.49	5.03
	1920-21	26.24	92	18.42	2.51	1.53	98	61.05	5.32
	Kolar District and Bangalore Chik Ballapur Light.	1916-17	98.75	†82	26.43	1.77	1.46	31	†82.31	0.11
1917-18		102.25	118	30.31	2.61	1.97	64	†75.19	3.42
1918-19		102.20	117	30.86	3.02	2.37	†5	†98.34	0.02
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
Madaya Light ...	1916-17	8.30	*	*	*	*	*	*	*
	1917-18	16.00	*	*	*	*	*	*	*
	1918-19	16.00	*	*	*	*	*	*	*
	1919-20	16.00	*	*	*	*	*	*	*
	1920-21	16.00	30	8.47	87	85	2	97.70	0.24
Morappur-Hosur and Tirupattur-Krishnagiri.	1916-17	98.78	176	40.93	2.49	2.09	40	83.94	1.00
	1917-18	98.78	163	40.99	2.73	2.43	27	89.92	0.67
	1918-19	98.78	165	41.22	2.44	2.71	-27	110.97	...
	1919-20	98.68	163	40.79	3.17	3.36	-19	106.14	...
	1920-21	98.63	167	42.62	3.06	4.45	-1.39	145.71	...
Mourbhanj State ...	1916-17	32.41	25	7.27	52	42	10	80.22	1.42
	1917-18	32.41	24	7.27	52	40	12	75.98	1.73
	1918-19	32.41	24	7.27	46	39	7	81.45	0.99
	1919-20	32.41	29	7.27	65	56	9	85.75	1.27
	1920-21	...	7	...	21	11	10	52.38	...
Nadiad-Kapadvanj ...	1916-17	28.01	48	15.11	1.44	75	69	51.69	4.63
	1917-18	28.01	41	14.99	1.58	84	74	63.12	†4.66
	1918-19	28.01	41	14.99	2.05	94	1.11	45.66	7.45
	1919-20	28.01	41	14.83	2.23	1.06	1.17	47.40	7.92
	1920-21	30.06	41	15.18	2.58	1.21	1.37	47.05	8.99
Parlakimedi Light ...	1916-17	24.62	29	7.67	49	45	4	92.51	0.48
	1917-18	24.62	29	7.67	54	33	21	61.12	2.76
	1918-19	24.62	19	7.67	53	31	22	58.50	2.89
	1919-20	24.62	20	7.68	69	42	27	61.38	3.47
	1920-21	24.62	19	7.68	75	42	33	55.89	4.33
Powayan Light ...	1916-17	38.86	58	8.95	1.01	61	40	60.30	4.47
	1917-18	38.86	58	8.95	1.02	61	41	†60.28	†4.54
	1918-19	††	11	8.95	26	15	11	†60.24	1.12
	1919-20	††	††	8.95	††	††	††	††	††
	1920-21	††	††	...	††	††	††	††	††

* Information not available.

† Revised figures.

‡ Up to 14th July 1920.

†† Temporarily dismantled.

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 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
2' 6" GAUGE—concl'd.									
Shahdara (Delhi)-Saharanpur Light.	1916-17	92.50	148	44.11	6.69	2.76	3.93	41.28	8.90
	1917-18	92.60	150	44.68	7.16	3.46	3.70	48.17	8.81
	1918-19	92.60	185	45.20	7.94	4.14	3.80	52.15	8.40
	1919-20	92.60	115	45.71	7.67	4.36	3.21	57.59	7.02
	1920-21	92.60	117	45.51	6.40	5.03	3.37	59.92	7.40
Tezpur-Ballpara Light	1916-17	20.10	37	4.87	1.48	1.01	.47	68.37	9.55
	1917-18	20.10	34	4.87	1.38	1.03	.30	77.42	6.16
	1918-19	20.10	34	4.87	1.55	1.07	.48	69.02	9.84
	1919-20	20.10	36	4.87	1.66	1.16	.50	69.73	10.29
	1920-21	20.10	34	4.87	1.44	1.26	.18	87.41	8.71
2' 0" GAUGE.									
Darjeeling-Himalayan	1916-17	148.44	461	95.83	16.33	10.23	6.10	62.65	6.87
	1917-18	146.44	543	99.84	16.69	10.17	6.42	61.30	6.43
	1918-19	146.44	556	1,00.75	18.04	11.05	6.99	61.25	6.93
	1919-20	146.44	548	1,01.31	18.76	11.38	7.38	60.66	7.29
	1920-21	146.61	540	1,02.35	19.62	11.99	7.63	61.14	7.44
Gwalior Light	1916-17	249.97	253	75.66	5.63	2.82	2.81	50.06	8.72
	1917-18	249.96	253	75.92	6.58	3.00	3.58	45.56	4.72
	1918-19	249.96	322	78.55	7.73	3.78	3.95	48.96	5.14
	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
Howrah-Amta Light	1916-17	43.87	219	26.44	6.07	3.38	2.69	55.74	10.15
	1917-18	43.87	178	26.52	6.02	3.26	2.76	54.17	10.40
	1918-19	43.87	185	27.02	6.55	3.67	2.88	56.03	10.66
	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
Howrah-Sheakhda Light	1916-17	19.75	86	7.64	1.61	.96	.65	59.53	8.53
	1917-18	19.75	67	7.64	1.62	.97	.65	59.62	8.55
	1918-19	19.75	69	7.62	1.75	.96	.79	54.43	10.49
	1919-20	19.75	64	7.64	1.72	1.08	.66	61.86	8.58
	1920-21	19.75	49	7.85	1.76	1.07	.69	60.47	8.79
Jagadhri Light	1916-17	8.31	14	1.12	.19	.18	.1	*94.55	0.95*
	1917-18	8.31	12	1.12	.19	.17	.2	*91.63	1.40
	1918-19	8.31	12	1.12	.38	.18	...	98.18	0.29
	1919-20	8.31	13	1.10	.25	.16	.9	64.66	8.08
	1920-21	8.31	13	1.11	.30	.16	.14	53.25	12.28
Jorhat (Provincial)	1916-17	32.50	52	11.24	1.65	1.02	.69	61.82	5.62
	1917-18	32.50	52	11.12	1.42	1.19	.23	83.50	2.11*
	1918-19	32.50	51	10.91	1.18	1.21	-.8	107.08	...
	1919-20	32.50	52	11.19	1.26	1.20	.8	95.47	*0.51
	1920-21	32.50	51	11.41	1.32	1.47	-.15	111.88	...
Kulasekarapatnam Light	1916-17	18.00	23	3.93	.80	.83	.47	40.98	15.82
	1917-18	18.00	27	3.46	.32	.37	-.5	115.76	...
	1918-19	32.00	36	5.67	.42	.61	-.19	143.70	...
	1919-20	32.00	42	5.85	.50	.92	-.42	182.22	...
	1920-21	32.00	47	6.25	.73	1.30	-.57	176.02	...
Pipar-Bilara Light	1916-17	25.25	26	2.90	.26	.21	.5	81.08	1.67
	1917-18	25.25	15	2.90	.20	.16	.4	*79.01	1.45*
	1918-19	25.25	18	2.90	.30	.18	.13	58.78	4.82*
	1919-20	25.25	24	2.90	.39	.28	.11	70.75	3.96
	1920-21	25.25	23	2.90	.37	.21	.13	64.80	4.48
Mysore Light	1916-17	11.88	2	3.48	.1	.5	-.4	498.59	...
	1917-18	26.60	19	5.08	.17	.27	-.10	*168.78	...
	1918-19	26.60	39	5.76	.28	.41	-.13	*144.87	...
	1919-20	26.60	21	6.36	.28	.34	.4	85.70	*0.61
	1920-21	26.75	30	6.49	.35	.27	.8	77.14	1.24
Total of all railways	1916-17	86,286	163,601	5,35,27.97	70,08.42	33,40.32	37,28.10	47.26	6.96
	1917-18	31,988	157,036	5,41,79.90	77,36.39	35,36.87	41,99.52	45.72	7.75
	1918-19	36,816	158,583	5,49,74.45	86,28.68	41,80.17	44,48.51	48.45	8.09
	1919-20	36,735	162,161	5,66,37.77	89,16.32	50,45.45	38,49.87	56.81	6.80
	1920-21	37,029	161,803	5,26,80.53	91,93.76	60,29.04	31,69.7	65.64	5.06

* Revised figures.

† Excluding Rs. 1,73,000 spent on the United Provinces (Distillery Siding).

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1920-21.

Class.	Length of line open on the 31st March 1921.	Total capital outlay on open lines to the 31st March 1921, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands.	Working expenses, including steam-boat service, in thousands.	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
5' 6" gauge.								
State lines worked by the State	6,041.45	1,47,58.51	98,994.1	18,526	18,55.90	13,09.48	5,46.42	
State lines worked by Companies a	5,981.55	2,82,17.93	200,170.9	45,703	44,17.60	28,76.67	15,40.93	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32.04	30.99	625.3	120	7.39	3.69	3.70	
Branch line Companies' railways under "rebate" terms, worked by the main line. c	1,159.74	10,42.08	16,469.5	2,275	1,51.92	76.98	75.54	
Company's line subsidized by the Government of India.	206.40	1,97.58	3,627.9	1,109	51.12	24.07	27.05	
District Board lines ...	25.27	19.65	1,175.4	64	2.17	1.17	1.00	
Indian State lines worked by the main line.	587.14	3,99.90	7,405.1	1,303	76.66	46.65	30.01	
Company's line guaranteed by Indian State.	390.18	5,65.28	2,875.8	1,304	85.17	43.14	42.03	
TOTAL FOR 1920-21 ...	18,194.72	4,52,31.91	331,353.8	70,404	66,47.93	43,81.25	22,66.68	5.01
TOTAL FOR 1919-20 ...	17,987.82	4,01,17.51	297,742.7	69,228	64,26.68	36,51.67	27,75.01	6.92
3' 3½" gauge.								
State lines worked by the State e	1,145.53	1,13,95.86	12,452.4	1,850	1,99.17	1,37.18	61.99	
State lines worked by Companies g	8,411.24	1,03,24.36	127,274.8	12,224	15,64.94	10,31.58	5,33.33	
Branch line Company's railway under "guarantee" terms, worked by the main line.	50.81	28.95	h	h	1.31	65	66	
Branch line Companies' railways under "rebate" terms, worked by the main line.	122.24	48.47	1,997.8	55	8.18	3.60	4.58	
Branch line Company's railway under "guarantee and rebate" terms.	100.68	1,09.40	1,296.3	2	9.39	4.70	4.69	
Companies' lines subsidized by the Government of India.	1,728.78	1,291.34	37,220.1	3,551	1,83.09	83.08	97.06	
Company's line subsidized by Local Government.	86.02	1,23.04	667.7	410	13.88	12.25	3.63	
Unassisted Company's line ...	5.23	16.94	87.6	258	1.08	79	24	
District Board lines ...	211.72	1,00.34	5,659.2	311	20.79	12.25	8.54	
Company's line subsidized by District Board.	36.40	33.61	j	j	5.57	2.06	3.51	
Indian State lines worked by Indian States.	2,153.55	10,25.14	16,175.9	2,263	1,86.17	1,11.68	74.49	
Indian State lines worked by the main line.	730.62	4,15.97	7,938.0	592	48.37	31.01	17.36	
Company's line guaranteed by Indian State.	391.40	3,39.05	4,012.8	473	68.81	26.62	42.19	
Lines in Foreign territory worked by British Indian Railway Companies.	73.60	2,07.39	1,934.5	259	11.62	9.71	1.91	
TOTAL FOR 1920-21 ...	15,247.82	1,51,49.86	216,717.1	22,267	29,24.32	14,70.11	8,54.21	5.53
TOTAL FOR 1919-20 ...	15,180.89	1,45,86.01	210,229.2	23,042	22,74.01	12,63.63	10,10.38	6.98

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

a Includes the Brouh-Jambusar (2' 6" gauge) railway, in columns 4 and 5, and the Tumsar-Tirodi (2' 0" 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 Panposh-Raipura railway from columns 4 to 8 for which information was not available.

d Includes the Indian State section of the Jind-Panipat railway.

e Excludes the Aden railway from columns 4 and 5, for which information was not available and the Cawnpore-Burhwal link, 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 Hindupur (Yeovantpur-Blyore Frontier) railway in columns 4 to 8, but excludes the Lucknow-Barcilly 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.

h Includes with the Assam Bengal railway against "State lines worked by Companies."

i Includes with the Bengal Doocars, Lucknow-Barcilly and Tirhoot railways.

j Included with the Bengal Doocars Extensions railway against "Companies' lines subsidized by the Government of India."

APPENDIX 8—concl'd.

Statistical results of working the various classes of railways during the financial year 1920-21.

Class.	Length of line open on the 31st March 1921.	Total capital outlay on open lines to the 31st March 1921, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands \$	Working expenses, including steam-boat service, in thousands \$	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Ra.	No.	Tons.	Rs.	Rs.	Rs.	
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	365.06	4,17,80	2,142.8	427	41,98	51,92	-9,04	
State lines worked by Companies a	972.17	5,59,88	4,278.9	900	49,19	42,70	6,49	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Company.	169.17	1,22,84	1,922.7	54	7,74	6,72	1,02	
Branch line Company's railway under "guarantee" terms worked by the main line.	8.31	2,97	96.2	3	17	10	7	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	89.00	45,19	867.0	165	5,76	3,59	2,17	
(B) Worked by the main line c	476.51	2,22,05	1,189.8	284	22,66	10,57	12,09	
Companies' lines subsidized by the Government of India.	293.83	1,41,31	2,474.4	393	25,51	13,21	12,30	
Company's line subsidized by Local Government.	51.07	47,49	233.7	57	14,69	9,58	5,16	
Unassisted Companies' lines d ...	84.58	27,79	628.1	65	3,23	3,46	-28	
Companies' lines subsidized by District Boards.	271.12	1,15,85	6,139.1	213	24,15	14,02	10,13	
Indian State lines worked by Indian States.	472.77	1,97,67	1,658.5	198	12,59	7,86	4,73	
Indian State lines worked by the main line.	354.05	1,45,51	3,203.2	100	17,30	12,87	4,43	
Company's line guaranteed by Indian State.	38.69	12,41	e	e	1,54	1,13	41	
TOTAL FOR 1920-21 ...	3,586.33	19,98,76	24,833.4	2,836	2,26,51	1,77,68	48,83	2.44
TOTAL FOR 1919-20 ...	3,564.25	19,37,53	25,208.5	2,725	2,14,63	1,50,35	64,28	3.32
TOTAL OF ALL RAILWAYS FOR 1920-21.	628.87 37,000.00	6,26,80,53	572,904.3	95,507	91,98,76	60,29,04	31,69,72	5.06
TOTAL OF ALL RAILWAYS FOR 1919-20.	734.46 36,000.00	5,66,37,77	593,180.4	94,995	89,15,32	50,65,65	38,49,67	6.80

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

b Included with the Bengal Provincial railway against "Unassisted companies' railways."

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

d Excludes the Madaya Light railway from columns 4 and 5, for which information was not furnished.

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

f Excludes the United Provinces Distillery siding.

g Includes cross traffic which is excluded from Appendix 5.

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

APPENDIX 9.

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

Serial number.	Particulars.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.
1.	2.	3.	4.	5.	6.	7.
1	Mileage open at close of the year Miles.	36,266	36,333	36,616	36,735	37,029
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) Re.	5,35,27,97	5,41,79,90	5,49,74,45	5,66,37,77	6,26,80,53
3	Gross earnings (in thousands of rupees) "	70,68,42	77,36,39	86,28,68	89,15,32	91,98,76
4	Gross earnings per mile open "	19,480	21,232	23,565	24,269	24,842
5	Gross earnings per mile open per week "	375	409	453	467	478
6	Gross earnings per train-mile "	4.32	4.93	5.44	5.50	5.69
7	Total working expenses (in thousands of rupees) "	33,40,32	35,36,87	41,80,17	50,65,65	60,29,04
8	Working expenses per mile open "	9,206	9,734	11,416	13,789	16,274
9	Working expenses per train-mile "	2.04	2.25	2.64	3.18	3.73
10	Percentage of working expenses to gross earnings Per cent.	47.26	45.72	48.45	56.81	65.54
11	Net earnings (in thousands of rupees). Re.	37,28,10	41,99,52	44,48,51	38,49,67	31,69,72
12	Net earnings per mile open "	10,274	11,558	12,149	10,480	8,556
13	Net earnings per train-mile "	2.28	2.68	2.80	2.37	1.96
14	Percentage of net earnings on total capital outlay (item 2) Per cent.	6.96	7.75	8.09	6.80	5.08
15	Coaching train-miles (in thousands) Train-miles.	55,719	44,407	44,117	52,092	58,016
16	Goods train-miles (in thousands) "	68,033	72,528	74,263	70,061	67,010
17	Mixed train-miles (in thousands). "	34,874	34,618	34,240	34,169	32,254
18	Total, including miscellaneous, train-miles (in thousands) "	163,604	157,036	158,588	162,161	161,802
19	Unit-mileage of passengers (in thousands) Unit-miles.	17,346,064	16,204,392	18,039,577	20,614,612	22,955,008
20	Freight ton-mileage of goods (in thousands) Ton-miles.	19,825,901	21,015,126	22,140,806	20,401,656	19,020,889
21	Average miles a ton of goods was carried Miles.	230.08	245.87	242.88	232.33	227.56
22	Average rate charged for carrying a ton of goods one mile Pies.	4.01	4.08	4.26	4.43	4.62
	<i>Average miles a passenger was carried.</i>					
23	1st class Miles.	126.60	124.99	133.83	139.16	130.55
24	2nd class "	106.83	96.58	90.64	85.63	77.81
25	Intermediate class "	52.17	71.54	75.97	75.55	71.66
26	3rd class "	37.56	38.91	40.68	40.78	38.73
27	Season and Vendors' tickets "	8.46	8.54	8.81	9.18	9.16
28	Total "	36.82	37.66	39.24	39.64	37.52
	<i>Average rate charged per passenger per mile.</i>					
29	1st class Pies.	13.32	16.58	15.28	16.04	16.72
30	2nd class "	5.07	6.76	7.15	7.59	7.84
31	Intermediate class "	3.14	4.02	4.17	4.21	4.36
32	3rd class "	2.32	2.78	2.88	2.84	2.92
33	Season and Vendors' tickets "	1.43	1.50	1.49	1.54	1.50
34	Total "	2.48	2.99	3.08	3.09	3.18

APPENDIX 10.

Railways and tramways projected up to the 31st March 1921.

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.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	{ 3' 3 $\frac{1}{2}$ " } 2' 0"	26	18'69	Reconnoitred in 1916. Traffic survey sanctioned in 1920.
Assam-Burma connection railway.	...	(See under Burma)	...	...	...	...
Bagmara-Siju-Jankaray railway.	A. B. ...	Bagmara via Siju to Jankaray.	Surveyed in 1920. Not ...	{ 3' 3 $\frac{1}{2}$ " } 2' 6"	23	42'55 40'57	
Bishnath railway	...	Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...	2' 0"	82	9'26	(a)
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang	Surveyed in 1917.	3' 3 $\frac{1}{2}$ "	17	24'50	
Diphu-Miji Ingling railway	A. B. ...	Diphu to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2' 0"	16	5'08	
Ferkating-Badulipara-Amguri railway.	A. B. ...	Ferkating to Amguri via Badulipara with a branch to Dhansiri river.	Surveyed in 1917-18.	3' 3 $\frac{1}{2}$ "	69	50'74	
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj and Shaistaganj to Begamkhan	Surveyed in 1912.	3' 3 $\frac{1}{2}$ "	16	3'85	(a) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	{ 3' 3 $\frac{1}{2}$ " }	80 18	17'25 9'31	(a)
Khowang-Lakwa or Amguri railway.	D. S. ...	Khowang to Lakwa or alternative to Amguri via Sib-sagar.	{ Not ... }	{ 3' 3 $\frac{1}{2}$ " }	19 41	20'81 40'15	Reconnoitred in 1917. 2nd alternative preferred by Assam Government.
Nalbari-Tangla railway	E. B. ...	Nalbari to Tangla (direct alignment). Pathala to Tangla (alternative alignment.)	Not ...	{ 3' 3 $\frac{1}{2}$ " }	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)
Singri-Okung tramway	...	Singri to Orung	Surveyed in 1919.	2' 6"	15	6'21	New project.
Sorupeta-Barpeta railway	E. B. ...	Sorupeta to Barpeta	Not ...	3' 3 $\frac{1}{2}$ "	12	6'22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3' 3 $\frac{1}{2}$ "	23	10'78	(a) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chatterk.	Surveyed in 1916.	3' 3 $\frac{1}{2}$ "	26	16'68	(a)
	A. B. ...	(2) Madhupur to Ishamati	Not ...	3' 3 $\frac{1}{2}$ "	14	29'85	} Preliminary survey made in 1917.
	A. B. ...	(3) Tarapunji to Therria ghat.	Not ...	3' 3 $\frac{1}{2}$ "	5	4'93	
	A. B. ...	(4) Ishamati to Mawlong coal siding.	Not ...	2' 6"	3	2'21	
	A. B. ...	(5) Ishamati to Therria	Not ...	3' 3 $\frac{1}{2}$ "	6	...	
	A. B. ...	(6) Sylhet to Therria Ghat, via Madhopur and Tarapunji.	Surveyed in 1917-18.	3' 3 $\frac{1}{2}$ "	33	46'94	(a)
	A. B. ...	(7) Tarapunji to Ishamati	Surveyed in 1915.	2' 6"	2	0'92	
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat	Surveyed in 1915.	3' 3 $\frac{1}{2}$ "	24	30'76	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway	E. B. ...	Tangla to Borjuli or Tangla to Rangapara	Surveyed in 1905-06.	{ 3' 3 $\frac{1}{2}$ " } { 3' 3 $\frac{1}{2}$ " }	48 50	25'40 (b) 27'84 (c) 25'37	Estimates revised and brought up to date in 1915.
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...
Akhaura-Birendranagar railway.	A. B. ...	Akhaura to Birendranagar	Not ...	3' 3 $\frac{1}{2}$ "	15	6'75	Reconnoitred in 1919.
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3' 3 $\frac{1}{2}$ "	48	...	(a) Reconnaissance sanctioned.

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

(b) With new girders and rails.

(c) With second hand girders and rails.

† Srimangal-Maulvibazar section—cost Rs. 6'76 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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.	
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi 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 Churai 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"	37	103.64	See "Indo-Burma connection railway."
		(ii) Chakaria to Maungdaw			77	90.92	
		(iii) Maungdaw to Buthidaung.			10	22.94	
		(iv) Buthidaung to Akyab			67	117.22	
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	26.38	
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"	84	...	Reconnaissance sanctioned. Faridpur to Bhanga (20 miles) surveyed in 1913-14 and estimated to cost Rs. 26 lakhs. Reconnaissance sanctioned.
Ghum-Simana Bustee railway	D. H. ...	Ghum to Simana Bustee ...	Not ...	2' 0"	10	...	
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	42.99	(a)
		(1) Direct alignment ...			44	42.67	
		(2) Alternative ...			44	82.00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3' 3½"	38	81.69	(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	
Jessore-Jhenida railway extension.	J. J. ...	(i) Jhenida to Kaliganga	Not ...	2' 6"	26	19.29	(a) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati via Magura.			34	23.02	
		(iii) Jessore to Bagmara via Narail.			60	65.85	
		(iv) Jhenida to Sulkopa ...			11	...	
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 Kbagraghat railway. Reconnoitred in 1917-18.
Kandi Extension Railways	E. I. and E. B.	(i) Berhampore to Bhairamara.	Not ..	5' 6"	47	64.13	
		(ii) Kandi to Bhairamara...			63	95.79	
		(iii) Kandi to Halsa ...			62	93.85	
Kholapota-Baduria Branch of Baraset Basirhat railway	B. B. E. Ry.	Kholapota to Baduria ...	Surveyed in 1918.	2' 6"	4	(b) 1.60	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5' 6"	80	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905. Reconnoitred in 1915.	3' 6"	55	25.53	(a) Estimates revised in 191
				5' 6"	57	50.00	

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

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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.	
BENCAL—contd.							
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur and ...	Surveyed in 1912-13.	3' 3½"	21	11.76	(a) Concession granted.
Magra Hat-Kakdwip railway.	E. B. ...	Ulipur to Chilmari ... Magra-Hat to Kakdwip ...	Not ...	{ 5' 6" 2' 6"	29	27.95 20.18 32.99	Further reconnaissance on 5' 6" gauge sanctioned.
Magra-Hat-Kulpi-Kharee railway.	E. B. ...	Magra-Hat to Kulpi via Bistupur with a branch from Bistupur to Kharee.	Surveyed in 1916.	{ 5' 6" 2' 6"	29	19.99	(a)
Midnapore District Feeder railway.	B. N. ...	See remarks ...	Not ...	...	...	...	(a) Traffic and reconnaissance surveys of the area included between the Howrah Khargpur and Khargpur-Vishnupur section of the Bengal-Nagpur railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
Mymensingh-Bhairab Basar Railway Extension.	M. B. ...	(i) Kishoregunge to Bajitpur. (ii) Atharabari to Goh Basar. (iii) Atharabari to Hossein Pur. (iv) Kishoregunge via Karimgunge to Ganeshpur.	Surveyed in 1920.	...	43 13 26 13	82.88 9.80 17.31 8.60	(a)
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin (i) Northern route via Nandaupur. (ii) Northern route via Gangaer. (iii) Southern route via Kalihati and Elenga. (iv) Southern route via Bala. Tangail to Singhjani ... Tangail to Bausi ... Tangail to Sariaabari ... Tangail to Aricha ... Dacca to Aricha ... Singhjani to Deopara ... Aricha to Munshiganj with branches to Rajbari, etc. Tangi to Singhjani (Jamaipur via Tangail):— (i) Tangi to Tangail (ii) Tangail to Singhjani	Surveyed in 1913-14.	3' 3½"	67 63 61 59 47 41 82 41 46 39 100	66.33 62.57 60.50 60.25 37.98 34.88 30.66 22.21 28.21 32.98 104.97	Reconnoitred in 1915. (a) Reconnoitred in 1916.
Mymensingh-Phulpar-Halooaghat railway.	E. B. ...	Mymensingh to Phulpar with an extension to Halooaghat.	Surveyed in 1917-18.	3' 3½"	47	42.55	(a) Surveyed in connection with "Jamaipur-Bakshiganj-Nalitabari railway."
Nabharn-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-Raupur Boajia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, or alternative to Abdalpur	Surveyed in 1913. Surveyed in 1914.	5' 6" 5' 6"	57 51	63.98 77.31	Cost includes conversion to 5' 6" gauge of Nachoul-Godagri metre gauge section.
Naihati-Habra-Satkhira railway.	E. B. ...	Naihati via Habra to Satkhira.	...	5' 6"	45	...	Reconnaissance sanctioned. Alternative to Nabharan Satkhira railway.
Netrakona-Mohanganj railway.	M. B. R.	Netrakona to Mohanganj	Surveyed in 1916.	3' 3½"	17	14.56	(a) Estimate brought up to date in 1920.
Nuxulbari-Panighatta railway.	D. H. E. ...	Nuxulbari to Panighatta	Not ...	2' 0"	10	2.61	(a) Reconnoitred in 1915.
Panchura-Tamluk railway	B. N. ...	Panchura to Tamluk ...	Not ...	2' 0"	14	...	(a)
Parbatipur Bonarpara Ry.	E. B. ...	Parbatipur to Bonarpara ...	Surveyed in 1919.	3' 3½"	54	30.50	
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3' 3½"	12	...	Survey sanctioned.
Patgram-Mokliganj railway	B. D. ...	Patgram to Mokliganj ...	Surveyed in 1895-1896.	3' 3½"	7	...	
Phulbari Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3' 3½"	13	4.42	
Purnea 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 via Ramchandrapur.	Not ...	3' 3½"	31	26.58	Reconnoitred in 1917. Rajapur-Ramchandrapur 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 1921.

NAME OF PROJECTS.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—contd.							
Sainthia-Bhairamara railway	E. I. ...	(i) Sainthia to Bhairamara via Berhampore, or (ii) Sainthia to Bhairamara via Kandi, or (iii) Sainthia to Halesa via Kandi.	Not ...	5' 6"	91 88 87	Lakhs of rupees. 115.80 120.56 116.62	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 1916-16	2' 6"	41	31.99	(a)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3' 3½"	54	53.35	(a)
Santahar-Dinajpur railway	E. B. ...	Santahar to Dinajpur ...	Not ...	5' 6"	00	...	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 ...	3' 3½"	...	...	Survey of left bank of the Jamuna opposite Sirajganj completed.
Tangi-Tangail Singhiani (Jamalpur) railway.	E. B. ...	See "Mymensingh and Dacca Districts railways."	...	...	...	...
Udaipuram Baipur railway	K. F. ...	Udaipuram to Raipur ...	Not ...	2' 6"	9	...	Reconnaissance sanctioned.
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 Gaighat and (ii) Gaighat to Jamooee ...	Not ...	5' 6" 2' 6"	18	12.04 9.47	Reconnitred in 1915.
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5' 6"	44	32.35	
Bechupur-Rangarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal sarai) to Leiyu.	Surveyed in 1910.	5' 6"	269	361.64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915	5' 6"	29	25.55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5' 6"	...	...	Bhagalpur to Bausi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5' 6"	171	168.00	
Bokharo and Rangarh Coalfield railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5' 6"	42	50.02	Section from Mohuda to Berme (flag station) 22 miles opened, and Berme to Duneya about 19 miles sanctioned for construction.
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 Purnea Districts railways.	...	See under "Purnea and Dinajpur District 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 Mau to Daudnagar.	Not ...	2' 6"	61 26	...	(a)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5' 6"	22	(b)12.80	(a)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2' 6"	41	14.58	(a)
Hesla-Manharpur railway...	B. N. ...	Hesla to Manharpur ...	Not ...	5' 6"	170	...	Survey sanctioned.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhubani ...	Not ...	2' 6"	12	3.77	Reconnitred.
Jagatpur-Kondrapara railway.	B. N. ...	Jagatpur to Kondrapara ...	Surveyed in 1917.	2' 6"	33	15.53	(a)
Kolhan and Keonjhar railway.	B. N. ...	(i) Auda via Chaibasa to a point in the neighbourhood of Jamda with a branch (ii) from Maluka on (i) to Jaitgarh. (iii) Best alignment to serve (the iron ore deposits to the south of Jamda, with the town of Keonjhar as a final objective.	Surveyed in 1918-19. Not ...	5' 6"	68 7	73.17 6.25	Construction of (i) sanctioned. 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. 10.32 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

NAME OF PROJECTS.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BIHAR & ORISSA—							
<i>contd.</i>							
Laheriasara-Singhia Shakarpura extension.	B. & N.W.	Laheriasara to Shakarpura	Not ...	3' 3½"	...	...
Lohardaga extension railway.	B.N. ...	Lohardaga to Venkatnagar. With a branch from Patua to Dongabara.	} Not {	5' 6"	232	898'73	} Reconnoitred in 1915.
				5' 6"	103	173'13	
Lohardaga-Netarhaut railway.	B.N. ...	Lohardaga to Netarhaut ...	Surveyed in 1917-18.	2' 6"	38	16'39	
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"	98	32'70	
Purnea and Dinajpur District railways.	E. B. ...	(i) Kasba to Kissongunge with branch from Kutti to Sikti.	} Not ...	3' 3½"	33	31'69	} Reconnaissance made in 1914.
		(ii) Arariya to Thakurgunge with branch from Joki to Sikti.			44	30'97	
		(iii) Arariya to Sikti and Garbandanga.			49	39'05	
		(iv) Thakurgunge to Sikti			22	14'00	
	D. H. ...	(v) Thakurgunge to Sikti	Surveyed in 1915.	3' 3½"	49	36'90	(a) In substitution of Kutti-Sikti and (ii) and (iii).
	E. B. ...			2' 0"	49	27'80	
	D. H. ...	Thakurganj to Bahadarganj and via Joki Hat and Arariya to Itahura (near Arariya Road). Itahura to Kamalpur and Kursela.			54	24'30	
		<i>Branches—</i>					
		(i) Bahadarganj North to Garbandanga.	} Not ...	2' 0"	16	5'60	} Reconnoitred.
		(ii) Joki Hat to Kauri (Sikti).			22	8'80	
		(iii) Chahatpur to Kalpin Bebeganj (Phulbari on map).			11	3'85	
		(iv) Pothimar Jagir to Kissonganj.			13	5'55	
		<i>Alternatives to the above—</i>					
		(i) Kursela to Kasba via Sarai.	} Not ...	2' 0"	49	21'40	} Reconnoitred.
		(ii) Kasba to Kissonganj			36	18'00	
		(iii) Branch to Bahadarganj Tulsia to near Garbandanga.			24	8'40	
		(iv) Branch from near Kasbir Amur to Kuari.			33	13'20	
	D. H. Ry. Extension.	Kissongunge to Siliguri via Titalia.	Surveyed in 1918.		56	49'55	Including cost of conversion of Kissongunge-Islampur section from 2 ft. to metre gauge.
		Titalia to Jalpaiguri. ...	"		25	20'51	
		<i>Alternative to the above.</i> Rungunge to Jalpaiguri ...	Not ...		31	24'39	Preliminary survey made in 1918.
		Islampur to Dinajpur via Lahiree Hat-Nischintpur and Birgunge.	"		61	40'27	Do.
		<i>Alternative to the above.</i> Islampur to Dinajpur via Lahiree Hat Nekuurd Pirgunge and Boohagunge.	Surveyed in 1920.	3' 3½"	58	40'47	
		<i>Alternative to the above.</i> Islampur to Radhikapur via Lahiree Hat Nekuurd and Pirgunge.	Not ...		51	31'87	} Preliminary survey made in 1918.
		Lahiree Hat to Haldibari ...	"		36	27'66	
		Kissongunge to Nekuurd Pirgunge to Pooahagarh via Thakurganj.	Surveyed in 1920.		23	14'01	
		Hariharpur to Atwari ...	Not ...		39	24'78	
Purneah-Kissonganj railway	E. B. and D. H. Extension.	Purneah to Kissonganj ...	Not ...	3' 3½"	36	9'44	Preliminary survey sanctioned.
Saintilla-Naya Dumka railway.		(See under Bengal) ...					
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5' 6"	190	237'00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5' 6"	49	30'62	To connect Raipur-Visianagram 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 1921.

NAME OF PROJECTS.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BIHAR & ORISSA— <i>contd.</i>							
South Karanpura Coalfield railway.	B. N. ...	Duneya to South Karanpura Coalfield via Hesla.	Surveyed in 1918-19.	5' 6"	22	Lakhs of rupees. 32.32	Estimates being revised.
Talohir Coalfield railway ...	B. N. ...	Cuttack to Talohir ...	Not ...	5' 6"	65	...	(a) New project. Question of gauge under consideration.
Tewaraha-Sitamardi branch railway.	B. & N. W.	Tewaraha to Sitamardi ...	Surveyed in 1906-07.	3' 3½"	30	16.53	Tewaraha is at mile 19 on projected Buzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea railway	M. B. ...	Thakurgaon to Purnea ...	Not ...	3' 3½"	...	...	(a)
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2' 6"	12	...	(a)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2' 6"	17	...	(a)
BOMBAY							
Ahmadnagar and Nasik District railway.	G. I. P. ...	(i) Nasik city to Belapur. With a branch from Waves to Sangamner.	...	3' 6" 3' 3½" 5' 6" 2' 6" 3' 3½"	77 17	41.95 49.41 45.85 8.63 9.98 9.26*	(a) Reconnoitred in 1916.
		(ii) Belapur to Sheogaon.	Not ...	2' 6" 3' 3½" 5' 6"	45	21.29 26.14 26.01	Commencement of earthwork sanctioned as a measure of famine relief.
Ahmedabad-Kapadvanj railway.	B. P. ...	See remarks ...	...	...	...	...	Survey of the area between Kapadvanj-Daswad section of the Nadiad-Kapadvanj railway on the one side and Ahmedabad-Narod section of the Ahmedabad-Parantij railway on the other sanctioned.
Ambaji-Taranga railway ...	B. B. & C. I.	From Varethia to Sankar Mauli Ambaji.	Surveyed in 1910-12.	2' 6"	32	22.20	Construction of the first 18 miles to Samia by a private company sanctioned in 1911. Estimated cost revised in 1914.
Andheri tramway	B. B. & C. I.	Andheri to Vesava ...	Surveyed	3' 3½"	3	1.11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3' 3½"	31	24.42	
Baramati-Baura railway ...	D. B. ...	Baramati to Baura ...	Surveyed in 1918.	2' 6"	36	18.77	
Baramati-Pandhara railway	D. B. ...	Baramati to Malegaon and thence to Pandhara.	Not ...	2' 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 Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2' 6"	17	8.69	(a)
					16	8.15	
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, via Saundatti and Alagwadi or via Saundatti and Nargund.	Surveyed in 1913-14.	3' 3½"	87	50.12	
Bijapur-Talikote railway ...	M. & S. M.	Bijapur to Talikote via Hipparji or alternative via Begavadi.	Not ...	3' 3½"	60	27.00	(a)
Bilimora-Kalamba railway extensions.	B. B. & C. I.	(i) Bilimora to Bilimora Bundar.	Not ...	2' 6"	1	...	
		(ii) Kalamba to Jherria ...	Not ...	2' 6"	3	...	New project. Proposed by Baroda Durbar.
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Virangam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5' 6"	...	...
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial via Dharmpur.	Surveyed in 1912-14.	2' 6"	24	9.50	(a)
Chinchli (Kudohi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudohi to Bagalkot, via Jamkhandi.	Surveyed in 1911-12.	3' 3½"	75	49.73*	52 miles will be in Indian States.
Chinchwad-Narayangaon railway.	G. I. P. ...	Chinchwad to Narayangaon	Not ...	5' 6"	38	...	Alternative to Talegaon-Manchar railway.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuski ...	Not ...	2' 6"	57	22.23	Reconnoitred in 1906 as part of Bodli-Barwaha railway.
Dandeli-Kirawati railway	M. & S. M.	(i) Dandeli to Bhagvathi ...	Surveyed in 1919-20.	3' 3½"	12	5.67	New project. Will be extensions of Alanwar-Dandeli railway.
		(ii) Bhagvathi to Kirwati ...	Not ...	2' 6"	11	5.98	
Dassalwada-Bahiel railway	N. K. ...	Dassalwada (on Nadiad-Kapadvanj railway) to Bahiel via Atersumba.	Not ...	2' 6"	12	...	
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Not ...	3' 3½"	27	17.63	Reconnoitred in 1919.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (i) Diodar to Radhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900.	3' 3½"	101	28.66	(a) Extension of Palanpur-Deesa railway. Deesa-Diodar section (28 miles) costs 7.98 lakhs and Diodar-Tharad section (33 miles) costs 2.44 lakhs.

(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 1921.

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.							
Dhond-Baramati Extensions railway.		See "Baramati-Baura" and "Baramati-Pandhera" Railways.	...	...	Miles. ...	Lakhs of rupees. ...	
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' 3½"	34	18.75	
		1. Amod to Palej ...					
		2. Bardoli to Kadod ...					
		3. Farejedi to Rardhu vid Bareja Naika.					
		4. Bhalaj to Ahima vid Od Sili.					
		5. Boriavi to Pausora vid Chakalasi Wansol.					
		6. Boriavi to Wadtal ...					
		7. Broach to Lucera vid Samui Dehej.					
		8. Balsar to South Dange vid Khergam.					
		9. Dharampur to Mandwa					
Guzerat Feeder railways ...	B.B.&C.I.	10. Dohad to Ali-Rajpur ...	Not...	2' 6"	...	...	Reconnoitred in 1920.
		11. Dohad to Jhalod ...					
		12. Dohad to Kundanpur ...					
		13. Halol to Bahadorpur vid Goraj.					
		14. Jhalud to Kushalgarh...					
		15. Kaira to Mahuda vid Mehmedabad.					
		16. Kala-Amba to Waghai					
		17. Kim to Mandwi ...					
		18. Nadiad to Chanel vid Salun Moholel.					
		19. Pardi to Ghiwal ...					
		20. Sayan to Bhagwa vid Olpad.					
		21. Shivrajpur to Bodeli ...					
		22. Umreth to Sandalpur vid Bechri Sureli.					
		23. Vasad to Khambolaj vid Suresa.					
Harij-Khakhhal railway ...	G. Mehsana	Harij to Khakhhal ...	Not ...	3' 3½"	...	...	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M.	Haveri to Havanur ...	Surveyed in 1917.	{ 3' 3½" } { 3' 6" }	21	{ 13.53 } { 13.76 }	
		Alternatives.					
		Karajgi to Havanur ...	Not ...	3' 3½"	21	13.92	Reconnoitred in 1917.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami and Sami to Radhanpur ...	Not ...	{ 3' 3½" } { 5' 6" }	...	...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi vid Kalghatgi and Mundgad ...	Not ...	{ 3' 3½" } { 2' 6" }	65	{ 40.43 } { 36.94 }	(a) Reconnoitred in 1917-18.
Indore-Dohad railway ...	...	(See under Central India)...	...	...	...	...
Jhagadia-Dedipada railway	Rajpipla.	Jhagadhi to Dedipada vid Thava.	Not ...	2' 6"	27	...	New project. Proposed by Rajpipla Durbar.
Jambusar Kavi railway ...	B. P. and C. I.	Jambusar to Kavi ...	Not ...	3' 6"	17	...	Traffic investigation carried out in 1920.

(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 1921.

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.							
Jamnagar-Dwarka extension railway.	J. N. ...	(i) Jamnagar to Dwarka, (Kuranga) with a branch to Salaya from Khambhaliya	Resurveyed in 1919.	3' 3½"	66 9	51.15	Proposed by the Navanagar Durbar.
		(ii) Khambhaliya to Wansjaliya with a quarry siding from Bhanwad to Banpur.	Not ...	3' 3½"	35 8	28.42	Preliminary Survey made in 1919.
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan <i>via</i> Kodinar.	Not ...	3' 3½"	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Jour (or Poplaj)-Kharda railway.	G. I. P. ...	Jour (or Poplaj) to Kharda	Not ...	2' 6"	40	...	(a)
Jhansi-Manmad railway ...	...	See under Central India.	...	...	...	...
Junagad railways ...	J. N. D. ...	(i) Talala to Visvadar <i>via</i> Sasan. (ii) Una to Timbi ... (iii) Una to Nava Bandar	Not ...	3' 3½"	...	...	Proposed by Junagad Durbar. Survey sanctioned.
Kalol-Viramgam railway ...	B.B. & C.I.	Kalol to Viramgam	Not ...	3' 3½"	29	...	Proposed by Baroda Durbar, but abandoned for the present.
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(i) Kalyan to Karjat <i>via</i> Talaja and Chowk. with Talaja-Sarsola branch <i>via</i> Belapur. Chowk to Nagothna extension.	Surveyed in 1907-08.	2' 0" 2' 6" 2' 0" 2' 6" 2' 6"	40 9 37	15.22 16.17 2.57 2.79 12.33	Reconnoitred in 1907-08.
		(ii) Diva station to Panvel with branch from Talaja to Belapur.	Surveyed in 1915-16.	2' 6" 5' 6"	21	20.20 19.47*	(a) Preferred to (i).
		(iii) a point near Thana Bridge Station to Belapur.	Not ...	2' 6"	...	...	New project. Reconnaissance sanctioned.
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa <i>via</i> Band.	Surveyed in 1912-13.	2' 6"	40	14.74	(a) Concession granted.
Karad-Chiplun-Ulva railway	M. & S. M. M. K. K.	Karad to Ulva <i>via</i> Chiplun Khadro to Pritamabad ...	Not ... Surveyed in 1915.	3' 3½" 3' 3½"	202 5	1.17	Survey sanctioned in 1919. (a) Postponed indefinitely.
Khijadis-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3' 3½"	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911 and again in 1917.	3' 3½"	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	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(i) Badin to Jungshahi ... (ii) Tando Muhammad Khan to Mirpur Butora.	Surveyed in 1902.	5' 6"	33 22	17.19 8.87	(a) Concession granted.
Lunavada-Sunth Rampur railway.	G. L. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2' 6"	21	13.20	(a)
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satara.	Surveyed in 1913.	2' 6"	...	...
Meghraj Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Surveyed in 1916.	2' 6"	15	5.23	(a)
Moha (Mohuva)-Bardoli railway.	B.B. & C.I.	Moha (Mohuva) 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, <i>via</i> Piej, Vasu and Matar.	Surveyed in 1913-14.	2' 6"	17	8.05	(a) Portion from Vasu to Piej constructed. Earthwork sanctioned as a measure of famine relief.
Nevasa-Nasik railway ...	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...
Nipani branch railway ...	M. & S. M.	(i) Chinchli route ... (ii) Raibag route ... (iii) Shirol Road route ... (iv) Raibag (direct) route...	Surveyed in 1912-13. Do. Reconnoitred in 1915.	3' 3½" 3' 3½"	35 32 35 31	22.96 22.03 25.71 20.12	(a)

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

* With second-hand permanent-way materials.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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.							
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Surveyed in 1917.	2' 6"	83	Lakhs of rupees. 59.57	Concession to Barsi Light railway granted.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2' 6"	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda via Amalner.	Not ...	5' 6"	28	...	(a)
Patanwale Branch of Gondal Porbandar railway.	G. P. ...	Jam Jodhpur to Patanwal...	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 Jeur (Popal) Kharda railway.
Secunderabad-Gadag railway	...	(See under Hyderabad)	...	...	...	...	...
Sidsar Patan railway ...	Gondal ...	Sidsar to Patan	Not ...	3' 3 3/4"	...	...	Proposed by Gondal Durbar. Survey sanctioned.
Sorghad-Vajpur railway ...	T. V. ...	Sorghad to Vajpur	Not ...	2' 6"	...	...	Proposed by Baroda Durbar.
Talegaon-Manohar railway	G. I. P. ...	(i) Talegaon to Khed	Surveyed in 1912, resurveyed in 1913.	2' 6"	22	17.58	(a)
Thasra-Virpur railway ...	B. B. & C. I.	(ii) Khed to Manohar Thasra to Virpur via Balsinor.	Not ... Surveyed in 1913-14.	2' 6"	8 34	12.99	(a)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon	Surveyed in 1914.	2' 6"	42	19.81	(a)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana via Ankiso Borsad, Boohasan, Virsad and Ras.	Surveyed in 1917.	5' 6"	26	19.09	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan	Not ...	3' 3 3/4"	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara	Not ...	3' 3 3/4"	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway. Construction of the line as far as Hansipur (1 1/2 miles) sanctioned.
Virangam-Radhanpur railway.	B. B. & C. I.	Virangam to Sami and Sami to Radhanpur	Surveyed in 1907-09.	5' 6"	45 15	59.40 43.84	(a) Estimates revised in 1917.
BURMA.							
Aungban-Heho railway ...	B. ...	Aungban to Heho	Surveyed in 1910.	3' 3 3/4"	18	16.27	Estimate revised in 1915. This is an extension of the Southern Shan States railway. Reconnoitred in 1905-06.
Bhamo-Momein (Tongyush) railway.	B. ...	Bhamo to Momein	Not ...	2' 6"	122	127.52	(i) Chittagong-Akyab section resurveyed. See under "Bengal."
Indo-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minla. (Aeng Pass route.) (ii) Lunding-Manipur-Tammu-Yawo-Kyathin (Manipur route.) (iii) Makum to Mogaung... (Hukong valley route.) (iv) Chittagong-Taungup-Promo. (v) Chittagong-Pyinmana...	Surveyed in 1894-95. Surveyed in 1908-09. Surveyed in 1914-15.	3' 3 3/4"	450 385 284 490	700.00 650.00 383.00 841.94	(i) Chittagong-Akyab section resurveyed. See under "Bengal." Preliminary survey of the Hukong Valley route sanctioned.
Kyaikthin-Yindaik railway	B. ...	Kyaikthin to Yindaik	Not ...	3' 3 3/4"	20	...	(a) Including 132 miles of ferry. Reconnoitred in 1914-15. See "Pyinmana-Magwe railway."
Kyangin-Petye railway ...	B. ...	Kyangin to Petye	Surveyed in 1908-Resurveyed in 1916.	3' 3 3/4"	8	4.79	New project. Survey sanctioned.
Lower Burma railway ...	B. ...	(i) Ye to Tavoy and to steamer anchorage. (ii) Tavoy to Amya, via Myitta. (iii) Moulmein to Three Pagodas. (iv) Ye to Three Pagodas... (v) Moulmein to Amherst (vi) Moulmein to Chaungwabyin. (vii) Chaungwabyin to Mergui (viii) Mergui to Karathuri (ix) Karathuri to Victoria Point.	Not ...	3' 3 3/4"	125 137 108 54 56 235 161 159	72.03 72.03 59.02 58.51 21.98 98.91 64.46 111.81	Reconnoitred in 1912. Reconnoitred in 1913.
Madonk-Nyaunglebin-Pado railway.	B. ...	Madonk to Nyaunglebin ... and Nyaunglebin to Pado	Surveyed in 1908-10.	3' 3 3/4"	10	5.40	(a)
Moulmein-Myawaddy railway.	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3' 3 3/4"	13 78	6.27 100.19	

(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 1921.

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.—concl'd.							
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3' 3½"	67	53'30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Magwe	Surveyed in 1907-1908. Resurveyed in 1918.	3' 3½"	67 51	69'63 60'85	Proposed in 1905 as a famine relief work. The section up to Taungdwingyi sanctioned for construction.
Pyinyaung-Mimpolaung railway.	B. ...	Pyinyaung-to Mimpolaung.	Not ...	3' 3½"	13	...	(a) New project. To serve coal mines.
Sakantra-Namtung railway.	B. ...	Sakantra to Namtung ...	Not ...	3' 3½"	14	...	(a) New project. To serve coal mines.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin via Letkobin.	Surveyed in 1899.	3' 3½"	30	14'43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (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	*68'08	Proposed by Burma corporation.
CENTRAL INDIA.							
Barwaha-Bodeli railway ...	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2' 6"	163	61'15	Construction of Bodeli-Chhota Udaipur section (24 miles) sanctioned, and of Chhota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5' 6"	107	276'78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Chhatarpur-Rajgarh railway	G. I. P. ...	Chhatarpur to Rajgarh ...	Not ...	2' 6"	24	...	} Reconnaissance sanctioned.
Chhatarpur-Bijawar railway	G. I. P. ...	Chhatarpur to Bijawar ...	Not ...	2' 6"	20	...	
Daltonganj-Jubbulpur railway.	...	(See under Bihar and Orissa)	...	...	...	...
Damoh-Amanganj railway ...	...	(See under C. P.)	...	...	...	...
Garotha-Mau-Ranipur-Mad- aura-Tehri-Lalitpur rail- ways.	G. I. P. ...	(i) Mau-Ranipur north to Gursarai. (ii) Mau-Ranipur south to Lalitpur via Mahroni. (iii) Mahroni to Madaura Branch. Alternatives (iv) Mau-Ranipur north to Garotha. (v) Mau-Ranipur south to Lalitpur via Banpur and Mahroni.	Not ...	2' 6"	28 84 14 25 86	13'89 40'44 7'02 12'56 43'01	} Reconnoitred.
Godhra-Kuksi railway ...	B. B. & C. I.	Godhra to Kuksi via Baria	Not ...	2' 6"	97	...	
Indore Broad Gauge connec- tion railway.	G. I. P. ...	Indore to a point on the Bhopal-Ujjain section of G. I. P. Railway.	Not ...	5' 6"	42	...	Proposed by Baria Durbar. New project. Proposed by Indore Durbar. Survey sanctioned. Will form part of Jhansi-Manmad Railway.
Indore-Dhar railway ...	B. B. & C. I.	Indore to Dhar ...	Not ...	5' 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"	163	...	Proposed by Indore Durbar in preference to Indore-Dohad railway.
Indore-Dohad railway ...	B. B. & C. I.	Indore to Dohad or Anas...	Not ...	5' 6"	120	...	
Jhansi-Manmad railway ...	G. I. P.	Jhansi to Manmad via Biora, 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. Proposed by Gwalior-Durbar. Survey sanctioned.
Mhow-Barnagar Railway ...	B. B. and C. I.	(i) Mhow to Sirdarpur, and (ii) Sirdarpur to Barnagar. (See under * United Provinces.)	Not ...	3' 2½" 2' 6"	...	...
Mirzapur-Maihar chord railway.	...	(See under * United Provinces.)	...	...	...	...
Neemuch-Pachpahar-Chhabra railway.	G. I. P. & B. B. & C. I.	(i) Neemuch to Pachpahar (ii) Pachpahar to Jhalarpatan. (iii) Jhalarpatan to Chhabra.	Not ...	3' 3½" 5' 6" 5' 6"	61 26 60	43'28 26'52 63'86	} Proposed by Jhalawar Durbar. Reconnoitred in 1919-20. Pachpahar-Jhalarpatan section is alternative to Kotah Durbar's Srirahatpur-Jhalarpatan-Arnia section.
		Feeder Railways— (i) Baran to Etawah ... (ii) Baran to Aklera with a branch to Sangod. (iii) Aklera to Manohar Thana. (iv) Jhalarpatan to Salamatpur with a branch from Barasia to Sironj. (v) Jhalarpatan to Ujjain.	Not ...	2' 6"	30 62 19 175 90	12'99 30'98 9'36 91'81 31'86	
Nowgong-Chhatarpur railway	G. I. P. ...	Nowgong to Chhatarpur ...	Not ...	2' 6"	17	...	} Reconnaissance sanctioned. (a) Concession granted.
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2' 6" 5' 6"	32	10'27 18'60	
Ujjain-Sonkach Railway ...	G. I. P. ...	Ujjain to Sonkach via Dewas	Not ...	3' 3½" 2' 6"	41	...	} Proposed by Gwalior Durbar. Survey sanctioned.
Ujjain-Suener Railway ...	G. I. P. ...	Ujjain to Suener via Agar.	Not ...	3' 3½" 2' 6"	59	...	

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

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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.							
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Surveyed in 1917.	2' 6"	83	59-57	Concession to Barsi Light railway granted.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2' 6"	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda via Amalner.	Not ...	5' 6"	28	...	(a)
Patanwala Branch of Gondal Porbandar railway.	G. P. ...	Jam Jodhpur to Patanwal...	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 Jejur (Poplaj) Kharda railway.
Secunderabad-Gadar railway	...	(See under Hyderabad)	...	...	...	...	...
Sidsar Patan railway ...	Gondal ...	Sidsar to Patan	Not ...	3' 3 3/4"	...	...	Proposed by Gondal Durbar. Survey sanctioned.
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur	Not ...	2' 6"	...	...	Proposed by Baroda Durbar.
Talegaon-Manchar railway	G. I. P. ...	(i) Talegaon to Khed	Surveyed in 1912, resurveyed in 1913.	2' 6"	22	17-58	(a)
Thasra-Virpur railway ...	B. B. & C. I.	(ii) Khed to Manchar Thasra to Virpur via Balsinor.	Not ... Surveyed in 1913-14.	2' 6"	84	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 Ankla Borsad, Bochasan, Virsad and Ras.	Surveyed in 1917.	5' 6"	26	19-09	Proposed by the Government of Bombay.
Voraval-Sasan tramway ...	J. U. ...	Voraval to Sasan	Not ...	3' 3 3/4"	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara	Not ...	3' 3 3/4"	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway. Construction of the line as far as Ranapur (1 1/2 miles) sanctioned.
Virangam-Radhanpur railway.	B. B. & C. I.	Virangam to Sami and Sami to Radhanpur	Surveyed in 1907-09.	5' 6"	45 15	59-40 43-64	(a) Estimates revised in 1917.
BURMA.							
Aungban-Heho railway ...	B. ...	Aungban to Heho	Surveyed in 1910.	3' 3 3/4"	18	16-27	Estimate revised in 1915. This is an extension of the Southern Shan States railway. Reconnoitred in 1905-06.
Bhamo-Momein (Tongyueh) railway.	B. ...	Bhamo to Momein	Not ...	2' 6"	122	127-52	(i) Chittagong-Akyab section resurveyed. See under "Bengal."
Indo-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minla. (Aong Pass route.) (ii) Lumding-Manipur-Tamun-Yuwo-Kyathin (Manipur route.) (iii) Makuu to Mogaung... (Hukong valley route.) (iv) Chittagong-Taungp-Prome. (v) Chittagong-Pyinmana...	Surveyed in 1894-95. Surveyed in 1908-09. Surveyed in 1914-15.	3' 3 3/4"	450 385 284 490 598	700-00 650-00 383-00 841-94 923-08	(i) Chittagong-Akyab section resurveyed. See under "Bengal." Preliminary survey of the Hukong Valley route sanctioned. (a) Including 132 miles of ferry. Reconnoitred in 1914-15. See "Pyinmana-Magwe railway."
Kyaikthin-Yindaik railway	B. ...	Kyaikthin to Yindaik	Not ...	3' 3 3/4"	20	...	New project, Survey sanctioned.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye	Surveyed in 1908-Resurveyed in 1916.	3' 3 3/4"	8	4-79	(a)
Lower Burma railway ...	B. ...	(i) Ye to Tavoy and to steamer anchorage. (ii) Tavoy to Amya, via Nyitta. (iii) Moulmein to Three Pagodas. (iv) Ye to Three Pagodas... (v) Moulmein to Amherst (vi) Moulmein to Chaungwabyin. (vii) Chaungwabyin to Mergui (viii) Mergui to Karathuri (ix) Karathuri to Victoria Point.	Not ...	3' 3 3/4"	135 137 108 54 56 285 161 159	72-03 72-03 59-02 58-51 21-98 93-91 64-46 111-81	Reconnoitred in 1912. Reconnoitred in 1913.
Madonk-Nyaunglebin-Pado railway.	B. ...	Madonk to Nyaunglebin and	Surveyed in 1908-10.	3' 3 3/4"	10	5-40	(a)
Moulmein-Myawaddy railway	B. ...	Nyaunglebin to Pado Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3' 3 3/4"	13 78	6-27 100-19	

(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 1921.

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. <i>—concl'd.</i>							
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag via Raichur.	Surveyed in 1913-14.	3' 3½"	292	Lakhs of rupees. 217.62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	"	(See under Central Provinces.)	"	"	"	"	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	"	(See under Punjab)	"	"	"	"	
MADRAS.							
Ammayanayakanur-Uttamapalayam railway.	S. I.	Ammayanayakanur to Uttamapalayam.	Surveyed in 1908.	3' 3½"	61	"	
Attur-Chinnasalem railway.	S. I.	Attur to Chinnasalem ...	Surveyed in 1913-14.	3' 3½"	20	8.86	
Attur-Tirumondurai railway	S. I. ...	Attur to Tirumondurai	Surveyed in 1913-14.	3' 3½"	32	12.78	Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway					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.	3' 3½"	29	29.25	
Cuddalore-Vridhachalam railway.	S. I.	Cuddalore to Vridhachalam	Surveyed in 1905.	3' 3½"	34	"	
Dhantari-Bastar-Salur railway.	"	(See under Central Provinces.)	"	"	"	"	
Dhanushkodi-Talimanaar railway.	S. I.	Dhanushkodi to Talimanaar	Not ...	3' 3½"	22	110.91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I.	Dindigul to Palghat, via Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3' 3½"	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' 3½"	41	18.31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpuram-Berhampore-Russell Konda railway.	B. N.	Gopalpuram to Surada via Berhampore and Russell Konda.	Surveyed in 1916.	5' 6"	76	64.59	Proposed by District Board of Ganjam.
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Guddivada to Bhimavaram.		2' 6"		49.54	
				5' 6"		36.51	
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla via Gurzala.	5' 6"	43.70			
			2' 6"	32.16			
Hassan-Mangalore railway	"	(See under Mysore)	3' 3½"	41	35.30	Proposed by District Board of Kistna.	
			5' 6"	47	25.14		
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3' 3½"	34	46.77	
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	"	15	"	Survey sanctioned.
Karakudi-Arantangi railway	S. I.	Karakudi to Arantangi ...	Surveyed in 1910.	3' 3½"	18	8.79	(a) Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2' 6"	51	15.96	
Kollengode Trichur railway.	S. I.	Kollengode to Trichur ...	Not ...	3' 3½"	41	31.50	Reconcoitred in 1917.
Madura-Bodinayakanur railway.	S. I.	Madura to Bodinayakanur via Theni.	Surveyed in 1913-14.	3' 3½"	55	25.78	Proposed by District Board of Madura.
Manantoddy-Tellicherry railway.	S. I.	Manantoddy to Tellicherry	Not ...	3' 3½"	49	86.11	Reconcoitred in 1920.
Mangalore-Panimangalore railway.	S. I.	Mangalore to Panimangalore	Surveyed in 1916.	3' 3½"	14	13.42	
Mannargudi-Tiruturaipundi railway.	S. I.	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3' 3½"		16		10.52
Munnar-Cochin State Railway.	S. I.	Munnar to a point on the Cochin State Railway via Anamalis District.	Not ...	3' 3½"	80	"	New project. Reconnaissance sanctioned.
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' 3½"	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' 3½"	47	34.49	Proposed by Nellore District Board.
		Alternative route— (Southern entry into Singarayakonda from Kanigiri.)	Ditto ...	3' 3½"	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 lakhs and with second hand 75-lb. rails 32.80 lakhs.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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
MADRAS—contd.							
Projects are arranged under provinces in which situated.					Miles.	Lakhs of rupees.	
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 Kaveripatnam.	Not ...	2' 6"	...	...
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	3' 3½"	33	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-04.	3' 3½"	84 17	84.33 25.08	
Parlakimedi-Gunnur railway.	B. N.	Parlakimedi to Gunnur ..	Surveyed in 1910-11.	2' 6"	32	8.29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunnur railway.	B. N.	Parvatipuram to Gunnur	Surveyed in 1916.	5' 6"	35	30.70	
Ramnad-Kilakkarai railway	S. I.	Ramnad to Kilakkarai ...	Surveyed in 1909-10.	2' 6"	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 construction deferred.
Salem-Attur railway	S. I.	Salem to Attur ...	Surveyed in 1909-10.	3' 3½"	33	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"	83	31.67	Reconnoitred in 1915. Survey sanctioned.
Shoranur-Manantoddy railway.	S. I.	Shoranur to Manantoddy via Nilambar.	Not ...	3' 3½"	123	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 (Benigunta)-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 Cotaurs or alternatively. (c) Ayanavaram to Chutput.	Surveyed in 1913.	3' 3½"	69 7 4 3 3	50.98 6.29 3.93 3.55 3.16	
Trichinopoly-Jayankonda Sholapuram railway.	S. I.	Kuttur to Jayankonda Sholapuram.	Surveyed in 1916.	3' 3½"	52	33.26	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 84.60 lakhs.
Trichinopoly-Ramnad railway	S. I.	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3' 3½"	108 26	54.28 17.34	Concession granted for construction of Trichinopoly-Puddukotai section (32 miles).
Ulundurpettai-Chinna Salem railway.	S. I.	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3' 3½"	32	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.
Virudupati-Tenkasi railway	S. I.	Virudupati to Tenkasi, via Sivakasi.	Surveyed in 1912.	3' 3½"	76	30.39	(a)
Vizianagram-Vizagapatam railway.	B. N.	Vizianagram to Vizagapatam via Bimlipatam.	Surveyed in 1916.	5' 6"	36	45.37	
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1908-09.	3' 3½"	71	40.85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, via Attibala or via Bannerghatta.	Re-surveyed in 1914.	2' 6"	29 31	13.23 12.93	Proposed by Mysore Durbar. Route via Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3' 3½"	72	...	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
† With 50-lb. rails cost will be 30.70 lakhs.
‡ Estimate revised in 1920.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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—conold.							
					Miles.	Lakhs of rupees.	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1916-17.	2' 0"	110	75.27	Proposed by Mysore Durbar.
Mysore-Coorg railway	...	See "Coorg District railway." ...	...	2' 6"	100	101.91	
Mysore-Tellicherry railway	...	(See under Madras) ...	...	3' 3 1/2"	108	153.18	
Mysore and West Coast railways.	M. & S. M.	(i) Nanjangud to Tellicherry via Manantoddy and Perya. (ii) Shimoga to Bhatka ...	Surveyed in 1917. Not ...	2' 0"	119	59.82	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 33.7 miles are in Mysore) will cost Rs. 131.66 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 Hardanahalli (27 miles) by the Mysore Durbar has been sanctioned.
Nanjangud-Devala railway...	M. & S. M.	Nanjangud to Devala ...	Not ...	2' 6"	112	81.74	
Nanjangud-Efode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3' 3 1/2"	111	118.78	
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway." ...	...	3' 3 1/2"	79	...	
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan	Not ...	2' 6"	27	12.62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2' 6"	17	7.41	(a) Concession granted but construction deferred.
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2' 6"	29	16.62	
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...
Trans-Indus railway ...	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2' 6"	79	60.54	
PUNJAB.							
Bajjnath-Nurpur railway ...	...	Bajjnath to Nurpur ...	Not ...	2' 6"	70	...	(a) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Batala-Dehnanak railway	N. W. ...	Batala to Dehnanak ...	Surveyed in 1913.	5' 6"	18	15.37	
Dhak Branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct	Surveyed in 1906-07.	5' 6"	11	(b) 4.97	To serve coal mines.
		(ii) Dhak to Tajuwala via Katha.	Surveyed in 1909.		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	20.38	New project. Reconnoitred. Alternative to "Gagan-Khaur railway."
Fazilka-Abohar railway ...	N. W. ...	Fazilka to Abohar ...	Surveyed in 1920.	2' 6"	23	12.83	Reconnoitred Reconnaissance sanctioned.
Gagan-Khaur railway ...	N. W. ...	Gagan to Khaur ...	Not ...	2' 0"	23	9.28	
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana.	Not ...	5' 6"	25	20.59	
Hoshiarpur Sailakburd railway.	N. W. ...	Hoshiarpur to Sailakburd	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-Bajjnath railway ...	E. I. ...	Kalka to Bajjnath with branches—	Not ...	2' 6"	170	158.45	Reconnoitred in 1912.
		(1) Mandi to Kulu ...			42	49.15	
Kapurthala State tramway	N. W. ...	(2) Nalagarh to Rupar Bhogpur to Kapurthala via Dhilwan.	Not ...	2' 6"	16	11.90	New project. Proposed by Kapurthala State.

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

(b) Excluding rolling-stock.

* Cost rupees 19.50 if line is provided with dips.

APPENDIX 10—contd.

Railways and tramways projected up to the 31st March 1921.

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 1913.	2' 6"	96	45'60	
		Changa Manga via Chunnian, Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(i) Pathankot to Katlu via Nurpur.	Surveyed in 1913.	2' 6"	32	53'41	Alternative to Pathankot-Nurpur.
		(ii) Pathankot to Katlu via Dunera.					
Pathankot-Nurpur-Guler railway.	N. W. ...	(i) Pathankot to Nurpur ...	Surveyed in 1912 and 1920	5' 6"	14	18'96	(a)
		(ii) Gareli on (i) to Guler or to Nagroteh.	Not ...	2' 6"	30	25'20	Reconnoitred in 1915.
Patiala Feeder railways ...	...	(i) Patiala to Dhond via Pihewa.	Not ...	2' 6"	36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(ii) Sirhind to Rupar via Sanghol.			26	...	
		(iii) Patiala to Sirhind ...			20	...	
		(iv) Samana to Mansa via Sonam.			...	...
		(v) Samana to Ghuram ...			20	...	
		(vi) Mansa to Tapa ...			21	...	
		(vii) Tapa to Badhanr ...			14	...	
		(viii) Sonam to Bernala ...			...	...
		(ix) Samana to Chhintanwala.			18	...	
		(x) Chhintanwala to Amar-garh.			...	...
		(xi) Doraha to Pael Narnaul-Dadri ...			Not ...	3' 3½"		39	...	Proposed by Patiala Durbar Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5' 6"	54	33'00	Proposed by Patiala Durbar.
				3' 3½"		24'83	
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	Proposed by North Western railway.
		(i) Raewind to Sangla Hill.	Not ...	5' 6"	...	...	Survey sanctioned.
		(ii) Sangla Hill to Khushab.			94	40'00	Preliminary survey made. Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(iii) Gujranwala to Lyallpur			32	...	Survey sanctioned.
		(iv) Bajla to Tandlianwala			39	...	Survey sanctioned.
		(v) Jaranwala to the Ravi bridge near Thatta Nana Dogar.	Not ...	2' 6"	...	9'80	Preliminary survey made.
		(vi) Jaranwala to Lyallpur			25	12'31	Preliminary survey made. Survey sanctioned.
		(vii) Lyallpur to Chiniot ...	Not ...	2' 6"	23	...	Preliminary survey made. Survey sanctioned.
		(viii) Chiniot to Bhagtanwala.			...	...	...
		(ix) Sargodha to Gujrat ...	Not ...	3' 6"	94	48'81	Preliminary survey made. Survey sanctioned.
		(x) Gujrat to Lukanwal ...			15	...	Survey sanctioned. Alternative to Shahpur-Bhara.
		(xi) Sargodha to Bhera ...	Not ...	2' 6"	34	...	Survey sanctioned. Alternative to Shahpur-Bhara.
		(xii) Chiniot to Jhang ...			...	...	...
		(xiii) Sargodha to Jehania Shah via Sahiwal.	Surveyed in 1906.	5' 6"	51	33'00	Estimates revised in 1911.
		(xiv) Lyallpur to Jhang ...		2' 6"			
		(xv) Jhang to Montgomery via Gojra, Sumudri and Gogera.	Not ...	5' 6"	...	...
		(xvi) Montgomery to Pak Pattan.			28	...	
		(xvii) Montgomery to Jehania.	Not ...	2' 6"	...	...
		(xviii) Muzaffargarh to Ali-pur.			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 1921.

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.
Lyallpur-Tandhariwala railway.	N. W. ...	Lyallpur to Tandhariwala	Not ...	...	26	...	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla <i>via</i> 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	{ 11'94 8'00	Reconnoitred.
Saraikala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, <i>via</i> Abbottabad. (Comprises the following sections)— (i) Saraikala 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 1907-1909. Surveyed in 1892-1893.	5' 6" 5' 6" 5' 6" 5' 6" 3' 3½"	51 28 4 5 109	87'76 77'39 10'41 27'24 157'89	Saraikala-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"	13	...	(a) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K. ...	Sirhind to Kotkapura <i>via</i> Malerkotla and Bhadaur.	Not ..	2' 6"	...	...	Proposed by Malerkotla Durbar.
Sirhind-Rupar-Nalagarh railway.	N. W. ...	Sirhind to Nalagarh— (i) <i>via</i> Murinda, Kurali and Rupar, or (ii) <i>via</i> Murinda Saiswan Super passage and Rupar.	{ Not ...	{ 5' 6"	{ 43 42	{ 54'80 52'30	Reconnoitred in 1918.
RAJPUTANA.							
Agra-Karachi Railway connection.	B.B. & C.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.
Balotra-Badgaon railway ...	J. B. ...	Balotra to Badgaon ...	Not ...	3' 3½"	110	...	Proposed by Jodhpur Durbar.
Baran-Marwar railway ...	B. B. & C.I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Paondero Brauch.	{ Surveyed in 1898-1899.	{ 3' 3½"	{ 213 153 71	{ 136'67 96'12 31'63	Baran-Kotah section (41 miles) has been constructed on 5' 6" gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B. & C.I.	Beawar to Todgarh ...	Not ...	3' 3½"	42	...	(a) Consideration postponed for the present.
Jaipur-Loharu railway ...	J. S. M'...	Jaipur to Surajgarh <i>via</i> Reengus, Sikar, Jhunjhna and Chirawa.	Not ...	3' 3½"	135	...	Proposed by Jaipur Durbar, Jaipur-Reengus (86 miles) has been constructed. The Reengus-Palsan portion 14.17 miles of Reengus Sikar section (33 miles) has also been constructed and Sikar-Jhunjhna (40 miles) section under construction.

(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 1921.

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—concl'd.							
Karauli Branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Etawa ...	Not ...	2' 6"	30	12'99	
		(ii) Baran to Aklera with a branch to Sangod.			62	30'38	Reconnoitred in 1919-20. See "Neemuch-Pachabar-Chhabrari" under "Central India."
		(iii) Atdera to Manohar Thana.			19	9'36	
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3½"	15	4'73	Reconnoitred.
Meghraj-Dungarpur railway	Guzerat Ry.	Meghraj to Dungarpur ...	Not ...	2' 6"	41	16'40	Reconnoitred.
Modassa-Dungarpur railway.	Guzerat Ry.	Modassa to Dungarpur ...	Not ...	2' 6"	44	17'61	Reconnoitred. Alternative to "Meghraj-Dungarpur railway." Survey sanctioned.
Nasirabad-Kekri railway ..	B. B. & C. I.	Nasirabad to Kekri ...	Surveyed in 1898-99.	3' 3½"	35	15'86	This is a part of "Baran-Merwar railway." Estimates revised in 1915.
Neemuch-Chhabra railway...	...	(See under Central India)	...	...	...	...	Survey sanctioned.
Rajkhera-Bhadrauli railway	D. B.	Rajkhera to Bhadrauli ...	Not ...	2' 6"	...	...
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar ...	Not ...	3' 3½"	...	...
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3½"	31	8'69	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H. ...	Kalimpong Road to 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 Rongli.			30	54'55	
UNITED PROVINCES.							
Agra Fort-Bah or Batesar railway.	B. B. & C. I.	Agra Fort to Bah or Batesar via the Taj or Fatehabad.	Not ...	2' 6"	...	...
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2' 6"	30	...	(a)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	13	8'88	(a) Concession granted.
Bellraion-Dhaurahra railway	B. & K. ...	Bellraion to Dhaurahra ...	Surveyed in 1913-14.	3' 3½"	32	15'29	
Bulandshahr-Seyani railway	O. & R. ...	Bulandshahr to Seyani ...	Not ...	2' 6"	19	...	(a)
Chaudausi-Bhilsai railway ...	O. & R. ...	Chaudausi to Bhilsai via Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Eabralla via Shaswan.	Not ...	2' 6"	26	...	(a)
					34	...	
					37	32'79	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5' 6"	97	32'79	Rajghat-Kasganj alternative to Dibai-Kasganj railway.
Etawah-Farukhabad railway	E. I. & B. B. & C. I.	Etawah to Farukhabad ...	Not ...	2' 6"	50	...	(a)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.	5' 6"	72	98'46	(a) Alternative to Rajghat-Hapur section of Bosa-Budaon-Hapur railway.
		(i) Fatehpur to Karwi ...			52	72'59	
		(ii) Khaga to Manikpur ...			57	85'98	
		Garhmukhtesar (Simbhaoli) to Rajghat.			45	09'64	
Garhmukhtesar (Simbhaoli) Rajghat railway.	O. & R. ...	Garhmukhtesar (Simbhaoli) to Rajghat.	Surveyed in 1921.	5' 6"	45	09'64	
Garhwal District railway...	O. & R. ...	Dhampur to Kalagarh Road	Not ...	5' 6"	21	19'11	Reconnoitred in 1916. See also "Kashipur-Kalagarh railway."
		Nagina to Kalagarh Road	Not ...	2' 0"	21	15'08	
		Forest Lines.					Reconnoitred in 1916.
		Kalagarh Road to Lidpasi	Not ...	2' 0"	16	11'67	
		Lidpasi to Dhikala ...	Not ...	2' 0"	3	1'39	
		Dhikala to Rhuni ...	Not ...	2' 0"	4	2'18	
		Rhuni to Bilot ...	Not ...	2' 0"	3	1'72	
		Bilot to Sultan Road ...	Not ...	2' 0"	4	2'28	
		Sultan Road to Gairal ...	Not ...	2' 0"	2	1'68	
		Sona Nadi Branch.					
		Dhudia junction to Kheri (See under Central India)	Not ...	2' 0"	12	7'40	
Garotha-Mau Ranipur-Madara-Tehri-Lalitpur railways.	...	(i) Captainganj to Thunthibari via Maharajganj.	Surveyed in 1915.	3' 3½"	41	18'60	
Gorakhpur and Champaran Districts railways.	B. & N. W.	(ii) Captainganj to Tahsil Deoria.			32	13'45	
		(iii) Maharajganj to Nautanwa via Pharenda.			44	22'64	
		(iv) Bagaha to Tribeni ...			26	10'58	

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

APPENDIX 10—conold.

Railways and tramways projected up to the 31st March 1921.

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—conold.							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.	H. D. ...	Hardwar or Rishikesh to Karnprayag.	Not ...	{ 2' 0" 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 via Bath.					
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(i) Kartal to Atarra ... (ii) Atarra to Kamassin via Baberu.	} Not ...	2' 6"	57	26.94	(a) Alternative to "Karwi-Rajapur" railway.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or via Pahari ...					
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra via Etah.	Surveyed in 1913-14.	3' 3 1/2"	75	46.61	
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi via Atrauli, Bulandshahr and Okhla.	Not ...	3' 3 1/2"	125	..	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari via Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3' 3 1/2"	..	..	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3' 3 1/2"	29	17.44	Part resurveyed in 1913-14 and 1915. Preferred to "Dhampur-Kalagarh Road" and "Nagina-Kalagarh Road" railways.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur via Jalaon with Jalaon-Madhogarh Branch.	} Surveyed in 1906.	{ 5' 6"	36	13.44	(a) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2' 6' gauge line.
					16	5.92	
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesapur 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	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road via Chakia.	Not ...	2' 6"	56	..	Proposed by the Benares State. Survey sanctioned.
Rajghat-Kasganj railway ...	O. & R. E. & K.	Rajghat to Kasganj ...	Not ...	3' 2 1/2"	..	20.68	Reconnoitred in 1921. (a) Alternative to Dibai-Kasganj railway.
Ramnagar-Kumaria railway	R. & K. ...	Ramnagar to Kumaria via Mohan	Surveyed in 1919-20.	3' 3 1/2"	20	28.88	
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ... (ii) Budaon to Babrala ... (iii) Rajghat to Hapur with a branch to Bulandshahr.	} Surveyed in 1910-1911.	{ 5' 6"	73	93.09	(a) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
					54	60.27	
					69	60.24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur via 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 via Safipur. (ii) Unao to Bangarman via Hyderabad. (iii) Bangarman to Madhoganj.	} Surveyed in 1910-1911.	{ 5' 6"	80	24.73	(a)
					88	29.24	
					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.		COT	
	Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the public and foreign railways.		I. Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	453	13,388	3,769,940	1,27,28,799	21,931	4,73,315
Bombay, Baroda and Central India	1,202	49,195	496,320	21,26,257	227,196	46,54,182
Eastern Bengal	1,042	15,926	1,205,557	13,15,769	3,273	19,032
East Indian	3,065	59,834	11,174,060	4,47,73,587	33,338	4,57,296
Great Indian Peninsula*	2,856	70,705	1,627,411	85,34,138	421,587	1,22,16,651
Madras and Southern Mahratta	992	20,144	408,519	25,67,677	126,230	18,31,021
Nizam's Guaranteed State	92	1,319	481,014	15,98,124	17,685	1,82,415
North Western	1,875	38,900	649,457	21,60,098	122,786	28,26,846
Oudh and Rohilkhand	1,938	11,260	783,366	35,98,619	22,370	1,19,379
South Indian	157	3,068	51,113	2,59,211	49,491	5,27,660
3' 3½" gauge.						
Assam-Bengal... ..	218	2,043	99,080	2,66,457	2,111	22,712
Bengal and North-Western	635	9,564	121,104	†2,82,583	3,932	61,391
Bengal Dooars... ..	120	1,230	36,496	1,85,334	2	25
Bhavnagar State	117	824	35,749	54,451	24,444	1,23,751
Bombay, Baroda and Central India	777	12,506	226,730	4,53,479	96,370	9,01,453
Barma ... ..	...	...	36,740	2,54,336	21,080	87,409
Dibra-Sadiya ... ..	...	...	493,266	6,54,813	...	...
Gondal	56	294	†44,378	42,292	16,595	62,520
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	80	1,353	†23,662	86,564	56,294	8,73,025
Jamnagar	8	32	1,082	2,704	303	1,037
Jodhpur-Bikaner	364	4,211	23,213	27,137	33,136	1,12,204
Junagad State	87	105	587	613	16,058	79,013
Morvi	10	61	15,403	24,103	5,261	30,238
Mysore, Birur-Shimoga, Chickajalur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	30	266	3,001	10,165	276	1,811
Rohilkund and Kumaon	121	834	5,377	7,656	2,024	10,046
Udaipur-Chitorgarh	7	57	951	1,052	2,054	3,096
2' 6" and 2' 0" gauges.						
Barri Light (2' 6")	16	119	8,089	24,305	12,102	88,874
Shahdara (Delhi)—Saharanpur Light (2' 6")	62	450	718	907	210	1,142
Darjeeling-Himalayan (2' 0")	22	497	6,606	50,197	1	18
Other 2' 6" and 2' 0" gauge lines	14	73	27,155	47,975	5,448	18,464
Total 1920-21	16,396	3,18,258	21,860,644	8,21,39,402	1,343,584	2,57,97,026
Total 1919-20	22,569	3,86,041	21,399,423	7,90,81,528	1,512,290	2,72,28,949
Increase ... ..	...	...	431,221	30,57,874	...	...
Decrease	6,173	67,783	...	...	169,706	14,31,923

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

† Includes Rs. 88,583 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.

DIX 11.

earnings therefrom during the financial year 1920-21.

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

III.

TON.

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
8	9	10	11	12	13	14	15
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
813	19,184	22,682	5,21,902	1,477	43,862	12,748	4,45,776
600	13,021	17,070	4,03,590	10,846	4,69,530	40,729	13,51,638
162	2,170	3,884	64,321	10,012	1,98,765	5,611	80,227
781	22,190	15,890	2,77,849	24,803	6,99,168	24,549	6,94,171
1,656	44,930	36,847	8,81,758	9,425	1,50,941	72,043	22,78,797
1,784	34,978	28,179	4,34,701	3,525	61,369	22,489	4,05,678
144	1,645	6,244	69,891	252	4,776	2,887	35,910
145	1,411	3,524	66,829	6,571	2,06,113	57,579	16,08,724
88	844	9,215	96,217	3,625	36,638	11,935	1,04,078
982	16,578	17,084	2,76,405	4,740	91,657	9,164	1,57,034
142	1,033	1,031	7,875	1,801	16,890	887	9,694
126	1,304	6,188	1,05,429	7,777	1,01,889	18,846	3,37,078
...	...	...	...	272	2,668	26	285
...	...	1,665	10,346	6	13	1,077	7,233
241	6,730	12,171	2,62,580	5,218	1,19,855	32,859	10,97,724
...
...
3	11	1,833	7,100	131	609	602	2,690
4	49	1,158	19,324	9	111	1,630	26,803
139	539	...	...	181	652	...	...
...	17	1,608	14,907	849	9,773	6,101	65,776
...	...	243	1,058	...	...	318	1,759
5	30	100	463	152	903	209	1,333
...	...	384	2,987	60	455	988	7,389
...	...	2,742	17,863	1,373	11,976	1,732	15,397
...	...	34	271	36	348	261	2,463
43	243	151	752	53	420	958	3,781
...	...	31	175	335	5,725	75	277
...	...	119	2,200	607	12,114	65	929
68	219	608	2,642	247	852	987	2,977
7,926	1,67,126	1,90,685	35,49,435	94,332	22,46,072	327,635	86,85,650
9,939	1,67,112	194,055	30,46,382	168,554	34,26,282	344,513	74,92,042
...	14	...	5,03,053	...	...	...	11,93,608
2,013	...	3,370	...	74,173	11,78,210	16,878	...

Principal commodities carried by railways and the

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

Railway system.	III.— <i>conold.</i>				IV.	
	COTTON— <i>conold.</i>		TOTAL.		Chemicals, excepting saltpetre.	
	2. MANUFACTURED— <i>conold.</i>					
	(e) Others.		Quantity.	Earnings.	Quantity.	Earnings.
16	17	18	19	20	21	22
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	398	11,850	60,044	15,15,889	7,998	89,277
Bombay, Baroda and Central India	1,077	37,402	297,018	69,29,368	7,180	1,25,056
Eastern Bengal ... ..	...	...	22,942	3,64,515	10,186	50,872
East India	1,906	58,670	101,262	21,49,344	16,127	2,06,518
Great Indian Peninsula*	1,552	30,382	5,44,010	1,56,12,459	5,069	1,06,558
Madras and Southern Mahratta	1,221	21,528	183,428	27,89,275	7,332	82,041
Nizam's Guaranteed State... ..	206	2,148	27,418	2,96,785	885	4,692
North Western	8,639	48,031	194,444	47,57,954	3,958	61,255
Oudh and Rohilkhand	597	7,182	47,830	3,64,338	2,377	20,558
South Indian	1,507	17,465	82,968	10,86,799	2,239	28,750
3' 3½" gauge.						
Assam-Bengal	17	223	5,959	58,427	409	3,988
Bengal and North-Western	473	5,859	36,842	6,12,950	17,777	76,169
Bengal Doonars	90	553	391	3,531	14	358
Bhavnagar State ... ..	...	...	27,192	1,46,342	187	1,306
Bombay, Baroda and Central India	545	7,062	147,404	23,96,504	2,269	22,079
Burma	†11,969	†2,39,347	33,049	3,26,756	...	...
Dibru-Sadiya	406	4,303	406	4,303	...	...
Gondal	40	155	19,204	73,355	26	147
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	22	338	59,017	9,19,650	97	1,174
Jamnagar	13	72	636	2,300	...	...
Jodhpur-Bikaner	313	2,451	42,007	2,05,128	1,007	6,587
Junagad State ... ..	...	...	16,619	81,860	17	73
Morvi	2	9	5,729	32,976	47	250
Mysore, Birur-Shimoga, Chickajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	49	219	1,757	12,861	82	525
Rohilkund and Kumaon... ..	44	353	7,915	55,635	1,731	10,905
Udaipur-Chitorgarh	2	18	2,387	12,196	15	95
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	13	67	13,319	94,137	37	167
Shahdara (Delhi)-Saharanpur Light (2' 6")	3	14	1,154	7,333	8	41
Darjeeling-Himalayan (2' 0")	93	1,081	865	16,342	...	...
Other 2' 6" and 2' 0" gauge lines	68	412	7,406	25,566	38	129
Total 1920-21	26,460	5,07,094	1,990,672	4,09,54,408	85,962	8,99,558
Total 1919-20	13,648	2,79,011	2,242,999	4,16,39,778	97,269	9,68,859
Increase	12,812	2,28,083	...	...	...	...
Decrease ... ..	...	...	252,327	6,85,375	11,307	69,301

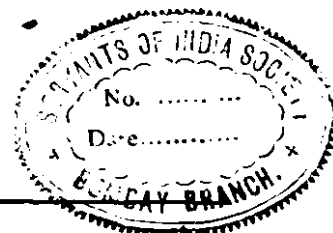
* Excludes the Matheran Light railway for which information is not available.

† Total Cotton Manufactured, for which information by sub-heads is not available.

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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



V.							
DRUGS.							
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING.				TOTAL.	
		(a) Medicinal preparations.		(b) Others.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
24	573	...	...	3,338	58,945	3,392	59,518
8	186	657	26,338	1,914	37,204	2,579	68,728
4	42	729	16,074	377	6,970	1,110	22,036
94	954	747	34,532	4,107	72,241	4,888	1,07,127
132	1,871	541	19,950	3,044	67,891	3,717	89,682
161	2,843	674	10,780	4,993	77,857	5,818	1,01,480
...	...	84	1,453	663	7,132	747	8,585
104	2,410	1,035	26,100	3,652	65,011	4,841	93,521
72	1,822	345	5,590	790	8,424	1,207	15,833
290	4,722	589	14,812	4,304	40,438	5,183	60,022
4	73	207	3,642	7	85	278	3,800
57	1,250	114	2,081	1,465	16,526	1,686	19,837
...	...	50	817	...	...	50	817
...	...	73	407	52	420	125	827
17	353	807	8,195	1,363	25,231	1,692	33,779
...
...	...	...	...	113	1,204	113	1,204
3	18	34	125	2	8	39	151
...	...	14	308	78	714	92	1,022
...	...	28	178	37	129	5	307
78	512	93	1,366	1,090	9,040	1,251	10,918
...	...	7	46	163	851	176	897
...	...	27	207	4	28	31	230
12	140	49	495	35	254	96	889
42	523	33	359	720	5,764	795	6,646
...	5	2	28	8	71	10	104
...	...	4	81	60	854	64	885
...	...	1	5	11	58	12	63
...	...	91	2,019	25	321	116	2,370
...	1	23	97	42	165	62	263
1,032	17,698	6, 55	1,35,035	32,498	5,03,471	40,165	7,05,204
864	13,329	7,764	1,95,916	31,420	4,72,403	40,038	6,81,648
168	4,369	...	...	1,073	31,065	147	24,556
...	...	1,099	10,881	...	...	...	...

Principal commodities carried by railways and the

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

Railway system.	VI.					
	DYES					
	(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
81	82	83	84	85	86	87
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	7	194	1,105	14,492	26	1,366
Bombay, Baroda and Central India...	673	19,613	370	3,422	12	202
Eastern Bengal ... ..	...	...	726	7,093	99	1,271
East Indian	72	1,354	1,547	19,366	496	12,048
Great Indian Peninsula*	486	14,076	1,104	24,089	71	1,969
Madras and Southern Mahratta	213	3,485	350	3,477	249	4,146
Nizam's Guaranteed State... ..	16	168	63	664	17	253
North Western	44	818	58	590	258	5,388
Oudh and Rohilkhand	10	101	654	4,853	57	603
South Indian	237	4,466	260	2,354	88	766
Assam-Bengal 3' 3½" gauge.	...	...	12	52	...	...
Bengal and North-Western	6	61	1,464	10,800	227	1,663
Bengal Dooms ... ..	...	...	...	...	...	...
Bhavnagar State	28	145	13	84	...	...
Bombay, Baroda and Central India	258	4,322	288	4,136	30	310
Burma ... ..	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	26	58	6	13	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	3	62	28	296	53	589
Jamnagar	1	3	...	...	...	...
Jodhpur-Bikaner	70	605	66	500	84	350
Junagad State	11	59	7	39	...	...
Morvi	3	14	7	18	1	3
Mysore, Birur-Shimoga, Chickksalur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	...	...	42	210	3	10
Rohilkhand and Kumaon ... ..	...	...	510	2,759	...	...
Udaipur-Chitorgarh	3	22	1	11	...	1
2' 6" and 2' 0" gauges.						
Baral Light (2' 6") ... ..	...	1	41	165	...	...
Fahdara (Delhi)-Saharanpur Light (2' 6") ... ..	...	...	...	1	...	...
Darjeeling-Himalayan (2' 0") ... ..	...	...	48	388	1	5
Other 2' 6" and 2' 0" gauges	1	3	85	420	15	37
Total 1920-21	2,146	49,630	8,855	1,00,342	1,797	30,978
Total 1919-20	1,579	37,049	11,262	1,34,167	3,042	58,980
Increase	569	12,581	...	...	...	...
Decrease ... ..	...	...	3,407	33,835	1,345	2802

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

DIX 12—contd.

earnings therefrom during the financial year 1920-21.

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

VI.

AND TANS.							
(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
38	39	40	41	42	43	44	45
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
26,049	2,79,702	18,72	12,782	10,273	95,627	1,022	13,730
607	6,720	3,123	19,780	4,777	76,971	1,137	26,612
...	...	...	...	4,876	33,526	557	4,623
15,244	70,221	15,985	70,400	4,444	44,543	4,782	42,196
20,811	1,81,731	15,746	73,192	18,326	3,44,690	4,514	48,983
4,387	27,941	21,728	1,77,230	23,727	2,10,800	1,155	15,512
239	1,680	2,781	15,501	2,952	37,423	417	3,550
637	1,941	7,468	18,792	4,074	57,521	3,712	31,465
253	2,278	2,193	5,521	2,242	21,449	830	5,809
884	5,682	5,867	37,275	4,968	36,272	1,299	17,279
...	1	135	1,083	217	1,821	5	80
851	2,773	1,381	3,235	5,437	46,622	782	6,644
...	...	...	...	60	309	48	500
22	84	143	599	100	510	103	601
340	2,991	3,742	16,446	3,419	38,706	1,387	7,167
...
...
89	112	79	250	99	299	179	587
106	634	943	5,688	425	3,272	833	2,380
15	60	...	2	40	80	27	122
60	408	1,511	6,835	697	3,724	3,605	13,749
13	51	...	...	71	297	81	843
5	21	...	...	18	90	59	298
490	2,400	902	2,798	240	1,351	70	326
47	192	1,388	4,419	1,046	6,627	132	505
8	14	2	7	126	652	10	65
44	142	219	894	238	798	159	773
4	18	11	36	59	344	7	40
...	...	...	...	26	519	...	...
49	141	200	597	422	1,322	132	503
70,899	5,87,933	87,414	4,73,360	99,498	10,65,565	26,544	2,41,574
114,160	11,14,522	141,084	8,42,431	99,887	10,59,923	31,967	2,52,977
...	...	...	...	...	5,642	...	...
43,261	5,26,534	53,670	3,09,071	369	...	5,423	4,403

APPEN

Principal commodities carried by railways and the

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

Railway system.	VI—conold.		VII.			
	DYES AND TANS—conold.		FOD			
	TOTAL.		(1) Oil-cake.		(2) Hay, straw and grass.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
46	47	48	49	50	51	52
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	40,364	4,17,293	8,748	61,963	18,386	54,755
Bombay, Baroda and Central India...	10,899	1,53,350	9,918	63,771	123,629	9,67,385
Eastern Bengal	6,257	46,518	16,296	62,345	11,850	89,386
East Indian	42,570	2,80,128	65,001	4,35,627	36,120	1,85,308
Great Indian Peninsula*	61,138	6,88,710	22,100	1,41,881	111,853	8,25,365
Madras and Southern Mahratta	56,800	4,42,591	15,939	1,04,280	32,511	2,60,764
Nizam's Guaranteed State	7,485	59,239	7,415	4,940	8,052	54,578
North Western	16,251	1,16,518	41,597	2,14,988	254,711	24,54,111
Oudh and Rohilkhand	6,239	40,654	18,933	1,17,994	50,636	1,73,557
South Indian	13,603	1,04,094	35,227	2,13,551	2,557	25,847
3' 38" gauge.						
Assam-Bengal	369	3,037	4,368	25,091	218	1,167
Bengal and North-Western	9,648	71,798	25,042	98,678	8,516	42,970
Bengal Decara	108	609	467	3,350	3	11
Bhavnagar State	409	2,023	2,678	11,074	889	—30
Bombay, Baroda and Central India	9,464	74,078	7,983	55,859	9,717	53,755
Erroma ... ..	...	...	6,594	55,694	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	428	1,319	140	2,481	2,538	6,315
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,891	12,921	1,649	8,430	10,226	46,708
Jamnagar	83	267	17	54	909	4,076
Jodhpur-Bikaner	6,003	26,171	2,230	9,474	7,989	39,456
Junagad State	183	789	139	416	1,950	6,158
Morvi	93	414	3	10	538	23,777
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Fallsapur Light, Kolar District and Mysore Light, Chilkund and Kumaon	1,747	7,093	400	1,712	101	318
Udaipur-Chitorgarh	145	772	15	64	383	1,469
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	701	2,775	117	624	967	4,581
Shahdara (Delhi)-Saharanpur Light (2' 6")	81	439	9,983	24,197	21	63
Darjeeling-Himalayan (2' 0")	75	912	160	1,428	...	...
Other 2' 6" and 2' 0" gauges	80	3,028	3,804	8,167	4,899	50,046
Total 1620-21	2,7,155	26,52,387	308,519	17,75,729	710,351	53,28,701
Total 1919-20	40981	35,10,049	279,644	16,51,291	1,005,064	68,65,487
Increase ... ..	...	...	28,975	1,24,528	...	...
Decrease	105,826	9,87,662	...	...	294,713	15,36,786

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

DEB.				VIII.		IX.	
				Fruits and vegetables fresh.		GRAIN AND PULSE.	
(3) Bran.		TOTAL.				(1) Gram and pulse.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
53	54	55	56	57	58	59	60
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
8,184	91,075	35,318	2,07,798	20,604	2,07,662	98,377	10,35,399
17,194	2,13,202	156,741	12,44,358	46,352	4,61,365	158,567	13,76,787
1,728	5,371	29,874	1,07,102	50,025	3,43,366	95,957	4,35,753
20,071	84,242	121,192	7,05,177	33,256	3,29,863	351,981	22,69,810
34,140	3,73,080	168,093	13,40,326	59,465	5,13,479	490,430	63,90,949
13,015	1,19,176	61,465	4,84,220	81,234	6,61,131	255,957	23,58,054
2,168	16,172	17,835	1,19,685	2,995	21,687	22,719	1,62,702
41,809	3,46,651	338,117	30,15,750	67,593	6,60,061	422,522	24,05,051
...	...	69,569	2,91,551	21,339	1,28,897	135,632	6,74,572
4,340	27,693	42,134	2,67,101	94,725	6,38,337	107,387	6,83,066
1,055	7,598	5,661	33,856	7,577	53,727	13,737	1,01,231
6,777	34,368	40,335	1,76,016	265,800	4,53,621	166,461	9,20,114
234	1,861	704	5,222	137	1,247	85	268
368	2,081	3,935	13,125	600	923	5,736	26,264
11,562	46,756	29,267	1,56,400	51,038	4,40,273	214,334	17,94,832
22,807	64,536	29,401	1,20,230	91,284	9,17,331	† 70,361	† 7,27,869
...	...	...	...	...	...	1,666	9,599
232	664	3,610	9,460	1,373	8,329	8,555	23,516
896	5,392	12,671	60,578	1,454	13,675	38,612	3,51,791
105	617	1,121	4,747	335	1,226	1,331	3,625
2,424	9,795	12,643	58,728	8,193	39,903	55,305	2,34,348
271	1,036	2,360	7,610	1,449	4,882	1,650	5,437
110	418	651	24,205	1,410	5,952	6,145	23,287
1,397	6,456	1,898	8,436	6,865	25,557	17,379	74,745
1,741	4,788	6,844	15,096	10,039	51,670	46,970	1,53,127
7	49	405	1,576	319	1,831	1,081	5,295
53	279	1,137	5,484	37	153	7,229	34,641
4	12	10,008	24,272	1,168	5,574	12,437	29,917
98	2,069	258	3,497	1,317	6,114	1,027	9,742
97	209	8,500	58,422	1,946	4,852	17,113	47,141
192,977	14,65,643	1,211,847	85,70,073	929,838	59,96,693	2,946,652	2,23,68,932
236,995	16,32,724	1,521,503	1,01,49,412	779,163	51,93,805	2,426,865	2,01,04,559
...	...	...	...	150,670	8,02,388	349,737	22,64,343
44,018	1,67,081	309,758	15,79,339	...	...	...	...

† Includes Jawar and Bajra, for which information is not available separately.

Principal commodities carried by railways and the

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

Railway system.	IX					
	GRAIN					
	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
61	62	63	64	65	66	67
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	5,760	41,283	79,873	5,53,500	255,239	27,25,758
Bombay, Baroda and Central India	84,151	6,70,127	8,867	44,771	146,974	14,62,899
Eastern Bengal ... ..	...	...	151,806	6,74,608	180,806	7,34,835
East Indian	32,808	1,40,408	56,714	2,07,045	361,137	32,54,616
Great Indian Peninsula*	280,125	34,23,664	3,768	17,430	367,750	33,76,841
Madras and Southern Mahratta	113,271	9,58,284	67,088	2,99,149	395,654	29,01,291
Nizam's Guaranteed State	47,967	3,15,994	2,561	18,247	95,778	7,32,670
North Western	37,456	3,63,207	20,895	92,143	249,409	16,30,704
Oudh and Rohilkhand	22,724	1,12,529	9,395	32,078	59,746	3,25,766
South Indian	10,192	58,212	126,877	7,61,085	259,440	17,24,611
Assam-Bengal	7	35	35,274	1,97,253	80,531	6,40,399
Bengal and North-Western	7,654	47,712	65,121	2,94,091	169,195	9,01,453
Bengal Doonah ... ..	...	...	6,933	19,479	6,291	23,185
Bhavnagar State	19,432	85,378	46	235	8,562	31,624
Bombay, Baroda and Central India	96,340	5,74,153	1,764	8,057	74,748	5,90,258
Burma ... ..	...	...	575,202	25,67,061	473,350	31,30,866
Dibru-Sadiya ... ..	...	...	...	...	29,551	1,31,162
Gondal	35,273	91,308	98	325	9,262	25,466
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	51,860	4,53,108	300	1,628	39,197	3,18,898
Jamnagar	3,976	9,547	1	3	2,804	5,219
Jodhpur-Bikaner	52,268	2,68,482	2,866	7,026	31,114	1,55,341
Junnagad State	9,126	31,534	81	339	7,004	27,590
Morvi	12,572	44,924	89	299	1,858	6,435
Mysore, Birur-Shimoga, Chickajalur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,793	6,863	8,998	29,949	13,432	58,408
Rohilkhand and Kumaon	12,331	44,082	22,531	67,085	11,306	39,202
Udaipur-Chitorgarh	10	42	52	186	637	3,225
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	15,318	64,035	330	1,194	5,257	24,445
Shahdara (Delhi)-Saharanpur Light (2' 6")	407	1,193	933	1,756	2,059	5,625
Darjeeling-Himalayan (2' 0") ... ..	...	...	7,142	28,444	19,645	1,72,849
Other 2' 6" & 2' 0" gauge lines	8,860	33,706	5,256	12,356	11,598	25,804
Total 1920-21	961,681	77,40,010	1,260,861	59,62,422	3,369,334	25,127,245
Total 1919-20	1,081,611	78,01,200	1,613,728	71,86,327	4,618,451	3,30,34,688
Increase ... ..	...	...	...	...	...	...
Decrease	119,930	61,190	352,867	12,23,905	1,249,117	79,07,443

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

DIX 12—contd.

earnings therefrom during the financial year 1920-21.

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

—concl'd.

AND PULSE—concl'd.

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
68	69	70	71	72	73	74	75
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
35,875	2,98,455	15,831	1,65,097	6,506	37,908	497,361	48,62,400
136,168	13,08,649	30,556	3,10,872	56,593	4,03,793	621,876	55,17,898
7,014	32,810	13,042	94,055	7,523	28,427	456,748	20,00,288
377,163	28,69,915	82,792	4,12,202	83,233	4,73,272	1,345,828	96,27,268
308,267	33,58,597	66,060	5,47,163	40,522	3,32,425	1,556,922	1,74,47,269
21,372	1,84,141	19,359	1,94,874	31,349	2,35,139	904,050	71,30,932
3,066	23,700	3,265	19,225	1,472	4,687	176,828	12,77,225
1,356,037	1,28,29,923	98,057	5,81,604	364,419	23,77,133	2,448,795	2,01,79,765
171,210	8,95,467	30,884	1,44,740	86,146	3,73,269	515,737	25,58,321
1,233	9,279	6,904	70,118	38,407	2,53,076	552,440	35,60,047
9	72	1,456	12,603	468	2,027	131,432	9,58,620
98,065	5,46,616	8,842	75,234	141,103	7,18,979	676,441	35,04,199
...	...	731	4,555	3,612	11,310	17,652	68,806
10,669	39,942	680	2,838	4,068	14,730	49,193	2,01,011
201,207	17,53,645	18,065	1,72,176	112,422	9,07,070	718,880	58,00,191
...	...	...	...	...	...	1,118,913	64,25,796
...	...	...	...	959	7,060	32,176	1,47,821
16,751	42,089	1,937	5,578	3,816	10,055	75,692	1,98,336
25,888	2,16,720	668	4,574	3,112	19,021	159,637	13,65,740
2,175	7,037	166	589	773	1,955	11,226	27,975
88,977	4,45,234	4,351	28,585	46,515	2,42,435	281,396	13,81,451
3,094	11,996	465	1,449	1,033	3,787	22,462	82,132
6,263	24,161	484	2,033	508	1,767	27,919	1,02,956
587	2,398	1,188	5,138	7,316	28,466	50,693	2,06,967
33,212	89,220	4,670	22,458	38,647	1,39,181	169,667	5,74,355
1,347	5,025	108	627	974	3,145	4,209	17,545
2,120	9,190	216	875	255	1,052	30,755	1,35,432
13,571	36,419	236	482	1,437	3,181	31,080	78,573
64	1,008	2,916	33,116	1,925	16,538	32,719	2,61,747
4,793	14,887	603	1,523	4,714	11,485	52,937	1,46,902
2,326,197	2,50,58,595	417,162	29,14,431	1,089,827	66,62,432	12,771,714	9,58,32,067
2,296,878	1,69,81,396	490,674	35,65,472	10,23,691	57,94,343	13,621,898	9,44,68,015
529,319	80,75,199	...	...	66,136	8,68,089	...	13,64,052
...	...	73,512	6,51,041	...	...	850,184	...

Principal commodities carried by railways and the

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

Railway system.	X.							
	HIDES AND SKINS.							
	(1) HIDES OF CATTLE.				(2) SKINS OF SHEEP, ETC.			
	(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
76	77	78	79	80	81	82	83	84
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur ... ..	...	...	7,205	93,066	3	12	2,007	24,446
Bombay, Baroda and Central India	1	23	1,845	23,094	6	61	3,280	38,975
Eastern Bengal ... ..	...	...	8,289	1,13,049	...	...	1,508	20,174
East Indian	366	680	13,955	2,64,786	149	115	3,553	64,816
Great Indian Peninsula*	602	27,272	5,353	96,779	8	350	9,585	1,52,628
Madras and Southern Mahratta	1,412	16,444	5,515	76,794	1,213	15,116	17,025	2,44,989
Nizam's Guaranteed State	6	77	676	8,230	...	...	1,784	23,869
North Western ... ..	...	...	12,786	1,75,322	19	499	7,443	1,08,219
Oudh and Rohilkhand ... ..	...	...	4,093	37,731	...	...	1,468	11,243
South Indian	920	10,985	3,030	28,726	947	15,934	6,459	64,602
3' 3 1/2" gauge.								
Assam-Bengal ... ..	...	...	1,128	10,215	...	...	116	1,176
Bengal and North-Western... ..	...	...	5,631	75,464	...	...	1,403	11,798
Bengal Doon ... ..	...	...	403	2,878	...	...	53	254
Bhavnagar State ... ..	...	...	67	340	...	...	63	325
Bombay, Baroda and Central India	8	102	2,979	48,006	3	11	2,066	35,237
Burma ... ..	...	...	16,713	170,865	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...	...	...
Gondal	11	35	55	176	11	38	325	1,207
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	...	1,006	8,845	...	2	902	7,865
Jamnagar ... ..	...	...	12	60	...	...	41	201
Jodhpur-Bikaner	6	70	1,061	8,395	...	...	1,033	8,280
Juagud State ... ..	...	...	37	148	...	2	136	591
Morvi	41	200	6	34	37	206	118	587
Mysore, Birur-Shimoga, Chickjejar-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	23	134	50	213	149	703	1,235	6,966
Rohilkhand and Kumaon ... ..	...	...	1,127	6,552	...	...	188	1,000
Udaipur-Chitorgarh ... ..	...	...	17	91	...	...	97	575
2' 6" and 2' 0" gauges.								
Barsi Light (2' 6") ... ..	...	...	92	569	...	...	192	1,031
Shabdara (Delhi)-Sahasrapur Light (2' 6")	7	26	72	703	...	1	11	55
Darjeeling Himalayan (2' 0") ... ..	...	...	399	3,701	...	...	117	611
Other 2' 6" & 2' 0" gauge lines	2	3	236	1,126	...	...	465	1,364
Total 1920-21	3,405	56,051	83,778	11,55,958	2,545	32,990	62,663	8,31,084
Total 1919-20	8,707	1,08,081	191,724	22,11,541	4,043	53,077	143,380	17,24,198
Increase ... ..	...	...	...	...	...	...	...	...
Decrease	5,302	52,030	107,946	10,55,583	1,498	20,087	80,717	8,93,114

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

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

TOTAL.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII. Jute.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
85	₹	87	₹	89	₹	91	₹
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
9,215	1,17,534	752	10,615	9,885	1,02,935	14,778	69,435
5,132	62,153	54	800	1,115	15,694	16	255
9,797	1,33,223	611	3,293	31,458	62,467	1,046,507	95,92,157
18,023	3,30,397	1,579	18,101	42,695	3,42,511	74,131	2,44,630
15,548	2,77,029	1,321	17,702	5,027	53,749	341	4,495
25,165	3,53,343	919	9,071	4,326	40,037	2,546	27,050
2,466	32,176	242	2,777	409	3,753	40	711
20,218	2,21,980	396	3,421	2,101	24,685	158	774
5,501	48,974	1,319	5,308	13,481	51,285	...	...
11,356	1,20,247	168	1,159	2,843	29,620	48	375
1,244	11,391	27	283	163	1,968	127,084	7,49,492
7,034	87,262	144	1,257	6,529	48,467	8,618	50,312
456	3,132	89	838	...	...	20,694	75,283
130	665	...	1	...	...	...	...
5,056	83,356	98	704	1,764	14,314	917	9,749
6,713	70,865	...	...	...	...	...	...
...
402	1,456	1	5	1	4	5	19
1,908	18,712	124	947	249	2,921	22	235
53	261	...	...	...	...	2	7
2,100	16,745	7	93	84	566	63	347
173	731	...	...	...	...	2	17
202	1,037	...	1	...	2	10	52
1,417	8,016	32	165	27	172	5	2
1,315	7,552	48	221	8,677	9,377	130	438
114	666	...	...	4	30	4	10
284	1,600	11	60	139	903	2	10
90	785	2	5	275	1,024	2	4
516	4,312	7	82	...	...	8,598	88,165
703	2,493	32	86	89	518	834	1,727
152,891	20,760,83	7,983	75,800	126,332	8,07,032	1,305,516	1,08,65,747
347,854	40,96,897	6,888	64,281	159,526	10,15,224	1,515,125	1,07,83,935
...	...	1,095	11,519	...	...	...	81,812
195,463	20,20,814	...	...	33,194	2,03,192	210,609	...

Principal commodities carried by railways and the

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

Railway system.	XIII - <i>concl.</i>				XIV.	
	JUTE - <i>concl.</i>					
	(2) Gunny bags and cloth.		TOTAL.		Lac.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
98	95	96	97	98	99	
5' 6" gauge.	Tons.	- Ra.	Tons.	Ra.	Tons.	Ra.
Bengal-Nagpur	23,332	5,50,858	43,110	6,20,293	13,890	1,86,974
Bombay, Baroda and Central India	14,267	1,33,542	14,283	1,33,797	367	4,895
Eastern Bengal	33,512	1,26,634	1,085,019	97,17,791	1,762	25,995
East Indian	95,278	19,05,416	109,404	21,50,046	17,630	3,21,519
Great Indian Peninsula*	31,835	4,26,457	32,176	4,30,932	1,573	14,765
Madras and Southern Mahratta	23,301	2,67,140	26,347	2,94,190	79	1,536
Nizam's Guaranteed State	2,617	23,741	2,663	24,452	2	23
North Western	71,047	6,05,773	71,205	6,06,547	158	1,537
Oudh and Rohilkhand	16,843	1,44,372	16,843	1,44,372	250	1,825
South Indian	15,846	1,33,074	15,894	1,33,449	333	2,193
3' 3½" gauge.						
Assam-Bengal	1,572	12,150	128,606	7,61,642	1,127	5,182
Bengal and North-Western	20,708	1,33,669	29,326	1,88,981	840	9,173
Bengal Dooms	307	1,657	21,001	76,893	...	...
Bhavnagar State	1,173	5,498	1,173	5,498	2	10
Bombay, Baroda and Central India	21,279	1,89,350	22,196	1,99,090	883	8,985
Burma ... ..	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	1,737	8,777	1,742	8,796	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,439	19,578	2,461	20,113	7	37
Jamnagar	94	354	96	361	1	3
Jodhpur-Bikaner	17,663	84,405	17,725	84,752	1,532	15,011
Junnag State	584	2,508	585	2,523	...	...
Morvi	653	2,517	633	2,569	11	52
Mysore, Birur-Shimoga, Chickajalur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,156	5,201	1,160	5,226	2	8
Rohilkhand and Kumaon	3,430	13,755	3,560	14,193	39	153
Udaipur-Chitorgarh	173	767	177	777	...	4
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	881	4,612	883	4,622	...	...
Shahdara (Delhi)-Saharanpur Light (2' 6")	698	2,431	700	2,495	9	37
Darjeeling Himalayas (2' 0")	653	4,930	9,251	43,165	...	...
Other 2' 6" & 2' 0" gauge lines	1,054	3,344	1,888	4,971	8	37
Total 1920-21	414,635	48,16,848	1,729,141	1,56,82,595	40,505	5,99,956
Total 1919-20	488,419	55,27,472	2,003,514	1,63,11,407	51,245	7,74,612
Increase ... ..	...	...	...	...	...	...
Decrease	73,794	7,10,624	283,403	6,28,812	10,740	1,74,657

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XV.						XVI.			
LEATHER.						LIQUORS.			
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kind including country spirits.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
100	101	102	103	104	105	106	107	108	109
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,759	24,427	...	...	1,759	24,427	452	4,428	5,008	40,715
2,152	27,803	603	9,838	2,755	37,641	972	21,203	9,095	1,29,508
82	635	24	189	106	774	236	2,465	1,716	22,724
2,769	58,029	497	9,617	3,256	67,646	4,835	71,340	7,338	1,19,341
2,260	59,231	655	20,676	2,915	79,907	4,241	68,363	11,753	2,06,199
5,801	1,02,565	980	15,931	6,781	1,18,496	2,095	32,008	10,337	97,832
843	11,068	141	1,770	984	12,838	645	4,856	1,481	31,500
1,601	21,884	846	9,431	2,447	31,315	5,475	69,635	6,419	1,72,354
261	2,285	45	535	303	2,820	2,125	16,119	3,349	32,048
271	2,774	465	4,440	736	7,214	1,387	16,655	7,102	80,436
41	222	1	19	42	241	132	1,472	1,154	17,552
189	848	39	533	228	1,381	87	651	1,999	20,415
...	...	...	...	...	...	18	181	220	2,098
151	960	42	203	193	1,163	...	...	63	537
1,490	15,723	214	2,244	1,704	17,967	943	9,925	3,163	57,963
...
...
48	198	9	30	57	228	2	4	48	141
129	414	108	1,370	237	1,784	75	135	80	156
9	41	...	...	9	41	2	7	3	14
692	8,108	136	751	1,028	8,854	48	424	1,631	18,284
19	62	11	76	30	138	...	...	1	7
123	591	12	67	135	658	1	4	29	196
46	205	30	176	76	381	28	151	847	4,364
6	40	37	247	43	287	34	219	622	3,099
7	34	3	22	10	56	...	6	9	93
...	...	44	236	44	236	...	...	4	17
46	174	...	2	46	176	...	...	...	...
14	181	...	...	14	181	51	333	211	5,811
91	320	25	61	116	401	1	2	259	1,042
21,100	3,38,812	4,957	78,434	26,057	4,17,246	23,835	3,20,636	75,194	10,64,629
28,221	4,17,586	8,198	1,22,145	36,419	5,39,731	41,907	6,20,964	76,813	9,65,889
...	...	...	...	...	...	...	...	...	98,740
7,121	78,774	3,241	43,711	10,362	1,22,485	18,072	2,00,328	619	...

Principal commodities carried by railways and the

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

Railway system.	XVI— <i>concl.</i>					
	LIQUORS— <i>concl.</i>					
	(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.		(1) Brass, unwrought.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
110	111	112	113	114	115	116
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur 5' 6" gauge.	...	...	6,460	45,143	1,379	17,668
Bombay, Baroda and Central India	...	...	10,977	1,50,799	4,618	1,14,261
Eastern Bengal	...	...	1,952	25,189	1,706	3,558
East Indian	4	93	12,177	1,90,774	7,253	67,254
Great Indian Peninsula*	31	197	16,025	2,74,759	7,953	1,59,807
Madras and Southern Mahratta	13,018	77,178	25,450	2,06,518	2,134	26,204
Nizam's Guaranteed State	2,633	22,173	4,759	58,529	134	1,522
North Western	...	...	11,894	2,42,039	908	9,369
Oudh and Rohilkhand	145	680	5,619	48,947	1,783	13,834
South Indian 3' 3 3/4" gauge.	1,426	10,235	10,315	1,07,326	1,900	18,151
Assam-Bengal	...	...	1,286	19,024	23	254
Bengal and North-Western	...	...	2,036	21,066	962	8,910
Bengal Doons	...	...	238	2,274	63	310
Bhavnagar State	...	...	63	537	285	1,550
Bombay, Baroda and Central India	8	92	4,117	67,930	2,454	28,482
Burma	...	...	...	...	...	...
Dibru-Sadiya	619	4,867	619	4,867	...	...
Gondal	63	258	113	403	7	15
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	1,489	11,554	1,594	11,845	50	498
Jamnagar	250	944	255	965	14	44
Jodhpur-Bikaner	...	4	1,679	18,712	430	3,968
Juagad State	82	253	83	290	7	37
Morvi	2	19	32	219	20	86
Mysore, Birur-Shhnoga, Chickajur Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	2,223	9,043	3,098	13,558	89	464
Rohilkhand and Kumaon	...	...	655	3,918	41	273
Udaipur-Chitorgarh	...	...	9	99	11	65
Other 2' 6" & 2' 0" gauges.	100	552	104	569	4	18
Parsi Light (2' 6")	...	...	...	...	...	...
Shaldara (Delhi) Saharanpur Light (2' 6")	16	51	16	51	60	283
Darjeeling Himalayan (2' 0")	...	...	262	6,144	...	...
Other 2' 6" & 2' 0" gauge lines	19	91	279	1,135	12	52
Total 1920-21	22,128	1,38,314	121,157	15,26,579	34,390	4,96,498
Total 1919-20	19,780	1,24,995	137,500	16,11,846	25,541	3,55,988
Increase	2,348	13,319	...	...	9,849	1,40,510
Decrease	...	...	16,343	88,269	...	...

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

SERVANTS OF INDIA SOCIETY
BRANCH LIBRARY
BOMBAY

XVII.							
METALS.							
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) IRON AND STEEL.	
						Unwrought (dust, slag, pig and old for re-manufacture).	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
117	118	119	120	121	122	123	124
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,872	28,574	2,775	39,278	1,073	19,122	82,912	2,72,687
1,344	22,700	2,627	66,624	577	11,817	1,826	19,188
2,709	21,280	1,220	4,102	869	11,661	1,956	6,127
5,976	91,953	1,586	30,340	909	18,030	56,510	2,50,445
3,247	58,987	2,633	36,544	1,134	16,719	15,259	1,36,296
1,481	20,578	1,054	13,043	502	8,599	8,211	70,735
407	4,787	44	643	47	662	141	1,300
635	11,579	394	5,966	405	8,896	3,451	40,368
1,960	20,593	307	1,794	189	2,620	1,902	11,357
1,841	19,867	473	4,105	217	2,168	6,884	43,405
474	5,609	6	42	3	42	618	2,650
2,092	25,538	59	647	212	2,363	1,715	10,625
..
74	378	256	1,368	42	221	7	53
1,277	13,128	1,337	13,499	273	4,332	2,320	16,710
..
..	..	..	..	..	..	5,548	41,244
70	139	5	16	47	134	23	46
115	1,420	8	153	10	158	46	312
10	34	14	58	6	18	..	..
129	1,298	121	847	67	586	1,123	4,454
24	112	7	35	24	111	..	..
62	245	8	41	26	103	9	36
248	1,513	32	147	74	366	137	785
1,074	6,255	8	39	157	1,004	400	1,705
7	54	6	45	7	64	71	335
96	571	..	4	22	122	..	..
91	354	4	15	5	28	300	789
44	567	..	..	92	1,061	6	69
45	230	43	98	16	52	403	1,150
27,404	3,58,339	15,027	2,19,493	7,005	1,11,009	191,778	9,32,871
23,929	3,01,790	12,091	1,68,640	6,324	91,930	186,132	9,92,599
4,075	56,549	2,936	50,853	681	19,079	5,596	..
..	..	..	..	..	..	..	59,728

Principal commodities carried by railways and the

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

XVII						
METALS						
(5) IRON AND STEEL— <i>concl.</i>						
Railway system.	WROUGHT.					
	(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
125	126	127	128	129	130	131
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	86,546	5,86,416	21,021	1,38,072	21,889	2,40,517
Bombay, Baroda and Central India...	46,776	6,90,285	18,482	3,09,666	11,573	2,23,509
Eastern Bengal	36,386	1,42,753	11,179	66,643	26,336	1,63,338
East Indian	115,622	16,80,254	27,797	2,51,027	62,080	8,64,184
Great Indian Peninsula*	64,169	7,90,120	16,897	2,36,991	28,865	4,28,865
Madras and Southern Mahratta	38,180	3,73,655	10,651	1,36,661	24,052	2,80,677
Nizam's Guaranteed State	2,556	22,107	1,176	13,416	7,683	70,765
North Western	65,523	6,68,532	7,038	1,00,743	25,611	3,90,795
Oudh and Rohilkhand	8,936	75,176	1,477	11,180	9,105	66,824
South Indian	19,222	1,81,633	5,684	66,851	10,071	1,12,046
3' 3½" gauge.						
Assam-Bengal	3,819	39,213	2,188	24,520	6,210	64,094
Bengal and North-Western	8,124	56,294	5,914	35,977	6,901	49,879
Bengal Doonars	1,870	18,934	419	8,438	...	...
Bhavnagar State	1,698	8,355	614	2,793	491	2,388
Bombay, Baroda and Central India	23,035	2,38,791	6,252	52,117	6,874	62,329
Burma ... ..	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	649	1,935	486	1,498	1,516	4,468
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,724	24,577	885	9,793	1,854	18,777
Jamnagar	86	233	76	502	478	1,848
Jodhpur-Bikaner	3,154	16,285	632	3,808	2,489	18,262
Junagad State *	504	1,387	980	1,344	357	1,282
Morvi	146	513	144	517	387	1,644
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Ban- galore-Chik Ballapur Light, Kolar District and Mysore Light.	2,591	11,589	3,082	7,842	2,393	9,467
Rohilkund and Kumaon	1,676	10,361	786	2,993	2,943	16,926
Udaipur-Chitorgarh	250	1,231	15	75	102	632
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	679	3,189	124	693	302	1,413
Shahdara (Delhi)-Saharanpur Light (2' 6")	424	1,394	163	571	182	755
Darjeeling Himalayan (2' 0") ... ..	...	...	58	849	1,520	17,252
Other 2' 6" & 2' 0" gauge lines	1,502	5,671	574	1,902	624	2,823
Total 1920-21	535,989	50,34,133	144,144	14,87,482	263,888	31,35,628
Total 1919-20	416,506	42,57,777	103,549	10,61,009	225,173	26,34,645
Increase	119,483	13,76,356	40,595	4,26,473	37,715	5,00,983
Decrease ... ..	...	...	...	...	...	...

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

—conold.						XVIII.	
—conold.						MINERAL SUBSTANCES.	
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
132	133	134	135	136	137	138	139
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,316,475	51,20,298	5,340	96,986	1,540,282	65,69,608	113,661	2,23,479
81,314	3,70,563	5,172	1,19,789	174,304	19,48,972	176,502	5,04,120
...	...	33,305	74,645	115,668	5,14,107	46,256	52,378
5,634	40,127	12,598	1,61,503	295,965	34,75,117	410,865	9,87,959
343,895	28,15,006	9,996	1,29,925	494,048	48,09,060	370,342	14,67,218
40,160	2,21,855	10,990	97,014	137,425	12,49,111	103,575	4,10,461
...	...	609	7,838	12,797	1,23,040	144,551	2,57,958
5,798	53,052	8,198	1,14,043	117,971	14,03,343	319,489	3,99,605
...	...	8,567	24,636	29,291	2,27,584	27,904	57,192
63	583	6,919	72,164	53,319	5,03,976	112,961	2,29,935
...	...	1,934	19,222	15,275	1,55,046	47,075	1,73,276
6	67	3,801	32,296	29,846	2,22,594	11,589	44,069
...	...	1,069	15,854	3,421	43,536	17,750	23,770
...	...	264	1,450	3,731	18,556	19,098	24,391
38	151	3,463	34,459	47,323	4,63,993	182,190	4,09,863
40,031	1,21,139	26,300	4,19,126	66,381	5,40,205	†311,186	15,49,566
...	...	1,946	14,492	7,494	55,736	4,328	9,090
...	...	43	101	2,846	8,352	181,030	1,73,939
1	22	167	1,296	5,860	57,006	5,003	15,207
...	...	17	86	701	2,623	14,462	35,497
2	16	1,313	9,861	9,460	59,331	84,572	2,03,884
...	...	9	12	1,306	4,320	59,568	51,103
5	16	89	343	896	3,544	22,039	23,167
24,702	27,129	252	1,246	33,600	60,848	6,208	16,070
...	...	837	3,859	7,922	43,415	4,005	3,085
...	...	45	293	514	2,794	1,207	2,681
...	...	86	438	1,313	6,448	1,955	4,867
...	...	121	521	1,350	4,060	1,544	3,480
15	124	1	24	1,736	19,940	7,537	11,595
81,323	1,03,487	178	779	84,725	1,16,233	247,457	3,57,771
1,939,522	89,73,635	138,623	14,54,301	3,296,770	2,27,03,389	3,055,952	72,30,679
1,347,642	43,68,668	123,327	12,55,340	2,469,064	1,54,88,386	2,214,299	48,68,815
591,380	45,04,967	15,296	1,98,961	827,106	72,15,093	841,660	23,61,864
...

† Includes Chalk and Lime for which information is not available separately.

Principal commodities carried by railways and the

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

Railway system.	XVIII—concl'd.					
	MINERAL SUBSTANCES.—concl'd.					
	(2) Chalk and lime.		(3) Others.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
140	141	142	143	144	145	146
	Tons.	Rs.	Tons	Rs.	Tons.	Rs.
Bengal-Nagpur 5' 6" gauge. ...	331,495	6,19,235	3,859	35,638	449,015	8,77,352
Bombay, Baroda and Central India ...	19,895	53,890	109	2,137	196,306	5,60,147
Eastern Bengal ...	57,149	1,46,691	...	...	103,405	1,99,069
East Indian ...	300,800	15,60,768	5,132	61,373	716,847	26,10,100
Great Indian Peninsula* ...	108,155	2,18,864	487	7,274	478,984	16,93,166
Madras and Southern Mahratta ...	46,415	1,08,620	8,002	41,297	157,992	5,60,378
Nizam's Guaranteed State ...	664	7,087	16	124	145,231	2,65,169
North Western... ...	64,170	3,08,365	2	42	383,661	12,08,012
Oudh and Rohilkhand ...	78,099	1,02,555	43,914	38,282	149,917	1,93,029
South Indian ... 3' 3 1/2" gauge. ...	16,919	1,00,140	13,011	37,256	142,891	3,67,331
Assam-Bengal ...	10,583	58,906	13	78	57,671	2,32,260
Bengal and North-Western ...	42,552	1,29,684	44	543	54,185	1,74,296
Bengal Dooars ...	2,214	17,497	309	1,998	20,273	43,265
Bhavnagar State ...	13,310	27,148	...	...	32,408	51,539
Bombay, Baroda and Central India ...	28,108	67,774	115	1,563	210,413	4,99,200
Burma ...	...	...	...	...	311,186	5,49,566
Dibru-Sadiya ...	8,746	23,381	1	5	13,075	32,476
Gondal ...	34,656	51,355	6	19	215,742	2,25,313
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	797	3,791	...	6	5,800	19,004
Jamnagar ...	1,980	4,914	191	560	16,633	40,971
Jodhpur-Bikaner ...	26,239	41,463	21	190	110,832	2,45,537
Junagad State ...	4,849	4,899	1,365	2,924	65,782	58,929
Morvi ...	1,778	1,922	...	1	23,817	25,090
Mysore, Binn-Shimoga, Chickjajur—Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	279	900	2,575	4,286	9,062	21,256
Rohilkund and Kumaon ...	10,110	15,517	...	...	14,115	23,602
Udaipur-Chitargadh ...	11	28	...	...	1,218	2,709
Barsi Light (2' 6") ...	20	92	...	...	1,975	4,959
Shahdara (Delhi)-Sabaranpur Light (2' 6") ...	1,402	3,768	...	...	2,946	7,248
Darjeeling Himalayan (2' 0") ...	1,917	17,031	...	...	9,454	28,626
Other 2' 6" & 2' 0" gauge lines ...	44,292	63,527	429	1,351	292,178	4,22,649
Total 1920-21 ...	1,257,404	37,79,612	79,651	3,31,947	4,393,014	1,12,42,298
Total 1919-20 ...	1,202,278	31,72,247	61,739	2,25,863	3,478,316	82,66,925
Increase... ...	55,126	6,07,365	17,912	6,084	914,698	29,75,313
Decrease ...	...	...	...	...	...	...

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XIX							
Oriz.							
(1) Kerosene.		(2) Castor.		(3) Coconut.		(4) Mustard and rape.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
147	148	149	150	151	152	153	154
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
44,209	8,28,389	932	12,656	2,847	32,314	2,669	24,378
32,408	4,95,292	2,980	22,731	2,319	39,071	241	8,132
222,281	6,95,979	202	1,486	2,309	21,301	9,224	48,855
134,231	20,95,462	2,188	24,232	1,847	15,855	9,470	1,01,577
85,908	15,80,130	3,187	29,910	3,565	48,736	203	3,434
92,244	9,85,439	4,897	55,162	9,579	1,14,427	4	20
7,120	63,971	3,174	23,854	191	1,285	...	...
28,863	14,23,303	892	11,166	1,714	22,138	1,351	9,279
24,720	2,44,948	1,230	11,406	248	1,283	1,847	11,536
68,257	6,54,426	2,597	24,646	13,284	1,15,520	50	498
77,200	4,37,419	47	470	176	1,681	1,995	12,277
37,418	2,37,706	1,481	12,287	225	1,367	3,119	18,701
2,789	13,952	4	47	55	346	494	3,119
2,657	10,738	218	938	69	304	262	660
16,014	1,30,280	1,414	11,878	1,343	11,290	2,055	28,240
42,503	4,97,926	...	...	...	...	...	...
...
5,108	12,214	108	341	57	141	...	...
4,188	86,277	1,129	8,883	256	2,029	...	...
740	991	2	5	6	20	...	...
13,345	1,37,277	220	1,275	2,308	18,625	129	1,060
1,811	6,563	68	197	66	280	...	2
1,251	6,087	160	614	7	31	2	8
6,675	29,637	619	2,362	160	588	...	...
3,298	12,715	197	1,171	1	8	758	4,913
466	2,975	10	51	6	32	4	23
1,307	7,860	24	132	262	1,049	...	...
349	1,400	7	23	3	24	44	133
1,623	15,310	3	39	64	920	922	10,676
1,951	7,050	216	586	225	767	521	1,253
961,432	1,06,71,716	28,209	2,58,048	43,192	4,50,932	35,364	2,83,225
1,059,656	1,08,50,566	28,239	2,49,090	59,945	6,34,001	34,684	2,55,579
...	...	...	8,958	...	...	680	27,643
98,224	1,78,850	30	...	16,753	1,83,069	...	...

Principal commodities carried by railways and the

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

Railway system.	XIX— <i>consolid.</i>					
	Oriz— <i>consolid.</i>				Oriz	
	(5) Others.		TOTAL.		(1) Castor.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
155	156	157	158	159	160	161
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur 5' 8" gauge.	8,599	1,18,881	59,256	10,16,613	2,806	21,157
Bombay, Baroda and Central India	16,013	2,01,321	53,961	7,31,547	8,435	54,050
Eastern Bengal	8,960	22,443	242,976	7,90,064	717	5,085
East Indian	11,615	1,48,658	159,351	23,35,284	24,230	1,68,633
Great Indian Peninsula*	32,296	5,93,439	125,159	22,55,699	18,977	1,59,035
Madras and Southern Mahratta	41,731	5,53,098	148,455	17,08,146	14,950	95,600
Nizam's Guaranteed State	2,005	17,293	12,490	1,06,403	28,728	2,28,681
North Western	15,139	1,92,806	47,959	16,58,692	500	1,702
Oudh and Rohilkhand	3,692	39,906	31,737	3,09,169	1,958	8,356
South Indian 3' 3 1/2" gauge.	43,004	3,41,919	127,192	11,37,009	3,685	22,311
Assam-Bengal	643	8,850	80,061	4,60,697	79	478
Bengal and North-Western	798	5,811	43,044	2,75,872	13,701	49,536
Bengal Doars	284	2,407	3,626	19,871	...	...
Bhavnagar State	768	3,038	3,974	15,678	714	2,870
Bombay, Baroda and Central India	3,932	38,267	24,758	2,19,455	13,556	54,391
Burma	7,223	59,448	40,726	5,57,374	...	...
Dibru-Sadiya	14,710	55,129	14,710	55,129	...	...
Gondal	548	1,651	5,819	14,347	1,164	3,199
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,501	12,767	7,074	59,956	8,317	28,246
Jamnagar	128	579	876	1,595	232	359
Jodhpur-Bikaner	1,713	8,207	17,715	1,66,444	1,831	7,447
Junagad State	603	2,199	2,548	9,241	1,254	4,579
Morvi	256	957	1,676	7,695	515	1,929
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	831	3,929	8,285	36,516	332	1,379
Rohilkund and Kumaon	198	1,287	4,452	20,094	3,416	13,263
Udaipur-Chitorgarh 2' 6" and 2' 0" gauges.	57	344	543	3,430	...	3
Barsi Light (2' 6")	583	3,331	2,676	12,272	16	78
Shahdara (Delhi)-Saharanpur Light (2' 6")	10	32	413	1,612	23	41
Darjeeling Himalayan (2' 0")	74	939	2,686	27,284	...	...
Other 2' 6" & 2' 0" gauge lines	308	974	3,231	10,633	825	2,187
Total 1920-21	218,222	24,39,900	1,288,419	1,41,03,831	150,981	9,33,575
Total 1910-20	200,863	21,02,675	1,383,387	1,40,91,911	123,014	7,78,073
Increase	17,359	3,37,225	...	11,910	27,917	1,55,502
Decrease ... ..	...	...	96,968	...	...	...

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XX

SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
162	163	164	165	166	167		169
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
30,097	3,75,609	11,177	1,04,890	1,326	8,040	15,947	1,52,600
4,937	48,086	18,153	1,83,859	2,994	35,108	18,864	2,28,625
...	...	12,857	60,005	...	...	45,344	2,31,854
889	7,787	119,201	7,84,260	6,409	35,718	160,717	13,13,067
25,265	3,17,034	85,684	11,11,111	4,487	58,015	32,174	3,39,484
60,241	6,98,450	2,393	18,737	980	10,153	3,035	36,647
1,369	12,116	950	3,124	100	722	92	621
1,207	17,819	12,681	56,393	826	5,146	144,133	13,35,564
428	3,632	17,758	82,635	5,841	32,772	65,648	4,17,814
94,690	6,72,457	23	307	121	947	1,346	9,245
...	3	75	342	2	13	6,758	61,919
155	1,357	112,575	5,03,750	2,401	13,529	63,839	3,36,996
...	...	...	...	...	...	1,113	4,050
1,676	7,815	4	13	8	34	47	140
3,759	39,891	18,508	1,02,579	3,603	20,526	65,015	3,40,409
†16,181	†1,49,300	...	...	...	...	...	...
...
3,728	14,628	3	11	1	3	53	119
592	6,517	5,421	39,243	55	438	40	287
280	963	...	1	1	2	...	...
192	1,175	22,114	85,173	1,017	3,552	102,189	4,14,341
425	2,109	...	...	1	2	16	64
195	932	246	941	...	1	2	10
1,863	6,920	2	13	54	180	103	379
195	1,486	2,606	8,740	1,527	3,855	17,258	56,402
19	151	41	70	280	548	122	697
2,456	10,269	1,744	9,897	30	187	9	49
17	94	...	...	...	4	1,595	3,265
21	378	...	...	...	...	706	2,741
1,106	5,090	2,396	8,303	7	15	879	1,956
260,983	24,02,031	446,612	31,58,897	31,071	229,810	747,064	52,89,335
307,036	31,84,143	439,230	30,10,060	40,813	304,419	491,552	41,63,825
...	...	7,382	1,48,837	...	...	255,512	11,25,510
46,053	7,82,062	...	...	9,742	74,609	...	...

†Includes Til or Jinjili for which information is not available separately.

APPEN

Principal commodities carried by railways and the

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

Railway system.	XX—conold.						XXI.	
	OIL-SEEDS—conold.						Opium.	
	(6) Til or jinjili.		(7) Others.		TOTAL.			
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
170	171	172	173	174	175	176	177	178
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur 5' 0" gauge. ...	18,372	99,379	24,489	2,61,692	104,164	10,23,367	80	2,997
Bombay, Baroda and Central India ...	17,832	1,56,650	103,084	6,93,725	174,319	13,99,603	68	1,258
Eastern Bengal ...	1,410	5,465	2,017	10,223	62,345	3,12,612	11	213
East Indian ...	6,812	50,481	75,835	4,80,115	393,093	23,40,011	1,479	39,617
Great Indian Peninsula* ...	32,690	3,93,559	239,965	31,75,183	439,242	55,52,421	82	3,527
Madras and Southern Mahratta ...	32,844	3,98,321	99,869	11,01,288	223,312	23,59,696	41	1,471
Nizam's Guaranteed State ...	6,645	46,135	18,076	1,27,381	55,960	4,18,780	...	...
North Western ...	3,972	27,357	30,514	2,29,741	193,833	16,73,722	56	1,575
Oudh and Rohilkhand ...	3,611	23,276	23,443	1,29,441	117,687	6,97,920	714	15,260
South Indian ...	27,549	2,10,619	883	7,162	128,297	9,23,048	13	468
Assam-Bengal 3' 3½" gauge. ...	1,619	10,330	119	891	8,652	73,976	4	79
Bengal and North-Western ...	5,994	45,321	4,239	24,544	202,904	9,75,023	2,666	37,969
Bengal Doonars ...	...	...	7	153	1,120	4,203	...	...
Bhavnagar State ...	5,046	19,527	11,743	45,006	19,238	75,405	...	...
Bombay, Baroda and Central India ...	22,927	1,96,972	141,891	12,20,593	269,259	19,75,361	274	8,762
Burma ...	...	...	...	...	16,181	1,49,300	...	...
Dibru-Sadiya ...	...	...	...	...	...	...	...	...
Gondal ...	5,734	14,720	24,982	61,530	35,665	94,210	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal. ...	2,269	19,249	42,853	3,39,380	59,547	4,33,410	...	...
Jamnagar ...	744	2,002	6,163	10,607	7,430	13,937	...	...
Jodhpur-Bikaner ...	7,971	39,750	†30,562	†1,39,301	174,866	6,91,039	7	165
Junagad State ...	1,464	5,445	12,872	51,870	16,032	64,069	...	...
Morvi ...	2,715	8,216	8,908	39,507	12,581	45,536	8	61
Mysore, Birur-Shimoga, Chickjajur-Chitaldrog, Bangalore Chik-Ballapur Light, Kolar District and Mysore Light. ...	3,262	12,296	‡4,200	‡12,736	9,836	33,913	...	...
Rohilkhand and Kumaon ...	2,723	9,339	5,834	19,155	33,559	1,12,240	3	42
Udaipur-Chitorgarh ...	89	481	1,341	5,060	1,892	7,010	20	156
Barsi Light (2' 6") ...	63	250	10,457	54,943	14,775	75,623	2	16
Shahdara (Delhi)-Saharanpur Light (2' 6") ...	9	23	6,247	13,293	7,891	16,720	...	...
Darjeeling Himalayan (2' 0") ...	...	...	...	...	727	3,119	...	...
Other 2' 6" & 2' 0" gauge lines ...	904	3,475	7,175	16,992	13,292	33,018	1	3
Total 1920-21 ...	215,290	17,99,088	945,718	82,65,512	2,797,699	3,20,78,20	5,529	1,07,639
Total 1919-20 ...	310,655	24,48,903	986,031	82,28,821	2,678,361	2,21,12,244	8,198	1,74,157
Increase ...	...	...	...	36,691	119,338	...	...	...
Decrease ...	95,365	6,49,815	20,313	...	...	39,946	2,669	66,513

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

† Includes 36,561 tons of cotton seeds.

‡ Includes Rs. 1,27,923 for cotton seeds.

§ Includes 25 tons of cotton seeds.

|| Includes Rs. 66 for cotton seeds.

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XXII.		XXIII.							
Paper and pasteboard.		PROVISIONS.							
		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
179	180	181	182	183	184	185	186	187	188
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
4,804	94,058	12,207	1,79,900	2,974	61,199	8,171	1,05,822	23,352	3,46,921
3,897	81,259	34,686	5,29,561	6,057	1,19,806	89,262	3,48,031	80,005	9,97,398
16,059	44,118	2,896	16,832	474	4,965	6,280	53,574	9,650	75,371
19,634	3,21,564	8,905	1,40,927	13,288	2,17,282	106,070	10,64,877	128,263	14,23,056
8,317	1,32,237	64,723	8,45,778	13,828	1,96,251	34,653	3,90,060	103,209	14,32,089
6,363	99,694	68,722	7,70,775	7,916	1,14,895	51,621	4,69,343	128,259	13,55,013
535	4,412	22,051	2,27,073	1,046	17,996	3,388	24,674	26,483	2,69,743
7,078	1,22,998	89,826	8,51,906	12,532	1,44,542	25,922	2,75,602	78,250	12,72,110
4,849	43,520	2,950	22,202	4,545	23,178	5,856	46,250	13,351	96,660
3,969	63,833	2,535	37,233	2,577	25,947	64,198	5,69,605	69,310	6,32,720
468	4,395	1,509	20,834	263	3,532	4,089	36,071	5,861	60,737
3,682	13,209	2,219	21,171	6,470	75,411	10,983	64,957	19,072	1,61,539
53	452	...	...	4	48	871	5,561	875	5,609
121	724	1,885	8,763	807	4,882	4,189	14,548	6,981	28,199
1,609	15,268	17,010	1,97,211	7,975	1,10,702	12,954	89,955	37,939	3,97,931
...	...	...	...	...	...	28,615	3,55,660	28,615	3,55,660
...	...	...	...	...	...	403	3,627	403	3,627
165	400	2,060	5,327	1,379	4,798	12,354	30,693	15,793	40,813
152	2,100	7,411	57,503	269	2,763	5,338	30,411	13,018	90,677
17	69	9	21	56	283	3,237	9,620	3,302	9,924
630	5,425	6,097	39,568	9,572	72,258	1,479	8,943	17,148	1,20,789
83	250	641	2,057	965	4,823	3,400	10,736	5,015	18,276
159	625	2,925	7,680	871	1,677	1,229	4,901	4,525	14,453
230	1,222	2,000	6,640	258	1,773	4,551	15,066	6,809	23,484
98	661	752	4,494	586	3,837	2,423	13,876	3,764	22,257
39	233	533	2,838	169	1,186	634	3,055	1,336	7,079
36	167	1,762	7,421	62	357	249	1,344	2,073	9,122
24	111	31	176	320	1,256	406	2,067	837	3,499
101	2,107	88	1,586	104	852	11,487	1,05,105	11,679	1,07,543
80	143	1,155	4,137	1,478	6,696	5,789	14,909	8,422	25,823
83,192	10,56,394	267,538	40,10,468	96,345	12,28,550	400,201	41,69,163	854,134	94,08,221
70,657	8,53,736	330,751	40,36,918	96,025	12,61,444	451,794	43,69,004	878,570	96,06,466
12,535	2,02,658	...	...	320	...	8,407	...	...	...
...	...	33,163	25,630	...	32,894	...	1,99,821	24,436	2,58,245

Principal commodities carried by railways and the

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

Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR					
	(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	189	190	191	192	193	194	195
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	1,041	13,227	3,705	23,363	53,628	2,14,070
Bombay, Baroda and Central India	313	5,114	423	13,565	6,765	41,470
Eastern Bengal	18	144	1,099	782	1,363	6,168
East Indian	597	3,725	6,871	27,419	9,583	62,313
Great Indian Peninsula*	130	1,178	325	1,519	15,090	94,227
Madras and Southern Mahratta	326	2,412	1,148	17,443	6,933	69,216
Nizam's Guaranteed State	62	786	...	...	147	1,453
North Western	11	204	2	71	...	...
Oudh and Rohilkhand ... ..	...	...	...	...	8,930	71,916
South Indian	17	149	133	914	169	207
3' 3½" gauge.						
Assam-Bengal	6	32	...	...	917	9,511
Bengal and North-Western ... ..	...	...	222	1,619	1,791	12,923
Bengal Doonah	9	157	...	...	39	574
Bhavnagar State	12	16	...	...	894	1,363
Bombay, Baroda and Central India	100	510	411	4,446	7,246	15,541
Burma ... ..	...	...	...	...	...	...
Dibru Sadisu ... ..	...	...	...	...	...	...
Gondal	14	24	104	115	3,725	3,334
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	...	...	...	...	41	1,808
Jamnagar	1	1	...	...	4	15
Jodhpur-Bikaner	676	2,130	1,976	5,978	11,936	27,812
Junagad State ... ..	...	...	154	44	3,150	1,534
Morvi	138	524	...	...	2,219	2,995
Mysore, Birar-Shimo Chickajalur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	192	495	43	179	2,848	5,759
Rohilkhand and Kumaon ... ..	...	...	...	...	2	3
Udaipur-Chitorgarh	3	...	7	22	81	88
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	4	26	...	...	...	...
Shahdara (Delhi) Saharanpur Light (2' 6") ... ..	...	...	...	...	...	...
Darjeeling Himalayan (2' 0") ... ..	...	...	...	...	...	...
Other 2' 6" & 2' 0" gauge lines ... ..	...	...	...	...	53	193
Total 1920-21	3,670	30,863	16,623	1,05,512	136,014	6,44,295
Total 1919-20	3,920	31,215	23,223	82,403	127,549	5,56,103
Increase ... ..	...	...	...	23,109	8,465	88,192
Decrease	250	355	6,600	...	24,258	...

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XXIV.						XXV	
RAILWAYS OPERATED FOR THE PUBLIC AND FOREIGN RAILWAYS.							
(3) Materials.				TOTAL.		Salt.	
(b) Sleepers and keys of steel and cast-iron.		(c) Others.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
196	197	198	199	200	201	202	203
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,543	13,843	94,429	4,24,283	153,746	6,93,786	143,392	11,92,605
12	201	31,265	99,415	33,778	1,62,765	205,525	8,02,536
6	8	4,932	4,995	7,418	12,097	129,163	6,65,617
210	614	66,005	3,18,173	103,206	4,12,244	374,679	14,25,778
18,889	1,15,178	6,797	37,298	40,231	2,49,400	224,831	22,40,185
827	4,136	31	250	9,235	93,437	120,812	9,06,587
53	-93	...	...	262	2,143	34,309	2,23,823
...	...	39,141	2,19,477	37,154	2,19,755	173,682	13,54,228
...	...	12,558	93,507	21,548	1,65,422	77,000	4,57,261
271	1,930	5,637	19,245	6,227	22,465	152,596	8,04,744
34	534	25,668	84,231	26,625	41,308	48,364	2,27,114
...	...	...	...	2,013	14,542	149,498	8,37,359
...	...	...	...	48	731	5,262	16,910
7	8	7,600	11,779	8,503	13,166	3,277	6,076
40	152	959	3,345	3,755	23,094	251,118	23,52,662
...	...	...	...	...	...	42,625	5,12,077
...	...	...	...	...	...	1,373	6,167
7,058	7,829	572	700	11,471	12,002	4,507	6,904
43	241	...	...	84	1,849	17,426	1,50,149
...	...	27	63	82	79	151	364
...	...	3,300	9,609	16,988	45,019	35,716	1,67,313
...	...	711	542	4,015	2,120	2,142	3,627
1,270	1,574	739	979	4,366	6,072	1,525	2,188
330	498	831	940	4,252	7,871	13,510	36,737
...	...	...	...	3	3	30,204	1,25,134
...	...	...	...	31	116	633	3,113
...	...	...	...	4	26	4,521	19,241
...	...	...	...	...	...	1,104	2,823
...	...	2,210	3,886	2,210	3,886	3,908	38,797
...	...	2,404	2,441	2,457	2,637	6,026	18,930
30,591	1,46,653	323,824	12,85,253	511,732	22,12,578	2,238,576	1,47,05,167
28,170	1,62,956	283,023	12,38,524	465,885	20,70,361	2,483,604	1,59,53,265
2,421	...	41,801	46,674	45,937	1,42,217	...	...
...	15,403	...	...	...	...	244,023	12,88,098

Principal commodities carried by railways and the

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

Railway system.	XXVI.					
	SALTPETRE AND OTHER SALINE SUBSTANCES.					
	(1) Saltpetre.		(2) Other saline substances.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
204	205	206	207	208	209	210
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	294	4,077	1,174	11,312	1,468	15,409
Bombay, Baroda and Central India	3,018	40,990	1,323	12,689	4,341	53,679
Eastern Bengal	119	978	2,909	12,006	3,028	12,982
East Indian	19,533	2,15,926	9,344	52,566	28,877	2,72,492
Great Indian Peninsula *	2,575	22,233	1,586	10,657	4,161	33,033
Madras and Southern Mahratta	1,017	10,206	236	1,825	1,253	12,031
Nizam's Guaranteed State	173	1,787	463	3,135	641	4,922
North Western	10,007	93,886	4,314	33,512	15,221	1,27,398
Oudh and Rohilkhand	703	8,205	8,616	10,039	4,349	13,294
South Indian	504	3,160	5	37	509	3,217
3' 3 1/2" gauge.						
Assam-Bengal ... ..	...	2	313	2,419	313	2,421
Bengal and North-Western	11,532	48,228	7,408	28,781	19,000	77,009
Bengal Doores ... ..	...	...	336	936	336	936
Bhavnagar State	112	409	...	...	112	409
Bombay, Baroda and Central India	4,969	35,722	2,227	16,651	7,196	52,373
Burma ... ..	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	9	24	42	130	51	154
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	219	1,835	138	818	357	2,683
Jamnagar	2	8	16	50	18	58
Jodhpur-Bikaner	405	2,149	3,270	13,719	3,675	15,893
Junagad State ... ..	...	1	...	...	...	1
Morvi	9	36	33	118	42	154
Mysore, Birur-Shimoga, Chickajalur Chitaldrug, Fungalore Chick Ballapur Light, Kolar District and Mysore Light.	19	76	1	4	19	80
Rohilkhand and Kumaon	14	46	2,167	5,701	2,181	5,717
Udaipur-Chitorgarh	17	101	43	225	60	326
2' 6" and 2' 0" gauges						
Barsi Light (2' 0")	101	468	13	76	114	544
Shabdara (Delhi)-Saharanpur Light (2' 6")	110	300	210	463	326	823
Darjeeling Himalayan (2' 0") ... ..	...	...	...	...	...	...
Other 2' 6" & 2' 0" gauge lines	44	130	376	755	420	895
Total 1920-21	56,404	4,85,784	41,724	2,32,934	98,128	7,08,718
Total 1919-20	58,986	5,00,576	45,448	3,52,277	124,434	8,52,853
Increase ... ..	...	...	...	...	...	...
Decrease	2,582	14,792	23,724	1,99,343	26,306	1,44,135

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XXVII.									
SILK.									
(1) RAW.				(2) PIECE-GOODS.				TOTAL.	
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
211	212	213	214	215	216	217	218	219	220
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	258	5,010	...	...	18	304	276	5,314
90	1,211	15	398	26	2,233	4	283	135	4,125
...	...	102	1,641	...	...	...	...	102	1,641
...	...	74	1,085	...	...	22	399	96	1,486
4	135	92	1,481	11	131	...	4	107	1,751
16	370	219	6,372	...	...	1	4	266	6,746
...	...	...	2	1	13	1	17	2	31
62	3,667	31	1,623	...	6	8	82	93	5,373
...	2	19	155	3	21	...	1	22	179
1	5	15	209	...	...	16	191	32	425
1	6	11	111	...	...	...	...	12	117
...	...	1	40	...	...	...	...	1	40
...
...
9	363	10	532	1	84	1	20	21	939
...
...
...	...	...	...	...	...	...	1	...	1
...	...	...	8	...	...	...	...	...	8
...	3	...	...	...	...	...	...	...	3
...	2	1	4	...	3	...	1	1	10
...
...	...	2	12	...	...	...	...	2	12
...	...	181	838	...	...	8	14	187	902
...
...
...
...
...
...	...	...	...	...	...	...	1	...	1
183	5,764	1,064	19,574	42	2,491	69	1,321	1,358	29,150
341	10,162	1,596	35,878	85	3,267	235	6,065	2,257	55,172
...
159	4,398	532	16,104	43	776	106	4,744	699	26,022

Principal commodities carried by railways and the

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

Railway system.	SP1					
	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
	222	223	224	225	226	227
221						
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	8,494	1,56,430	179	5,623	8,783	1,48,305
Bombay, Baroda and Central India	2,267	43,123	104	3,509	4,445	52,161
Eastern Bengal... ..	19,353	2,16,138	863	17,335	9,365	65,810
East Indian	10,072	3,10,674	713	23,443	12,215	1,69,372
Great Indian Peninsula*	12,293	2,86,957	234	7,412	12,605	1,41,338
Madras and Southern Mahratta	16,787	2,43,664	632	12,750	28,907	3,46,099
Nizam's Guaranteed State	849	8,795	...	...	3,717	35,272
North Western	381	5,052	228	4,713	5,455	68,270
Oudh and Rohilkhand	2,698	41,836	140	2,459	1,725	18,583
South Indian	25,393	2,15,221	1,084	13,413	10,255	1,93,274
3' 3 1/2" gauge.						
Assam-Bengal	8,547	81,076	...	...	2,981	27,265
Bengal and North-Western	4,531	40,472	493	12,559	17,653	1,13,781
Bengal Doons	382	1,638	81	1,208	48	397
Bhavnagar State	516	2,983	1	2	512	2,427
Bombay, Baroda and Central India	1,352	12,274	90	2,015	4,696	44,369
Burma	†17,001	†2,72,741	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	622	2,218	...	1	473	1,759
Hyderabad Godavari Valley, Hingoli Branch and S. cundorabad-Gadwal.	656	8,021	...	5	2,529	24,688
Jamnagar	76	206	...	1	51	250
Jodhpur-Bikaner	455	3,498	22	130	1,592	12,328
Junagad State	298	1,653	2	13	409	1,602
Morvi	49	222	...	...	316	1,313
Mysore, Birur-Shimoga, Chikajalur Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	6,470	29,872	195	638	488	2,541
Rohilkund and Kannon	467	2,928	24	163	1,678	13,188
Udaipur-Chitorgarh	7	52	...	2	41	223
2' 6" and 2' 0" gauges.						
Rarsi Light (2' 6")	712	3,324	...	...	141	1,081
Shaldara (Delhi)-Saharanpur Light (2' 6")	10	47	7	23	42	182
Darjeeling Himalayan (2' 0")	221	2,429	1,474	17,331	18	105
Other 2' 6" & 2' 0" gauge lines	213	846	1	8	270	1,079
Total 190-21	141,167	19,94,370	6,627	1,24,806	140,410	14,87,032
Total 1910-22	141,823	20,32,142	7,202	1,49,022	158,453	17,44,162
Increase ... ..	...	...	...	...	...	...
Decrease	661	37,772	665	24,216	18,048	2,57,150

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

† Includes Chillies, for which information is not available separately.

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

XXVIII.

OBS.

(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
228	229	230	231	232	233	234	235
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
206	3,448	5,453	62,609	7,503	99,815	30,618	4,96,230
1,125	34,118	2,527	74,835	14,190	1,95,511	24,653	4,03,257
713	7,415	1,269	21,865	9,433	65,795	40,996	3,93,908
632	6,594	2,849	62,358	14,087	2,19,554	40,598	7,91,995
971	24,431	1,416	39,080	17,702	2,47,218	45,281	7,46,433
690	9,367	6,154	1,05,192	26,577	3,07,255	79,747	10,24,327
77	786	39	407	1,731	17,536	6,413	62,796
979	13,549	1,510	26,173	2,427	33,031	10,980	1,50,788
336	3,173	299	2,714	3,408	20,308	8,001	89,073
1,487	21,489	8,921	90,947	158	1,390	56,293	5,35,734
14	130	87	798	980	3,719	12,009	1,12,958
1,279	15,892	1,117	12,492	5,957	57,804	31,030	2,53,000
29	132	71	235	141	1,331	752	4,041
5	33	...	...	463	2,220	1,497	7,645
657	14,031	1,344	42,283	19,453	1,54,031	26,592	2,60,053
...	...	...	...	...	...	17,001	2,72,741
...
1	3	5	29	152	491	1,253	4,471
20	224	34	396	820	9,300	4,059	43,134
2	8	1	2	14	45	144	512
62	500	113	1,040	2,095	11,879	4,339	29,375
3	15	1	5	612	2,436	1,325	5,724
...	3	1	5	1,330	5,104	1,696	6,617
21	109	189	1,280	1,437	5,614	8,800	40,054
128	603	45	337	382	1,784	2,724	19,008
18	97	8	60	374	1,421	443	1,855
12	69	9	52	431	1,896	1,305	6,422
64	429	1	5	45	197	169	883
...	...	17	234	7	101	1,737	20,200
58	254	23	81	1,229	3,519	1,794	5,767
9,614	1,56,957	33,503	5,65,014	131,533	14,70,605	462,854	67,98,984
13,874	1,93,786	38,472	5,46,021	92,476	13,43,347	480,400	60,13,480
...	...	...	18,993	11,057	1,22,458	...	...
4,260	36,520	4,969	...	...	...	17,546	2,1,4196

Principal commodities carried by railways and the

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

Railway system.	XXIX.					
	Su					
	(1) Refined or crystallised, including sugarcandy.		(2) Unrefined.			
			(a) Sugar.		(b) Gnr, rab, jaggery, molasses and other saccharine produce.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
236	237	238	239	240	241	242
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	15,753	2,31,710	735	12,449	28,037	3,07,172
Bombay, Baroda and Central India	23,385	3,31,438	2,907	30,023	52,542	7,50,381
Eastern Bengal	9,348	82,068	7,460	40,335	50,189	3,18,193
East Indian	49,538	9,70,480	39,919	2,40,435	148,178	10,07,379
Great Indian Peninsula*	39,791	5,01,320	4,418	38,729	112,837	12,03,578
Madras and Southern Mahratta	14,400	1,04,234	9,817	83,614	104,379	8,88,482
Nizam's Guaranteed State	1,766	16,755	605	4,146	13,402	1,00,495
North Western	71,905	11,90,903	46,467	4,22,864	139,887	9,33,714
Oudh and Rohilkhand	12,584	1,14,968	37,171	2,40,481	49,273	3,20,851
South Indian	23,323	1,65,225	2,335	21,040	45,756	3,01,433
Assam-Bengal	353	2,367	1,221	9,798	9,436	54,750
Bengal and North-Western	5,955	42,536	68,559	5,97,903	154,439	9,07,391
Bengal Doons	212	707	240	1,927	1,075	4,266
Bhavnagar State	5,162	29,293	...	...	6,853	29,703
Bombay, Baroda and Central India	18,505	1,79,488	40,889	4,00,147	94,522	9,41,301
Burma ... ..	...	...	...	...	†59,452	†4,38,989
Dibra-Sadiya ... ..	...	...	...	...	802	5,990
Gondal	5,454	15,749	86	127	5,825	18,104
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,769	15,098	328	3,024	7,439	67,072
Jamnagar	541	1,400	...	...	797	2,891
Jodhpur-Bikaner	6,155	33,254	5,720	32,306	15,660	1,00,771
Junagad State	2,757	10,836	...	...	1,351	3,996
Morvi	623	2,111	5	17	2,961	10,684
Mysore, Birur-Shimoga, Chickjajur Chitaldrug, Bangalore Chik Talapur Light, Kolar District and Mysore Light.	852	3,376	3,376	10,252	1,392	4,061
Rohilkhand and Kumaon	2,891	13,462	11,915	41,947	17,128	89,743
Udaipur Chitorgarh	607	3,403	142	734	761	3,580
2' 6" and 2' 0" gauges.	639	2,464	166	755	1,072	5,241
Barai Light (2' 6")	85	236	11,928	35,007	12,585	32,606
Shabdara (Delhi)-Saharanpur Light (2' 6")	481	8,909	594	8,572	954	5,643
Darjeeling Himalayan (2' 0")	3,298	3,099	2,680	10,293	11,003	84,321
Other 2' 6" & 2' 0" gauge lines ... ..	...	...	...	...	...	...
Total 1920-21	319,133	40,70,949	294,133	22,86,985	1,149,991	88,97,757
Total 1919-20	437,574	55,86,743	343,857	25,49,953	1,226,864	91,55,270
Increase ... ..	...	...	...	...	...	...
Decrease	118,512	15,15,799	49,754	2,62,968	70,873	2,57,513

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

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

GAB.		XXX.					
		(1) Foreign.		(2) Indian.		TOTAL.	
TOTAL.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
44,525	5,51,331	...	...	7,719	3,09,620	7,719	8,09,620
70,334	11,11,842	1,733	31,648	1,303	38,595	3,036	70,249
63,997	4,40,596	...	...	37,860	8,10,016	37,860	8,10,016
237,635	22,18,294	...	...	6,105	2,32,538	6,105	2,32,538
157,046	17,43,627	1,362	7,901	7,889	2,27,847	9,251	2,35,748
128,596	10,76,330	101	1,328	1,960	36,774	2,061	38,102
15,773	1,21,396	3	37	237	2,974	240	3,011
258,259	25,52,481	999	29,849	5,158	1,84,093	6,157	1,83,942
99,028	6,76,300	...	...	1,555	11,831	1,555	11,831
71,914	4,87,698	2	42	12,704	1,51,905	12,706	1,52,037
11,010	60,915	...	...	532	9,38,159	53,532	9,38,159
223,953	15,47,830	...	...	106	1,937	106	1,937
1,527	6,900	...	...	20,405	4,21,774	20,405	4,21,774
12,025	52,993	...	...	425	2,540	425	2,540
153,416	15,20,936	934	32,409	906	18,290	1,840	50,759
50,452	4,38,869	...	...	...	...	...	...
802	5,990	...	...	17,433	1,42,348	17,433	1,42,348
11,316	33,980	4	16	308	1,308	312	1,824
9,529	85,194	8	303	33	135	41	498
1,338	4,291	1	6	50	180	51	192
27,535	1,06,331	138	1,726	112	1,329	250	3,155
4,108	14,832	...	...	187	1,012	157	1,012
3,589	12,313	4	29	171	1,316	175	1,375
5,620	17,689	...	...	42	251	42	281
31,034	1,45,152	...	...	08	514	66	514
1,510	7,777	1	10	6	82	7	92
1,877	8,460	5	25	8	51	13	76
24,598	67,999	...	...	1	3	1	3
2,029	23,130	...	...	7,018	98,734	7,018	98,734
16,981	47,713	9	26	5,718	28,839	5,727	29,805
1,763,256	1,52,55,691	5,304	1,05,475	169,017	36,16,211	194,321	57,20,886
2,008,425	1,72,91,971	6,644	1,44,017	229,699	40,02,073	226,543	42,06,090
...
245,169	20,36,280	1,540	38,542	40,652	4,46,562	42,222	4,85,494

Principal commodities carried by railways and the

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

Railway system.	XXXI.					
	TOBA					
	(1) Unmanufactured.		(2) Manufactured.			
	Quantity.	Earnings.	(a) Cigars.		(b) Other sorts.	
Quantity.			Earnings.	Quantity.	Earnings.	
251	252	253	254	255	256	257
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5' 6" gauge.						
Bengal-Nagpur	16,148	2,31,043	1	5	2,522	60,363
Bombay, Baroda and Central India	23,353	2,95,919	5	177	363	12,184
Eastern Bengal	44,455	5,32,495	...	...	2,326	27,966
East Indian	29,519	3,17,672	4	109	8,878	1,90,798
Great Indian Peninsula*	16,779	2,43,527	190	6,371	2,642	63,438
Madras and Southern Mahratta	34,638	3,69,351	307	7,051	3,956	66,511
Nizam's Guaranteed State	3,332	41,665	10	177	545	8,196
North Western	15,062	2,39,336	17	109	4,850	1,05,528
Oudh and Rohilkhand	6,263	59,355	14	28	1,168	13,042
South Indian	23,198	1,99,021	1,371	21,180	2,251	29,179
3' 3 1/2" gauge.						
Assam-Bengal	6,039	66,720	...	...	326	4,645
Bengal and North-Western	41,520	3,72,948	1	10	2,428	20,238
Bengal Dooars	9,701	26,229	...	...	186	1,986
Bhavnagar State	1,605	9,137	51	417	214	1,077
Bombay, Baroda and Central India	18,679	2,19,999	10	224	426	8,316
Burma	16,930	1,28,583	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	1,819	7,809	36	107	290	1,052
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,712	41,719	...	8	328	4,731
Jamnagar	875	1,955	7	39	39	211
Jodhpur-Bikaner	4,563	35,087	1	17	296	2,395
Junagad State	400	1,842	...	...	68	329
Morvi	1,410	7,723	10	65	70	418
Mysore, Birur-Shimoga, Chickjajur Chitdrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	2,283	13,632	8	51	250	1,640
Rohilkand and Kumaon	5,643	45,311	...	...	258	2,045
Udaipur-Chitorgarh	561	8,506	...	...	8	54
2' 6" and 2' 0" gauges.						
Barai Light (2' 6")	243	1,434	45	334	106	872
Shahdara (Delhi)-Saharanpur Light (2' 6")	484	1,908	...	...	33	300
Darjeeling-Himalayan (2' 0")	867	7,272	452	8,573	161	1,631
Other 2' 6" & 2' 0" gauge lines	949	3,020	...	...	71	244
Total 1920-21	320,425	35,25,306	2,530	45,645	35,059	6,29,392
Total 1919-20	366,566	34,00,191	4,067	75,754	43,430	10,69,529
Increase ... ..	...	1,25,115	...	...	...	...
Decrease	30,141	...	1,477	30,109	8,421	4,40,137

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

DIX 11—contd.

earnings therefrom during the financial year 1920-21.

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

000.		XXXII.					
TOTAL.		WOOD.				TOTAL.	
		(1) Timber, unwrought.		(2) Manufactures.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
258	259	260	261	262	263	264	265
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
18,671	2,91,411	122,678	6,29,660	7,153	89,402	123,831	7,19,122
23,721	3,08,280	109,553	5,93,387	5,502	65,875	115,060	6,59,262
46,781	5,60,461	63,894	2,70,073	15,050	1,15,277	78,944	3,85,350
38,401	5,08,579	105,974	4,34,856	10,481	1,11,172	116,455	5,46,028
19,611	3,13,836	214,946	9,50,254	10,443	1,31,261	225,359	10,81,515
38,901	4,42,913	138,584	7,15,508	15,159	1,37,442	153,743	8,52,950
3,587	50,038	49,023	2,31,950	1,214	11,167	50,242	2,43,117
20,829	3,44,973	226,823	9,45,836	12,540	1,17,930	239,363	10,63,766
7,435	72,425	142,784	3,53,110	8,053	42,381	150,787	3,95,491
26,815	2,49,380	206,163	13,43,923	15,522	1,39,421	281,685	14,88,354
6,365	71,365	16,702	79,412	13,778	1,05,408	80,480	1,54,818
43,949	3,93,196	73,383	2,55,865	6,794	44,886	80,177	3,00,751
9,887	28,215	7,616	33,217	4,259	38,961	11,875	72,178
1,870	10,631	20,114	75,766	923	4,991	21,037	50,757
19,115	2,28,539	72,209	3,12,936	3,734	26,689	75,943	3,39,625
16,930	1,28,588	225,678	10,11,885	...	...	225,678	10,11,885
...	...	11,675	54,148	...	...	11,675	54,148
2,145	9,118	15,194	29,780	604	2,090	15,798	31,870
3,040	46,458	27,604	72,105	907	7,180	28,511	79,285
421	2,205	1,771	3,497	59	309	1,830	3,806
4,860	37,499	12,909	56,370	1,164	7,386	14,073	63,756
468	2,171	5,845	10,991	337	1,410	6,182	12,401
1,490	8,206	1,370	3,788	348	1,563	1,648	5,351
2,541	15,326	24,483	68,989	1,298	6,029	25,781	75,018
5,901	47,353	119,234	4,15,226	1,145	6,442	120,379	4,21,718
569	3,560	212	1,130	31	156	243	1,286
394	2,670	810	3,995	229	1,135	1,039	5,130
517	2,206	2,296	5,714	242	862	2,538	6,578
1,480	17,479	4,716	17,855	1,763	8,966	6,479	26,841
1,020	3,264	25,047	48,070	789	3,057	25,536	52,027
368,014	42,00,343	2,109,180	90,35,206	139,521	12,28,976	2,248,701	1,02,64,182
408,053	45,45,474	2,203,185	97,74,077	146,147	13,10,295	2,349,332	1,10,84,372
...
40,039	3,45,181	94,005	7,38,871	6,626	81,319	100,631	8,20,190

Principal commodities carried by railways and the

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

Railway system.	XXIII.					
	Wool					
	(1) Raw.	(2) Manufac				
		(a) Carpets and rugs.		(b) Piece-goods, European.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
266	267	268	269	270	271	272
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	273	9,435	...	...	...	...
Bombay, Baroda and Central India	3,280	1,00,000	88	3,460	203	12,489
Eastern Bengal	933	17,606	...	...	...	...
East Indian	2,613	34,961	1,027	26,850	16	559
Great Indian Peninsula*	1,183	26,735	333	13,656	129	1,335
Madras and Southern Mahratta	1,613	31,737	333	6,375	8	98
Nizam's Guaranteed State	311	7,152	67	987	20	177
North Western	22,152	6,07,104	315	6,120	3	117
Oudh and Rohilkhand	503	4,434	323	1,742	4	51
South Indian	179	1,534	379	5,963	14	94
Assam-Bengal	8	17	...	1	...	...
Bengal and North-Western	618	12,622	70	347	2	22
Bengal Dooars ... ..	...	...	...	...	...	...
Bhavnagar State	500	4,415	...	...	...	...
Bombay, Baroda and Central India	6,516	1,06,226	42	1,062	6	231
Burma ... ..	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	...	...
Gondal	784	8,327	...	1	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal	46	693	11	158	...	...
Jamunagar	90	364	4	17	...	...
Jodhpur-Bikaner	3,730	40,454	24	293	...	15
Junagad State	110	605	...	...	...	...
Morvi	477	3,381	...	...	...	...
Mysore, Birur Shimoga, Chickajalur Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light	68	668	14	113	...	...
Rohilkhand and Kumaon	36	342	3	9	...	...
Udaipur-Chitorgarh	109	815	...	4	...	...
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6") ... ..	...	5	4	40	...	...
Shabdara (Delhi)-Saharanpur Light (2' 6")	29	127	...	...	...	...
Darjeeling-Himalayan (2' 0")	1,665	10,394	3	83	...	...
Other 2' 6" & 2' 0" gauge lines	317	873	1	3	...	...
Total 1920-21	48,651	10,29,023	3,031	67,284	405	15,189
Total 1919-20	78,304	17,45,183	3,021	61,960	474	6,941
Increase ... ..	...	...	10	5,324	...	8,247
Decrease	29,653	7,16,157	...	...	69	...

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

DIX 11—contd.

arnings therefrom during the financial year 1920-21.

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

						XXXIV.	
tured.				TOTAL.		All other articles of merchandise.	
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	169	5,678	442	15,113	497,045	22,77,732
152	4,673	77	2,035	4,230	1,22,657	621,432	44,26,869
...	...	253	3,380	1,186	20,936	265,606	8,87,027
595	24,826	1,038	20,102	5,299	1,07,298	943,426	58,38,285
178	10,359	1,193	25,361	3,009	77,446	700,094	59,98,162
56	1,753	1,399	18,109	3,439	61,102	441,867	26,21,979
121	1,552	...	...	549	9,868	19,812	81,315
457	13,003	638	10,829	23,565	6,37,173	1,285,805	1,32,04,716
327	4,327	235	2,526	1,392	18,080	285,816	13,20,894
121	2,932	57	465	750	11,038	363,855	26,66,308
2	47	30	603	35	668	25,612	1,34,585
162	2,854	58	484	940	16,129	150,277	6,58,463
...	...	...	...	...	...	3,244	82,613
...	...	...	...	500	4,415	18,927	52,071
326	10,460	49	890	6,939	1,18,869	216,932	17,52,845
...	...	...	...	...	...	524,412	33,23,767
...	...	...	...	...	...	69,807	1,59,695
...	...	6	21	790	3,349	35,200	93,073
151	1,482	...	1	208	2,334	12,312	78,133
...	...	...	...	94	381	2,332	9,884
2	17	186	1,752	3,942	42,581	†107,719	‡13,75,107
1	8	...	...	111	613	10,156	28,658
1	3	...	1	478	3,385	13,314	50,835
3	15	191	1,000	296	1,796	39,714	1,46,217
...	...	50	245	89	596	181,580	4,21,992
...	1	...	...	109	820	552	2,441
...	...	116	583	120	628	7,149	28,014
...	1	4	19	83	147	15,975	73,218
...	...	...	...	1,668	10,477	9,520	1,08,177
2	4	5	34	325	914	800,491	5,63,438
2,687	78,167	5,754	91,098	60,528	12,33,768	7,169,423	4,73,06,313
2,354	39,862	6,547	95,579	90,700	19,49,525	6,374,334	420,83,794
333	38,305	...	...	...	...	794,988	52,22,519
...	...	738	1,481	30,172	6,85,762	...	...

† Includes 19,459 tons of bones.
‡ Includes Rs. 67,377 for bones.

Principal commodities carried by railways and the

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

Railway system.	GRAND TOTAL.		ANI			
			(1) Horses.		(2) Cattle.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287
	Tons.	Rs.	Tons.**	Rs.	Tons.**	Rs.
5' 6" gauge.						
Bengal-Nagpur	7,727,631	8,77,05,539	136	7,805	20,151	1,80,516
Bombay, Baroda and Central India	3,478,340	3,09,51,148	460	18,679	14,292	4,09,317
Eastern Bengal	4,142,701	2,03,11,559	128	2,016	8,192	80,418
East Indian	16,696,471	8,70,88,701	2,434	45,930	18,588	4,49,473
Great Indian Peninsula*	7,181,318	7,41,41,602	746	24,313	19,896	2,48,729
Madras and Southern Mahratta	3,579,981	2,97,72,965	477	13,219	5,078	84,298
Nizam's Guaranteed State	1,111,864	55,17,200	132	2,270	90	1,746
North Western	6,735,536	5,94,40,386	1,395	30,886	18,986	3,59,774
Oudh and Rohilkhand	2,498,650	1,31,31,958	1,063	23,539	6,907	74,892
South Indian	2,384,610	1,65,48,482	94	1,514	3,749	45,452
3' 3½" gauge.						
Assam-Bengal	765,907	†49,37,279	76	1,157	1,713	15,236
Bengal and North-Western	2,273,307	‡1,08,87,997	417	10,108	8,769	1,18,416
Bengal Doars	160,160	10,42,125	1	14	35	163
Bhavnagar State	253,594	8,50,113	38	522	606	7,079
Bombay, Baroda and Central India	2,582,782	2,00,72,943	526	16,150	12,100	2,73,095
Burma	2,674,287	1,50,55,401	1,022	34,054	12,645	3,37,802
Dibru-Sadiya	663,367	13,28,414	...	...	2,019	2,561
Gondal	§963,106	9,19,985	18	214	309	2,101
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	‡405,199	36,67,914	52	1,317	285	3,799
Jamnagar	50,340	1,32,283	24	211	299	849
Jodhpur-Bikaner	949,078	41,40,191	348	6,531	2,768	42,045
Junagad State	164,222	4,03,887	4	70	89	1,186
Morvi	124,323	3,89,761	86	438	188	1,497
Mysore Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	240,595	8,12,590	28	414	257	3,105
Robilkund and Kumaon	653,918	21,82,651	16	201	224	2,343
Udaipur-Chitorgarh	18,491	81,707	35	349	29	239
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	95,006	4,45,765	..	...	..	...
Shahdara (Delhi)-Saharanpur Light (2' 6")	104,151	3,10,756	...	...	...	...
Darjeeling-Himalayan (2' 0")	114,380	9,31,906	...	...	198	1,299
Other 2' 6" & 2' 0" gauge lines	805,323	16,29,843	...	...	1	21
Total 1920-21	69,058,023	44,47,27,051	9,728	2,47,921	158,402	27,47,343
Total 1919-20	68,718,342	43,66,33,933	9,730	2,41,035	177,864	27,63,340
Increase	339,686	80,93,118	8	885	...	...
Decrease ... ..	...	...	...	...	19,406	15,997

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

† Excluding Rs. 72,658 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡ Excluding Rs. 5,37,201 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 142,880 tons on account of interchange of traffic.

|| Excluding 32,000 tons on account of inter change of traffic.

DIX 11—*conold.*

earnings therefrom during the financial year 1920-21.

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

XXXV

MALE.					
(3) Sheep, etc.		(4) Elephants.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
288	289	290	291	292	293
Tons.**	Rs.	Tons.**	Rs.	Tons.**	Rs.
2,064	33,166	...	...	22,351	2,21,487
22,747	7,26,143	...	...	37,489	11,54,039
395	5,174	60	2,068	8,775	89,674
10,849	3,40,681	48	751	31,019	8,36,835
8,183	1,66,987	25	423	28,850	4,40,452
8,301	1,49,635	5	76	13,861	2,47,228
51	871	...	...	273	4,887
544	18,649	2	56	20,927	4,09,365
891	20,712	...	...	8,881	1,19,143
12,601	73,118	13	474	16,457	1,20,558
268	3,583	...	...	2,057	††19,901
464	5,405	...	...	9,650	1,33,929
...	...	...	...	36	177
114	3,141	...	...	758	10,742
16,707	3,80,656	...	...	29,333	6,69,901
4,554	2,02,694	...	...	18,221	5,74,550
...	...	...	...	2,019	2,561
80	960	...	...	††358	3,275
340	4,605	...	...	677	9,721
51	432	1	26	374	1,518
1,102	19,157	...	...	4,218	67,733
18	229	...	...	111	1,487
105	2,697	...	...	381	4,632
187	2,125	...	...	472	5,644
25	725	3	5	267	3,274
77	236	...	...	141	814
...
...
24	431	...	...	222	1,730
4	43	...	...	5	64
90,746	21,62,255	156	3,877	259,043	51,55,321
104,734	21,76,667	209	3,589	292,373	51,84,583
...	...	...	283	...	...
18,968	14,412	53	...	33,9301	29,202

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

A head of cattle, or a pony or horse

A sheep, goat, etc.

An elephant

... = 0.25 ton.

... = 0.025 ton.

... = 2.50 tons.

†† Excluding Rs. 75 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡‡ Excluding 49 tons on account of interchange of train.

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	DESCRIPTION OF RAILWAY					
	1	2	3	4		
	Railway system	Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the fol	
(a) $\frac{1}{2}$ to 100.					(b) $\frac{1}{2}$ to 100.	(c) $\frac{1}{2}$ to 100.
	Miles.	No.	Miles.	Miles.	Miles.	
5' 6" GAUGE.						
Bengal-Nagpur	5' 6"	1,998.31	336	...	0.55	119.84
Bombay, Baroda and Central India	5' 6"	1,313.98	228	...	1.32	0.32
Eastern Bengal	5' 6"	615.55	180	...	...	...
East Indian	5' 6"	2,851.53	513	6.50	18.62	49.89
Great Indian Peninsula	5' 6"	3,183.08	497	19.31	2.82	72.30
Madras and Southern Mahratta	5' 6"	1,069.55	220	...	13.60	34.42
Nizam's Guaranteed State	5' 6"	354.70	57	...	...	79.19
North Western	5' 6"	5,002.19	823	85.14	113.90	219.92
Ondh and Rohilkhand	5' 6"	1,615.61	289	...	9.30	6.41
South Indian	5' 6"	681.80	68	...	8.12	28.58
3' 3$\frac{1}{2}$" GAUGE.						
Assam-Bengal	3' 3 $\frac{1}{2}$ "	1,044.15	233	10.29	47.43	37.18
Bengal and North-Western	3' 3 $\frac{1}{2}$ "	2,145.44	372	0.11	0.15	0.49
Bhavnagar State	3' 3 $\frac{1}{2}$ "	203.08	35	...	0.16	2.31
Bombay, Baroda and Central India	3' 3 $\frac{1}{2}$ "	2,343.24	333	3.40	0.23	18.75
Burma	3' 3 $\frac{1}{2}$ "	1,602.72	825	100.46	45.84	55.70
Eastern Bengal	3' 3 $\frac{1}{2}$ "	1,120.87	215	0.34	0.52	4.69
Gondal	3' 3 $\frac{1}{2}$ "	230.96	38	...	...	3.82
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal)	3' 3 $\frac{1}{2}$ "	545.46	98	...	...	...
Jamnagar	3' 3 $\frac{1}{2}$ "	54.23	7	...	...	0.17
Jodhpur-Bikaner	3' 3 $\frac{1}{2}$ "	1,329.46	171	...	...	...
Junagad State	3' 3 $\frac{1}{2}$ "	140.13	21	...	...	2.54
Madras and Southern Mahratta	3' 3 $\frac{1}{2}$ "	1,948.80	304	16.31	33.18	657.00
Nilgiri	3' 3 $\frac{1}{2}$ "	28.96	12	23.52	1.60	0.34
Bohilkund and Kumaon	3' 3 $\frac{1}{2}$ "	572.19	100	...	4.85	8.44
Bhoraner-Cochin	3' 3 $\frac{1}{2}$ "	61.75	16	...	12.86	8.33
South Indian	3' 3 $\frac{1}{2}$ "	1,210.29	298	0.04	29.34	38.70
Udaipur-Chitorgarh	3' 3 $\frac{1}{2}$ "	68.72	11	...	...	1.10
2' 6" GAUGE.						
Gondia-Chanda, Jubbulporo-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"	59.92	20	10.01	3.97	16.58
Kohat-Thal and Nowshera-Durgai	2' 6"	102.15	20	...	...	29.14
Morappur-Hosur	2' 6"	73.20	10	...	24.65	7.36
Purulia-Ranchi	2' 6"	115.30	19	...	9.57	31.84
Rajpur-Dhamtari	2' 6"	56.94	13	0.51	...	...
Tirupattur-Krishnagiri	2' 6"	25.38	5	...	7.97	2.45
Trane-Indus (Kalabagh-Banna)	2' 6"	135.38	21	4.86	0.43	25.11
2' 0" GAUGE.						
Pipar-Bilari Light	2' 0"	25.25	4	...	...	0.68

DIX 12.

during the financial year 1920-21.

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, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.	Average gross earnings per mean mile worked per week.	Average working expenses per mean mile worked per week.			
(d) $\frac{r}{s}$ to $\frac{r}{s}$. Miles.	(e) $\frac{r}{s}$ to $\frac{r}{s}$. Miles.	(a) Length. Miles.	(b) Inclination. Miles.	Per cent.	Per cent.	Rs.	Rs.				Rs.		
624.65 263.06 ..	150.47 98.84 7.69	0.55 0.88 3.72	1/80 1/80 1/300	4.87 6.68 4.13	4.87	2,12,239 2,13,048 3,90,200	603 857 875	985 573 535					
219.16 809.62 191.05	172.67 279.52 113.28	0.15 5.99 0.80	1/50 1/37 1/60	8.15 4.17 6.25	... *6.08 ...	2,81,594 2,31,823 1,86,268	980 836 673	516 613 432					
110.99 213.91 19.15 113.01	... 135.37 22.56 46.84	2.32 6.54 2.25 1.09	1/100 1/25 1/75 1/62	7.49 3.71 5.79 6.32	+6.77	1,59,478 2,02,035 1,40,461 1,60,061	494 545 390 536	259 296 231 339					
127.16 3.40 68.37 890.82	31.19 7.59 18.05 234.20	10.05 0.11 9.16 8.40	1/37 1/50 1/80 1/40	1.40 7.62 8.91 7.11	... ... ... ...	1,71,830 83,098 58,504 83,330	210 239 221 376	161 106 118 256				
161.78 48.63 75.62	146.99 43.13 35.37	23.81 0.82 8.82	1.25 1/160 1/100	4.72 4.66 6.16	... ... ...	1,31,954 1,19,523 50,181	891 338 193	265 236 134				
... 9.54 266.33	318.65 6.88 120.26	29.90 0.19 1.17	1/133 1/100 1/130	9.26 7.13 9.07	†12.21	82,115 48,365 31,400	267 162 110	114 88 92					
41.56 327.45 0.18	16.04 134.10 ...	2.54 16.25 0.29	1/109 1/40 1/12	6.12 4.99 1.49	... *6.08 ...	53,516 85,741 2,88,476	154 262 578	82 178 43					
13.85 7.63 186.44 30.75	23.59 2.88 82.59 6.98	3.31 0.84 0.04 0.46	1/70 1/80 1/50 1/100	6.43 6.67 8.71 7.29	... ... ... ...	65,454 1,07,971 1,09,243 35,969	182 312 497 103	97 159 273 55				
127.95 2.41 5.67 31.81	33.29 0.51 .. 18.21	0.08 0.06 28.01 0.38	1/73 1/150 1/33 1/86	1.28 ... 3.61 -6.95	1.28	64,131 29,176 3,33,761 70,131	111 ... 745 98	95 ... 518 192					
15.63 33.69 17.83 4.10 22.56	2.15 5.59 2.55 0.25 15.48	2.39 9.57 0.51 0.57 3.44	1/67 1/80 1/50 1/67 1/45	-4.23 1.78 3.72 -1.43 -8.93	... 1.78 3.72	42,848 64,805 27,486 40,982 95,151	87 109 62 86 139	93 87 23 70 304					
2.97	3.30	0.68	1/100	4.48	...	11,491	28	18					

* For both 5' 6" and 3' 3 1/2" gauges.
† For Nizam's Guaranteed State railways only.
‡ For Hyderabad-Godavari Valley railway only.

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	11	12	13
		OUTLAY, EARNINGS AND EXPENSES		
		Average gross earnings per train-mile.	Average working expenses per train-mile.	Net earnings per train-mile.
		Rs.	Rs.	Rs.
5' 6" GAUGE.				
Bengal-Nagpur		5 64	3 60	2 04
Bombay, Baroda and Central India		7 28	4 23	3 05
Eastern Bengal		6 21	3 79	2 42
East Indian		5 39	2 84	2 55
Great Indian Peninsula		5 99	4 61	1 38
Madras and Southern Mahratta		6 82	4 39	2 44
Nizam's Guaranteed State		6 52	6 42	3 10
North Western		7 53	5 48	2 05
Oudh and Rohilkhand		6 27	3 71	2 56
South Indian		5 42	3 42	2 00
3' 3½" GAUGE.				
Assam-Bengal		4 58	3 52	1 06
Bengal and North-Western		4 50	1 99	2 51
Bhavnagar State		5 26	2 81	2 45
Bombay, Baroda and Central India		4 60	3 13	1 47
Burma		5 04	3 42	1 62
Eastern Bengal		5 21	3 49	1 72
Gondal		4 38	2 96	1 42
Hyderabad-Godavari Valley (including Hlogoli Branch and Secunderabad-Gadwal)		5 76	2 45	3 31
Jamnagar		5 75	3 13	2 62
Jodhpur-Bikaner		4 39	2 71	1 68
Jungad State		4 81	3 56	2 25
Madras and Southern Mahratta		3 94	2 67	1 27
Nilgiri		8 23	6 95	1 28
Rohilkhand and Kumaon		5 09	2 72	2 37
Shoranur-Cochin		4 41	2 31	2 10
South Indian		5 05	2 94	2 11
Udaipur-Chitorgarh		4 82	2 60	2 22
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3 22	2 76	0 46
Jacobabad-Kashmor	
Kalka-Simla		6 79	4 68	2 11
Kohat-Thal and Nowshera-Durgai		2 42	4 74	—2 32
Morappur Hosur		1 69	2 74	—1 05
Purulia-Ranchi		3 38	2 69	0 69
Raipur-Dhamtari		3 18	2 17	1 01
Tirupattur-Krishnagiri		2 31	2 43	—0 12
Trans-Indus (Kalabagh-Banna)		3 29	7 20	—3 91
3' 0" GAUGE.				
Pipar-Bilara Light		1 62	1 05	0 57

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

14	15	16	17	18	19	20
(EXCLUSIVE OF STEAM-BOAT SERVICE).—concl'd.				Division of expenditure between coaching and goods traffic.		
Cost per 1,000 gross ton-miles moved (freight and dead weight).	Percentage of total working expenses upon total earnings.	Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores.	Inclusive of steam-boat service.	Total working expenses for both coaching and goods traffic excluding 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):—	
					Coaching (in thousands of rupees).	Goods (in thousands of rupees).
Rs.	Per cent.	Per cent.	Per cent.			
6'36 9'42 7'78	63'77 66'95 61'08	62'60 66'24 61'24	64'59 66'85 61'08	3 68'48 3 82'32 1,58,86	85'98 1,51,51 79,63	2 52'60 2,30,81 79,33
4'51 9'37 8'95	52'68 76'95 64'21	51'47 76'02 68'58	52'72 76'95 64'21	7 43 40 10,21,04 2,32,61	1,61,55 3,60,99 1,06,15	5,81,85 6,00,15 1,26,48
7'29 9'75 7'51 9'15	56'08 72'76 59'20 63'03	52'66 71'84 54'09 62'51	56 08 72'81 59'20 63'03	42,80 10,06,46 1,74,41 69,64	13,75 3,65,52 70,76 38,58	29 05 6,40,94 1,03,65 31,06
12'99 6'97 11'94 11'44	76'81 44'35 54'47 68'05	76'73 43'45 53'07 67'41	77'22 46'22 53'47 66'05	81,28 1,13,17 12,13 3,03,31	33,31 51,12 6,60 1,25,43	47,97 62,05 5,24 1,77,83
11'28 11'07 15'37	67'80 66'95 67'61	67'10 65'46 67'29	68'31 68'26 67'71	2,14,50 1,25,35 15,51	76,23 58,01 8,55	1,38,27 67,34 6,86
8 62 16'02 10'03	42 54 54'35 61'70	40'98 54'33 61'09	42'54 54'35 61'70	29,00 2,42 61,02	13,97 1,62 21,96	15,03 89 36,6
13'26 11'78 73 46	53'21 67'82 64'41	52'76 66'22 64'00	53'21 67'82 64'41	5,75 1,76,62 7,28	3,07 69,34 4,26	2,63 1,07,28 3,02
9'08 11'69 12'01 12'69	53'40 52'50 58'23 54'04	52'96 52'41 57'62 53'95	53'40 53'39 59'17 54'04	28,21 5,29 1,71,78 1,87	11,55 2,45 88,42 1,47	16,63 2,24 83,36 40
12'65 50'80 46'98	85'78 45'00 68'89 196'02	85'42 45 00 68'74 196 82	85'78 45 00 68'89 196 02	30,69 70 15,78 10,12	13,87 8,15 3,5	16,82 9,37 6,57
25'51 13'13 17'37 21'77 33 77	161'98 79'61 66'24 105'28 218 73	162'20 79'45 67'88 105'28 221'73	161'93 79'61 68'24 105'28 197'97	3,53 5,16 1,25 92 21,02	2,40 3,33 47 70 6,24	1,12 1,53 78 22 14,78
37'36	64'80	64'75	64'80	24	14	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	21	22	23
	COACHING			
GROSS RECEIPTS AND TRAIN-MILEAGE.				
	Receipts from coaching traffic (in thousands of rupees).	Coaching train-miles run (in thousands).	Average coaching receipts per train-mile.	
	Rs.	No.	Rs.	
5' 6" GAUGE.				
Bengal-Nagpur	1,99,78	3,741	5.34	
Bombay, Baroda and Central India	2,59,38	4,657	5.57	
Eastern Bengal	1,23,22	3,103	3.97	
East Indian	5,09,55	9,853	5.17	
Great Indian Peninsula	5,34,33	10,913	4.90	
Madras and Southern Mahratta	1,74,65	2,919	5.93	
Nizam's Guaranteed State	27,05	616	4.39	
North Western	7,03,11	9,438	7.37	
Oudh and Rohilkhand	1,75,47	2,941	5.97	
South Indian	56,76	1,510	3.76	
3' 3 1/2" GAUGE.				
Assam-Bengal	55,76	1,094	5.09	
Bengal and North-Western	1,44,00	3,081	4.67	
Bhavnagar State.	14,41	312	4.62	
Bombay, Baroda and Central India	2,31,90	5,177	4.48	
Burma	1,14,94	2,615	5.54	
Eastern Bengal	1,01,26	2,373	4.26	
Gondal	13,59	319	3.90	
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal)	34,09	351	4.41	
Jamnagar	3,09	53	5.85	
Jodhpur-Bikaner	55,68	1,137	4.90	
Junagad State	6,79	125	5.45	
Madras and Southern Mahratta	1,29,14	2,839	4.55	
Nilgiri	5,08	57	8.84	
Rohilkhand and Kumaon	27,44	447	6.14	
Sherwanur-Coohin	5,67	123	4.42	
South Indian	1,88,16	3,476	5.41	
Udaipur-Chitorgarh	2,65	58	4.60	
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Ohhindwara Extensions.	16,08	561	2.87	
Jacobabad Kashmir	86	...	...
Kalka-Simla	13,57	130	10.70	
Kohat-Thal and Nowshera-Durgai	3,79	70	5.44	
Morappur-Hosur	1,60	85	1.87	
Purulia-Banchi	4,39	1.6	3.78	
Raipur-Dhamtari	1,09	26	4.13	
Tirupattur-Krishnagiri	65	29	2.24	
Trans-ludus (Kalabagh-Banna)	5,29	84	6.32	
3' 0" GAUGE.				
Pipar-Bilara Light	83	18	1.78	

DIX 12—contd.
 during the financial year 1920-21.
 [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 inter- mediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pies.
8,501 12,957 4,387	19,979 76,716 10,816	49,875 94,686 82,137	842,931 1,112,536 567,256	921,286 1,296,895 614,596	13,947 30,748 10,384	16-89 13-95 18-31
22,470 25,530 7,042	69,202 113,736 31,529	159,306 44,634 21,226	2,193,015 2,309,900 819,048	2,443,993 2,504,100 878,845	41,328 61,153 15,951	16-82 14-69 18-96
923 23,198 5,862 2,566	4,580 95,393 21,742 13,142	38,357 249,611 56,438 ...	80,961 3,093,407 804,320 296,227	124,621 3,461,609 887,862 311,955	2,890 78,278 10,820 4,714	16-05 14-64 17-20 18-25
1,478 1,103 186 3,680	2,516 6,081 2,589 23,003	9,814 13,131 ... 55,235	238,836 1,216,157 75,749 1,264,410	252,444 1,236,452 78,524 1,346,328	2,704 4,639 536 17,603	19-53 17-41 14-41 16-93
5,943 2,697 199	19,373 6,502 8,226	... 16,121 ...	760,112 478,874 68,085	785,428 504,194 71,510	6,180 9,315 435	18-77 17-09 23-98
735 43 1,000	4,757 737 6,287	... ... 13,133	180,039 14,969 283,817	185,531 15,769 304,237	1,681 140 3,693	16-14 18-00 16-30
96 3,111 819	1,580 17,407 ...	... 6,205 ...	35,711 672,825 5,934	37,387 699,548 6,753	195 7,814 97	14-28 17-19 27-01
672 265 5,610 49	2,086 1,421 31,629 253	2,408 72	192,280 33,900 1,135,461 17,523	197,446 35,586 1,172,700 17,897	1,058 198 6,741 102	26-10 13-69 16-28 17-66
160 ... 882 69	796 ... 1,225 376	1,542 ... 850 331	89,289 ... 9,820 19,326	91,787 ... 12,777 20,602	555 ... 366 181	20-35 ... 52-78 13-35
52 151 7 37 277	... 481 36 ... 714	... 783 148 ... 367	11,171 20,619 6,245 4,576 24,551	11,283 22,035 6,436 4,613 25,909	33 226 23 18 512	12-90 19-74 23-50 4-85 10-36
1	11	...	1,869	1,911	11	20-95

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	31	32	33
		COACHING		
UNITS AND UNIT-				
Average sum received for carrying				
		2nd class. Pies.	3rd or inter- mediate class. Pies.	4th or lowest class. Pies.
5' 6" GAUGE.				
Bengal-Nagpur		8'37	4'53	3'27
Bombay, Baroda and Central India		6'40	3'50	2'78
Eastern Bengal		8'58	5'39	2'96
East Indian		7'97	4'28	2'98
Great Indian Peninsula		6'76	4'68	2'90
Madras and Southern Mahratta		6'80	3'96	2'89
Nizam's Guaranteed State		8'00	3'48	2'99
North Western		7'18	4'38	2'88
Oudh and Rohilkhand		7'18	4'54	3'02
South Indian		7'23	...	2'87
3' 3 1/2" GAUGE.				
Assam-Bengal		9'29	4'19	3'61
Bengal and North-Western		8'13	4'46	1'99
Bhavnagar State		7'52	...	3'00
Bombay, Baroda and Central India		7'92	8'31	2'79
Burma		8'70	...	3'01
Eastern Bengal		8'58	5'60	3'02
Gondal		8'25	...	3'03
Hyderabad-Godavari Valley (including Hingoli Branch and Secunder- abad-Gadwal).		7'51	...	2'99
Jamnagar		9'00	...	3'00
Jodhpur-Bikaner		8'98	4'31	2'63
Junagad State		7'47	...	3'00
Madras and Southern Mahratta		7'96	4'80	2'87
Nilgiri		7'43
Rohilkhand and Kumaon		10'78	4'40	2'14
Shoranur-Cochin		6'38	...	2'56
South Indian		7'36	...	2'64
Udaipur-Chitorgarh		8'17	4'00	2'41
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		9'76	4'50	3'00
Jacobabad-Kashmor	
Kalka-Simla		25'02	16'49	10'46
Kohat-Thal and Nowshera-Durgai		7'13	4'50	3'00
				1
Merappur-Hoaur		2'50
Purulia-Ranchi		9'96	4'66	3'07
Raipur-Dhantari		11'74	4'50	3'00
Tirupattur-Krishnagiri		3'53
Trans-Indus (Kalabagh-Bannu)		4'05	4'50	3'10
2' 0" GAUGE.				
Pipar Bilara Light		10'03	...	2'99

DIX 12—contd.

during the financial year 1920-21.

[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.	Other coaching traffic per ton-mile.	1st class.	2nd class.	3rd or intermediate class.	4th or lowest class.	Total passenger units.	Other coaching traffic.	Average density of traffic.
Pies.	Pies.	No.	No.	No.	No.	No.	Tons.	No.
3.58	38.69	2.27	5.34	13.33	225.30	246.34	3.73	485,310
3.16	23.60	2.78	16.48	20.33	238.89	273.43	6.60	964,968
3.10	32.68	1.41	3.49	10.36	182.81	198.07	3.35	998,450
3.34	39.37	2.28	7.03	16.17	222.57	248.04	4.19	884,451
3.28	33.51	2.28	10.42	4.09	211.66	229.45	5.69	786,696
3.18	35.24	2.41	10.80	7.27	280.60	301.03	5.46	621,686
3.42	32.00	1.50	7.44	193.72	...	202.66	4.69	351,904
3.19	31.51	2.43	10.00	26.17	324.32	362.93	8.21	692,019
3.31	39.89	1.82	7.40	19.19	273.52	301.93	3.68	549,532
2.98	34.19	1.71	8.70	...	196.13	256.54	3.12	693,541
3.78	42.78	1.35	2.30	8.97	218.03	230.65	2.47	241,769
2.06	41.06	0.36	1.97	4.26	394.71	401.30	1.57	576,316
3.17	51.60	0.59	8.31	...	243.03	251.93	1.73	377,373
2.94	28.36	0.71	4.44	10.67	214.24	260.06	3.10	574,558
3.27	34.58	2.27	7.41	...	290.70	300.38	2.36	490,060
3.35	32.62	1.13	2.74	6.79	201.57	212.23	3.42	449,824
3.32	51.04	0.57	9.25	...	195.11	204.93	1.25	316,823
3.15	41.28	0.27	5.59	211.66	...	213.12	1.98	340,137
3.32	50.21	0.62	13.92	...	283.19	297.93	2.65	313,560
3.07	36.96	0.87	5.53	11.55	249.54	267.49	3.25	223,843
3.21	52.74	0.77	12.67	...	286.28	299.82	1.56	268,778
3.08	44.78	1.10	6.18	2.18	237.00	246.41	2.8	358,961
3.80	322.92	14.25	...	...	103.27	117.52	1.69	233,172
2.34	60.41	1.50	4.67	5.39	430.12	441.68	2.27	345,075
2.80	48.59	2.06	11.06	...	263.98	277.10	1.51	549,788
2.24	42.60	1.61	9.07	...	325.70	336.98	1.91	968,919
2.63	37.48	0.26	4.40	1.26	304.35	310.76	1.76	2,604
3.11	41.27	0.29	1.42	2.75	159.16	163.62	0.99	146,613
15.18	197.69	6.81	9.45	6.56	75.79	98.61	2.83	213,222
3.18	45.46	0.99	5.39	4.76	294.60	295.74	2.60	201,679
2.55	62.03	0.61	...	...	130.90	131.51	0.38	153,112
3.40	42.20	1.31	4.13	6.73	177.19	189.36	1.94	191,114
3.11	43.36	0.37	1.35	5.61	235.83	243.11	0.83	113,039
2.55	39.98	1.23	...	...	157.82	159.10	0.61	181,779
3.09	39.98	3.31	8.54	4.39	293.54	309.78	6.12	191,378
3.08	28.48	0.02	0.61	...	106.17	106.80	0.50	75,666

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	43	44	45
	COACHING		
Railway system.	VEHICLES AND VEHICLE-MILEAGE.		
	Number of coaching vehicles hauled one mile. Vehicle miles. (in thousands.)	Average number of vehicles in a coaching train. No.	Average earnings per coaching vehicle per mile. Pies.
5' 6" GAUGE.			
Bengal-Nagpur	55,964	14-96	73-57
Bombay, Baroda and Central India	77,858	16-72	63-96
Eastern Bengal	47,410	15-28	52-99
East Indian	163,319	16-58	59-90
Great Indian Peninsula	169,748	15-55	65-47
Madras and Southern Mahratta	45,318	15-58	79-29
Nizam's Guaranteed State	7,995	12-98	64-98
North Western	180,442	17-32	81-73
Ondh and Rohilkhand	46,543	15-83	72-38
South Indian	1626	10-76	72-70
3' 3 1/2" GAUGE.			
Assam-Bengal	25,439	23-24	23-47
Bengal and North-Western	92,540	30-08	82-23
Bhavnagar State	5,833	18-71	54-46
Bombay, Baroda and Central India	102,976	19-89	49-17
Burma	57,040	21-81	48-79
Eastern Bengal	42,761	18-00	47-55
Gondal	5,808	16-63	51-28
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal).	12,004	14-11	54-52
Jamnagar	1,151	21-76	58-95
Jodhpur-Bikaner	22,646	19-91	48-58
Junagad State	2,334	18-72	65-58
Madras and Southern Mahratta	52,941	18-65	49-63
Nilgiri	484	8-43	201-73
Rohilkhand and Kumaon	10,590	23-39	49-74
Shoranur-Cochin	2,077	16-17	60-19
South Indian	64,049	18-37	56-41
Udaipur-Chitorgarh	1,209	20-99	42-14
3' 6" GAUGE.			
Gondia-Chanda, Jabbulpore-Gondia and Nagpur-Chhindwara Extensions.	13,764	24-54	23-41
Jacobabad-Kashmor	...	...	...
Kalka-Simla	1,585	11-44	179-59
Kohat-Thal and Nowshera-Durgai	1,090	13-81	75-66
Morappur-Hoaur	1,539	18-03	20-67
Purnia-Ranchi	3,102	28-65	28-07
Raipur-Dhamtari	478	18-06	46-48
Tirupattur-Krishnagiri	524	18-06	24-74
Traus-Indus (Kalabagh-Bannu)	2,021	22-73	53-39
2' 0" GAUGE.			
Pipar-Bilera Light	160	8-97	37-99

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

46	47	48	49	50	51	52	53	54	55
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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 working on 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.
69,964	1,290,482	1,350,446	18.70	342.35	360.95	2.30	81.63	3.04	
105,233	1,470,165	1,575,408	22.00	315.98	338.28	3.25	41.42	2.32	41.94
47,651	975,637	1,023,288	15.36	314.42	329.73	2.57	34.25	1.40	22.54
190,251	3,393,150	3,583,401	19.31	344.37	363.68	1.64	10.01	3.58	39.99
215,107	3,557,670	3,772,777	19.71	325.99	345.70	3.31	44.23	1.59	21.25
69,593	1,116,436	1,186,029	23.84	332.48	406.32	3.64	48.19	2.34	31.10
10,507	178,180	188,687	17.06	282.29	306.35	2.23	38.02	2.16	26.94
258,810	3,459,027	3,747,837	30.28	362.66	392.94	3.83	42.49	3.54	39.24
64,741	877,370	942,111	22.02	293.36	320.38	2.41	32.09	3.56	40.29
27,330	394,207	421,537	18.10	261.00	279.10	2.55	49.43	1.21	23.27
17,960	251,009	268,969	16.40	229.34	245.74	3.04	26.00	2.05	17.47
79,191	654,143	733,334	25.70	212.31	238.01	1.66	11.66	3.01	21.17
5,306	42,986	55,292	17.02	160.37	177.39	2.12	24.95	2.50	29.51
98,991	997,808	1,096,797	19.12	192.74	211.86	2.42	28.59	2.06	22.58
53,931	621,551	675,482	20.62	237.71	258.33	2.92	25.66	2.62	23.13
39,805	434,285	5,24,090	16.76	203.85	220.61	2.44	27.24	1.82	20.31
4,798	50,855	55,653	13.75	145.73	159.48	2.45	32.27	1.45	19.01
12,937	149,007	161,944	15.21	175.18	190.39	1.64	24.60	2.37	29.82
1,108	9,613	10,115	20.83	170.28	191.11	3.06	30.89	2.79	28.06
22,113	226,724	248,837	19.44	199.34	218.78	2.19	24.07	2.71	25.51
2,473	20,691	23,154	19.34	163.85	185.69	2.46	29.61	2.99	35.91
49,760	548,904	598,664	17.53	193.35	210.88	2.44	26.65	2.11	22.98
535	5,264	5,799	9.31	91.62	100.93	7.41	169.13	1.43	32.60
12,974	102,719	115,693	29.03	229.78	258.80	2.58	20.95	3.56	28.79
2,368	18,601	20,969	18.43	144.85	163.29	1.91	26.01	2.51	34.18
77,960	658,466	736,426	23.96	188.88	211.24	2.54	26.70	2.86	29.71
1,182	10,156	11,338	20.53	176.34	196.87	2.55	26.70	2.05	15.44
6,085	103,594	109,679	10.85	184.66	195.51	2.47	20.20	0.40	3.21
1,193	11,597	12,700	9.20	88.81	98.01	4.98	33.53	5.73	9.06
1,427	6,141	7,568	20.49	83.15	103.64	5.10	70.95	0.34	4.71
708	8,608	9,316	8.29	100.37	109.16	2.82	31.15	-0.95	-10.4
1,564	23,829	25,393	13.44	204.78	218.22	2.86	21.29	0.92	0.78
410	2,290	2,700	15.50	86.52	102.02	1.77	19.94	2.36	28.51
296	2,902	3,198	10.21	100.10	110.31	2.40	26.52	-0.16	-1.73
2,091	14,003	16,094	25.01	167.42	192.43	7.46	63.01	-1.14	-9.02
126	257	383	7.02	14.39	20.41	0.20	17.12	0.98	20.87

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	56	57	58	
					GOODS
GROSS RECEIPTS AND					
Receipts from goods traffic. (in thousands.)		Goods train-miles run (in thousands).	Average goods receipts per train-mile.		
Rs.				No.	Rs.
5' 6" GAUGE.					
Bengal-Nagpur		8,84,52	6,810	5'65	
Bombay, Baroda and Central India		8,21,47	3,454	9'31	
Eastern Bengal		1,35,14	1,412	9'57	
East Indian		9,17,11	17,077	5'97	
Great Indian Peninsula		8,05,51	12,167	6'62	
Madras and Southern Mahratta		1,88,38	2,560	7'36	
Nizam's Guaranteed State		58,11	782	7'43	
North Western		6,62,97	925	7'14	
Oudh and Rohilkhand		1,32,79	2,283	5'80	
South Indian		56,32	809	6'96	
3' 3½" GAUGE.					
Assam-Bengal		52,42	1,898	8'76	
Bengal and North-Western		1,15,92	2,886	4'08	
Bhavnagar State		8,85	143	6'19	
Bombay, Baroda and Central India		2,17,87	4,796	4'54	
Burma		1,74,48	3,843	4'54	
Eastern Bengal		84,61	1,408	6'03	
Gondal		9,51	193	4'83	
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal		88,38	462	8'31	
Jamnagar		1,41	28	5'34	
Jodhpur-Bikaner		44,22	1,217	8'63	
Junagad State		4,21	110	8'85	
Madras and Southern Mahratta		1,32,47	3,907	8'39	
Nilgiri		8,56	48	7'36	
Rohilkund and Kumaon		22,83	618	8'69	
Soranur-Cochin		4,45	102	4'36	
South Indian		1,11,65	2,583	4'32	
Udaipur-Chitorgarh		85	18	4'81	
2' 6" GAUGE.					
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions		18,32	563	8'26	
Jacobabad-Kashmor		1,22	...	...
Kalka-Sinola		9,13	212	4'30	
Kohat-Thal and Nowshera-Durgai		1,33	146	0'92	
Morappur-Hosur		57	43	1'33	
Purulia-Ranchi		2,10	77	2'74	
Raipur-Dhantari		74	31	2'36	
Tirupattur-Krishnaciri		22	9	2'51	
Trans Indus (Kalabagh-Bannu)		4,14	213	1'24	
2' 0" GAUGE.					
Pipar-Bilara Light		5	5	1'04	

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

59	60	61	62	63	64	65
TRAFFIC—contd.						
TRAIN MILEAGE.		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.		
8-57	132,215	64,725	6,070	203,010	39-81	37-49
5-30	88,190	35,071	4,478	127,739	36-98	30-07
7-68	49,329	16,747	1,510	67,586	47-67	39-27
8-12	402,974	274,467	18,531	695,912	40-75	28-00
5-20	223,862	72,560	19,425	315,847	25-36	52-17
5-83	56,570	22,523	4,222	83,315	32-45	45-73
7-17	12,914	6,703	715	20,331	26-01	56-67
3-99	216,089	75,518	7,789	299,406	32-25	43-65
3-70	37,259	18,025	1,757	57,041	24-93	46-12
7-51	12,674	2,873	1,034	16,581	20-49	69-55
7-20	24,491	8,341	1,105	89,937	24-36	80-65
5-81	60,380	19,566	5,414	85,360	30-10	27-84
8-65	3,576	1,356	175	5,107	35-71	34-47
5-87	108,176	35,431	5,766	149,373	31-15	29-13
6-56	74,968	25,372	6,180	106,529	27-72	83-37
7-91	40,813	8,043	1,829	50,685	36-13	33-25
8-74	3,522	1,219	131	4,872	25-24	38-53
9-80	10,509	3,109	691	14,309	30-97	54-11
14-41	388	202	...	590	22-26	46-01
6-08	24,053	10,427	3,006	37,466	30-80	24-02
11-10	1,505	599	57	2,161	19-73	36-44
6-90	67,398	19,427	5,227	92,052	23-56	29-29
64-43	169	60	3	252	5-20	274-53
6-06	10,294	474	984	16,012	25-91	29-16
8-22	1,761	342	149	2,252	22-05	40-62
7-97	47,118	14,365	3,621	65,094	25-20	34-87
17-50	264	121	...	385	21-65	42-30
7-57	9,018	5,077	555	14,650	26-03	24-96
31-46	842	345	187	1,374	6-47	147-63
10-41	2,168	308	134	2,630	18-05	10-26
11-00	396	149	26	571	13-22	20-21
9-71	1,138	398	38	1,574	20-43	26-29
7-93	414	163	83	609	19-54	24-54
12-84	98	18	8	123	13-61	37-29
6-06	2,985	1,187	182	3,754	17-60	22-24
16-08	19	6	23	48	9-67	38-49

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	66	67	68
Railway system.	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	3,683,889	56.14	1 to 2.04
Bombay, Baroda and Central India	2,237,722	46.69	1 to 2.51
Eastern Bengal	1,078,110	31.33	1 to 2.95
East Indian	12,152,966	46.41	1 to 1.47
Great Indian Peninsula	5,231,620	56.87	1 to 3.09
Madras and Southern Mahratta	1,448,904	42.79	1 to 2.51
Nizam's Guaranteed State	370,732	41.98	1 to 1.93
North Western	5,611,546	56.81	1 to 2.86
Oudh and Rohilkhand	1,915,470	67.89	1 to 3.07
South Indian	275,846	52.17	1 to 4.41
3' 3½" GAUGE.			
Assam-Bengal	331,208	42.21	1 to 3.04
Bengal and North-Western	814,019	47.07	1 to 3.09
Bhavnagar State	43,030	45.65	1 to 2.64
Bombay, Baroda and Central India	1,873,114	51.88	1 to 3.05
Burma	975,893	51.25	1 to 2.95
Eastern Bengal	585,251	35.11	1 to 5.07
Gondal	36,265	57.64	1 to 2.89
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal,	154,958	43.54	1 to 3.38
Jamnagar	4,419	42.62	1 to 1.92
Jodhpur-Bikaner	320,688	43.51	1 to 2.31
Junagad State	15,975	45.59	1 to 2.51
Madras and Southern Mahratta	711,386	51.80	1 to 3.47
Nilgiri	2,512	42.23	1 to 3.14
Rohilkund and Kumaon	160,604	45.06	1 to 2.17
Shoranur-Cochin	20,141	51.61	1 to 5.15
South Indian	540,126	49.82	1 to 3.28
Udaipur-Chitorgarh	3,332	27.96	1 to 2.18
2' 6" GAUGE.			
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	116,495	39.87	1 to 1.78
Jacobabad-Kashmir	10,143	54.91	1 to 3.44
Kalka-Simla	13,059	16.84	1 to 7.11
Kohat-Thal and Nowshera-Durgal	2,682	35.44	1 to 3.65
Morappur-Hosur	13,194	31.49	1 to 2.86
Purnia-Ranchi	3,563	50.07	1 to 2.55
Raipur-Dhamtari	565	59.55	1 to 5.39
Tirupattur-Krishnagiri	30,497	42.98	1 to 2.01
Trans Indus (Kalabagh-Bannu)			
2' 0" GAUGE.			
Pipar-Bilara Light	118	54.04	1 to 2.94

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

69	70	71	72	73	74	75	76
TRAFFIC—contd.							
concluded.	WEIGHT OF TRAIN AND TON-MILEAGE.						
Average load of a 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.
15-64	1,089,472	2,068,155	2,375,819	4,443,974	303.69	348.87	652.56
11-65	775,650	1,014,870	1,355,093	2,399,963	302.51	392.33	634.84
6-85	519,683	337,742	630,444	1,018,186	239.22	481.94	721.16
14-00	1,977,494	5,099,812	7,266,212	12,906,024	380.26	425.51	755.77
13-29	934,740	2,975,335	3,926,010	6,901,345	244.54	322.69	567.23
10-96	579,071	619,987	792,986	1,412,973	242.15	309.71	551.86
13-05	438,608	155,574	243,025	398,599	199.01	310.90	509.99
14-75	637,331	3,188,052	3,383,812	6,571,864	343.37	361.16	707.83
18-50	426,703	689,386	690,758	1,380,144	301.34	301.93	603.27
11-36	319,965	143,920	195,469	339,409	177.69	241.63	419.52
5-71	133,905	139,817	247,444	387,261	100.36	177.62	277.98
6-35	178,594	383,163	506,982	890,145	135.13	178.79	313.92
5-49	94,980	19,644	26,707	46,351	137.38	186.78	324.16
6-58	303,997	712,337	843,131	1,555,468	148.63	175.81	324.34
6-81	318,437	510,366	714,867	1,225,233	132.80	186.02	318.82
5-04	183,359	205,499	402,838	608,337	146.50	237.19	433.69
5-93	90,504	29,903	24,386	45,291	108.28	126.34	234.62
7-16	137,902	75,220	99,104	174,324	163.60	214.49	377.29
4-85	34,738	1,883	3,121	5,004	71.10	117.83	188.93
5-80	104,945	139,521	220,028	359,544	114.65	160.80	295.45
4-84	51,974	7,283	12,913	20,196	66.51	117.91	184.42
5-47	189,079	368,478	557,755	926,231	94.31	142.76	237.07
5-63	36,633	1,061	3,058	4,117	21.94	63.18	85.12
7-03	126,486	72,374	94,435	166,809	117.12	152.82	269.94
5-90	160,543	10,395	18,865	24,260	101.78	135.78	237.54
5-71	222,329	269,080	425,253	694,333	104.16	164.62	268.78
3-54	136	932	2,190	3,122	52.80	124.16	176.96
5-15	74,190	46,445	86,505	132,950	82.51	153.51	236.02
6-63	92,910	5,569	12,794	18,363	26.23	60.27	86.50
1-12	24,088	2,460	11,518	13,978	16.88	79.06	95.94
2-40	12,968	950	3,268	4,318	21.97	77.26	99.83
3-65	36,035	4,155	9,812	13,967	54.07	127.69	181.76
4-31	31,322	1,783	2,792	4,485	57.22	86.69	143.91
3-44	13,250	338	695	1,031	37.52	77.54	115.05
5-50	96,819	13,107	25,028	38,135	61.43	117.30	178.73
3-21	3,411	61	195	256	12.45	39.97	52.32

APPEN
Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	77	78	79
	GOODS		
Railway system.	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	27.55	2.62	4.05
Bombay, Baroda and Central India	35.95	4.24	5.63
Eastern Bengal	23.02	4.50	5.22
East Indian	16.49	1.96	3.10
Great Indian Peninsula	42.76	4.26	5.85
Madras and Southern Mahratta	30.70	3.92	5.72
Nizam's Guaranteed State	28.44	3.59	6.01
North Western	42.20	3.86	5.85
Oudh and Rohilkhand	36.00	2.89	4.50
South Indian	38.36	4.14	6.33
3' 3 1/2" GAUGE.			
Assam-Bengal	26.05	6.39	14.09
Bengal and North-Western	14.90	3.11	5.54
Bhavnagar State	21.54	5.41	8.21
Bombay, Baroda and Central India	22.78	4.79	6.42
Burma	26.46	5.20	7.84
Eastern Bengal	26.46	6.29	9.66
Gouwal	28.19	6.39	8.97
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.	21.20	3.84	6.80
Jamnagar	26.13	8.18	12.95
Jodhpur-Bikaner	20.08	4.96	6.74
Junagad State	24.44	7.06	12.34
Madras and Southern Mahratta	23.72	5.59	8.24
Nilgiri	233.17	54.73	88.32
Rohilkhand and Kumaon	21.28	4.42	7.50
Shoranur-Cochin	25.89	5.24	8.79
South Indian	26.04	5.95	8.43
Udaipur-Chitorgarh	20.12	3.32	31.68
3' 6" GAUGE.			
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Chhindwara Extensions	21.01	6.95	11.50
Jacobabad-Kashmir	...	...	...
Kalka-Simla	150.90	37.16	52.54
Kohat-Thal and Nowshera-Durgai	50.52	51.25	69.46
Morappur Hoaur	39.22	22.31	32.70
Paralia Rinja	24.93	8.47	14.60
Raipur-Bhanjari	25.96	8.39	13.64
Thirupattur-Krisinagiri	37.21	12.82	20.32
Trane-Indus (Kanabagh-Bannu)	78.47	21.66	26.58
2' 0" GAUGE.			
Pipar-Bilara Light	73.15	30.14	48.47

DIX 12—contd.

during each financial year 1920-21.

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 tele-graph.		Steam-boat earnings.		Total Earnings.								
Pies.		Pies.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.								
9.94	14.12	16.25	0.95	1.68	3.18	33.40	43.31	43.97	64.29	33.68	48.23	1.89	3.01	7.80	0.48	...	...	100.00	100.00	100.00
9.51	9.41	15.08	1.14	0.94	1.91	35.07	38.64	46.69	63.11	58.24	50.36	1.81	3.13	2.95	0.01	...	...	100.00	100.00	100.00
28.43	1.45	10.12	3.58	0.13	0.81	29.69	49.83	53.49	63.79	46.79	40.48	6.32	8.60	6.03	...	...	...	100.00	100.00	100.00
81.19	3.37	45.14	3.37	3.37	3.37	45.14	45.14	45.14	44.77	44.77	44.77	10.11	...	...	...	...	...	100.00	100.00	100.00
2.60	12.94	12.93	0.61	2.70	3.24	48.73	53.15	60.24	45.86	40.39	37.01	4.98	2.55	3.75	0.37	5.91	...	100.00	100.00	100.00
5.25	...	...	1.08	...	1.08	50.60	...	...	47.53	...	...	1.87	...	...	...	...	...	100.00	100.00	100.00
6.91	6.79	10.34	1.88	1.82	2.35	44.35	50.51	57.30	53.38	42.20	40.11	1.93	5.49	0.43	0.34	1.70	2.13	100.00	100.00	100.00
32.91	19.89	4.54	5.86	6.23	1.18	45.08	67.77	58.79	50.73	30.95	42.71	4.21	1.28	8.50	...	...	...	100.00	100.00	100.00
14.00	5.57	41.36	4.04	1.31	9.70	60.36	48.57	58.37	37.43	49.83	40.90	2.22	1.60	0.73	...	...	...	100.00	100.00	100.00
7.88	14.73	8.83	1.64	2.98	2.02	50.64	55.74	61.06	42.14	43.73	36.23	7.22	0.54	2.17	...	...	0.54	100.00	100.00	100.00
22.18	...	...	9.18	...	...	73.12	...	...	23.41	...	...	3.47	...	...	...	...	...	100.00	100.00	100.00
2.05	...	...	0.62	...	...	44.42	...	...	50.62	...	...	4.96	...	...	...	...	...	100.00	100.00	100.00
...	-3.27	-40.26	...	-0.70	-40.84	22.50	59.78	72.85	76.25	39.83	25.63	1.25	0.83	1.52	...	...	...	100.00	100.00	100.00
-19.01	3.36	-1.42	-10.91	1.24	-0.46	73.27	67.36	59.68	26.38	32.22	40.19	0.35	0.42	0.13	...	...	...	100.00	100.00	100.00
0.08	-57.23	...	0.02	0.02	-15.60	74.13	49.14	...	25.68	33.77	...	0.19	2.62	...	20.27	...	...	100.00	100.00	100.00
-33.66	...	...	-14.06	...	...	86.03	...	...	13.81	...	...	0.16	...	...	...	...	...	100.00	100.00	100.00

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	86	87	88
	DETAILED PERCENTAGES			
	Percentage of working			
	Maintenance.	Locomotive expenses.	Carriage and wagon expenses.	
	Per cent.	Per cent.	Per cent.	
5' 6" GAUGE.				
Bengal-Nagpur	10·71	17·46	11·51	
Bombay, Baroda and Central India	8·98	24·40	8·24	
Eastern Bengal	16·28	16·31	—1·68	
East Indian	11·18	15·62	6·92	
Great Indian Peninsula	12·71	29·57	11·02	
Madras and Southern Mahratta	13·06	25·57	9·54	
Nizam's Guaranteed State	20·46	17·55	5·43	
North Western	15·02	27·73	7·91	
Oudh and Rohilkhand	14·77	17·48	6·95	
South Indian	9·67	27·06	9·03	
3' 3½" GAUGE.				
Assam-Bengal	21·61	17·64	5·53	
Bengal and North-Western	10·71	12·41	6·62	
Bhavnagar State	10·88	15·84	4·10	
Bombay, Baroda and Central India	12·88	23·27	7·84	
Burma	14·80	25·60	8·37	
Eastern Bengal	17·41	20·12	6·99	
Gondal	22·01*	24·04*	4·90*	
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal	11·60	13·74	4·89	
Jamnagar	9·40	20·74	4·81	
Jodhpur-Bikaner	12·07	21·96	6·24	
Jungad State	12·15	18·94	3·22	
Madras and Southern Mahratta	14·11	28·87	7·00	
Nilgiri	12·82	47·54	5·77	
Rohilkhand and Kumaon	13·85	15·32	5·86	
Shoranur-Cochin	15·85	12·40	6·76	
South Indian	10·04	23·96	6·79	
Udaipur-Chitorgarh	16·68	17·14	4·80	
2' 6" GAUGE.				
Gondia-Chanda, Jabulporo-Gondia and Nagpur-Chhindwara Extensions	27·06	26·08	10·26	
Jacobabad-Kashmor	13·13	16·25	5·00	
Kalka-Simla	15·12	24·59	9·02	
Khat-Tbal and Nowshera-Durgai	35·65	60·39	22·03	
Morappur-Hosur	34·53	91·24	8·78	
Pruthi-Ranoli	33·06	19·34	9·33	
Raipur-Dhamtari	20·58	18·27	8·84	
Tirupattur-Krishnagiri	25·13	56·46	5·94	
Trans-Indus (Kalabagh-Banna)	34·61	71·15	12·57	
2' 0" GAUGE.				
Pipar-Bilara Light	13·34	20·66	9·18	

*The percentages shown in Appendix 6 have been calculated after taking into account the hire of rolling-stock paid by the worked lines to the main line.

DIX 12—contd.
during the financial year 1920-21.
prepare these statistics.]

89	90	91	92	93	94a.	95a.
OF EARNINGS AND EXPENDITURE—concl'd.					TABLE A.—	
expenses upon total earnings—concl'd.					PER MILE	
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.
10.19 12.03 19.23	5.09 4.81 7.04	8.54 8.54 3.90	1.09	64.59 66.85 61.08	778.33 790.54 1,323.90	1,530.51 2,292.26 3,022.54
10.98 11.80 7.44	3.89 5.34 4.42	4.09 6.51 4.18	0.04	52.72 76.93 64.21	799.34 798.38 618.48	3,429.07 2,301.60 2,837.67
8.52 12.91 12.48 8.98	6.72 4.78 4.52 4.88	—2.60 4.48 3.00 3.41	... ... ... ...	56.08 72.81 59.20 63.03	534.98 551.04 491.74 540.86	3,826.62 2,273.97 1,713.92 1,555.97
*15.79 9.08 11.73 13.25	9.56 3.74 7.78 5.81	6.39 1.88 3.14 5.50	0.70 2.18	77.22 46.62 59.47 68.05	408.52 240.25 128.30 394.84	958.13 782.78 925.80 1,511.76
9.62 13.34 †8.76	6.17 5.16 †5.28	3.01 2.72 †2.69	0.74 2.52 ...	68.31 68.26 †67.61	549.01 481.21 87.27	1,408.49 1,369.65 1,930.85
9.48 7.56 10.84	8.28 6.74 6.87	—5.45 5.10 3.72	... ... ...	42.54 54.35 61.70	362.51 120.53 110.22	826.95 457.73 589.44
9.67 9.12 10.08	7.00 5.33 5.56	2.23 3.39 2.64	... ... ...	53.21 67.82 84.41	119.67 319.54 748.59	521.02 1,249.03 2,104.49
9.95 9.44 9.19 9.11	6.42 5.12 4.98 4.38	1.99 2.93 2.96 1.95	... 0.89 1.25 ...	53.39 53.30 59.17 54.04	271.78 Included with 506.29 46.01	790.85 the S. S. R. 5 1/2 gauge 1,130.24 641.82
12.14 6.25 13.23 30.60	8.42 3.75 3.72 23.61	1.82 0.62 3.21 21.53	... ... ... ...	85.78 45.00 68.89 193.02	322.68 Included with 997.16 369.83	808.84 the N. W. R. 5 1/2 gauge 2,412.27 997.87
17.56 8.58 9.17 15.01 39.53	8.03 7.95 9.75 6.98 15.44	1.84 1.35 1.63 1.76 10.11	... ... ... ... 23.57	161.98 79.61 68.24 105.28 197.97	192.98 278.37 77.91 242.86 773.53	706.35 1,044.41 398.72 511.07 1,403.73
14.75	0.95	0.62	...	64.80	20.51	215.27

* Includes 3.20 per cent on account of Jetty expenses.

† The percentages shown in Appendix 6 have been calculated after taking into account the hire of rolling-stock paid by the worked lines to the main line.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	TABLE A.—		
	96a.	97a.	98a.
Railway system.	PER MILE		
	Repairs of bridges, etc. Rs.	Conservancy of rivers. Rs.	Repairs of stations and buildings. Rs.
5' 6" GAUGE.			
Bengal-Nagpur	181.86	...	694.98
Bombay, Baroda and Central India	258.14	...	597.42
Eastern Bengal	581.45	45.55	1,655.46
East Indian	255.65	...	1,088.74
Great Indian Peninsula	937.02	...	1,046.67
Madras and Southern Mahratta	430.40	...	586.53
Nizam's Guaranteed State	73.23	...	378.41
North Western	275.82	26.74	725.15
Oudh and Rohilkhand	216.02	23.09	357.96
South Indian	219.42	...	297.98
3' 3½" GAUGE.			
Assam-Bengal	540.91	...	297.11
Bengal and North-Western	79.20	...	119.77
Bhavnagar State	12.91	...	117.35
Bombay, Baroda and Central India	108.17	...	861.75
Burma	301.07	4.29	476.64
Eastern Bengal	443.53	16.55	591.08
Gondal	21.93	...	124.24
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal	65.69	...	237.22
Jamnagar	24.09	...	173.38
Jodhpur-Bikaner	32.04	...	111.60
Junagad State	182.21	...	122.52
Madras and Southern Mahratta	173.19	...	180.05
Nilgiri	301.41	...	453.83
Rohilkhand and Kumaon	91.49	11.33	97.89
Shoranur-Cochin	South	Indian	Railway
South Indian	315.00	...	462.52
Udaipur-Chitorgarh	58.31	...	77.52
2' 6" GAUGE.			
Gondia-Chanda, Jabbalpore-Gondia and Nagpur-Chhindwara Extensions.	102.53	...	208.51
Jacobabad-Kashmir	644.44	North	Western
Kalka-Simla	166.17	...	1,201.44
Kohat-Thal and Nowshera-Durgai	166.17	...	164.71
Morappur-Hosur	16.71	...	63.13
Parulia-Ranchi	312.53	...	152.20
Raipur-Dhamtari	59.36	...	68.12
Tirupattur-Krishnagiri	16.68	...	82.98
Trans-Indus (Kalabagh-Bannu)	272.98	2.78	442.49
2' 0" GAUGE.			
Piper-Bilara Light	1.82	...	6.06

DIX 12—contd.
during the financial year 1920-21.
prepare these statistics.]

99a.	100a.	91b.	95b.	96b.	97b.	98b.	99b.
MAINTENANCE OF WAY, WORKS AND STATIONS.							
OF LINE MAINTAINED.							
Other charges (net). Rs.	Total Maintenance, etc. Rs.	General Superintendence (including office expenses). Rs.	Maintenance and renewal of permanent way. Rs.	Repairs of bridges, etc. Rs.	Conservancy of rivers. Rs.	Repairs of stations and buildings. Rs.	Other charges (net). Rs.
204.98 67.24 214.55	3,390.60 4,000.60 7,413.45	574.12 550.23 655.28	1,128.96 1,595.45 1,496.04	134.15 176.19 287.80	... ... 22.54	512.64 415.82 504.54	151.15 46.81 403.17
201.52 348.99 143.69	5,864.32 5,632.66 4,567.17	472.67 504.89 493.88	2,027.70 1,581.99 2,366.14	151.17 592.56 343.69	... ... ...	613.81 661.90 428.44	172.38 320.70 114.89
177.44 348.09 193.90 90.68	4,972.68 4,200.81 3,042.63 2,704.31	453.15 375.91 399.09 463.18	3,302.18 1,751.25 1,391.82 1,332.53	63.22 198.15 211.85 187.90	... 18.25 16.74 ...	320.59 494.69 390.52 254.67	153.16 237.46 157.37 77.70
125.01 116.40 66.85 142.69	2,410.67 1,334.50 1,251.21 2,519.41	422.51 199.57 111.38 335.83	812.04 650.33 609.70 1,265.83	458.45 65.60 11.21 92.01	... ... ... ...	251.80 99.49 101.83 307.69	105.94 96.69 358.0 121.58
187.50 273.55 96.21	3,017.00 8,109.57 2,280.50	414.41 379.63 77.79	1,131.09 1,075.79 1,721.08	227.25 319.90 19.55	3.24 13.06 ...	359.75 418.97 110.74	141.31 215.80 85.76
116.00 15.72 96.42	1,608.97 791.44 939.72	333.19 112.66 102.09	737.25 427.90 545.97	58.56 22.52 29.67	... ... ...	211.49 162.08 103.37	103.41 14.70 89.31
80.49 3.28 246.93	975.91 1,925.09 3,854.35	168.48 286.16 648.49	472.23 1,118.57 1,623.09	119.84 155.10 261.11	... ... ...	111.08 161.25 393.16	72.96 2.93 213.18
76.60 3' 3 1/2" 137.58 75.70	1,339.88 gauge. 2,551.63 899.36	233.19 Included 431.23 42.88	878.67 with 962.67 596.02	78.52 the 268.29 54.39	9.71 South-Indian ...	84.00 Railway 3' 6 1/2" 893.95 72.22	65.74 gauge. 117.19 70.54
326.77 5' 6" 588.26 107.99	1,564.33 gauge. 5,853.57 1,826.57	290.74 Included 861.09 344.55	728.77 with 2,108.98 881.96	92.38 the 556.50 146.87	... North-Western	183.36 Railway 5' 6" 1,037.48 145.68	114.23 gauge 490.71 95.45
46.09 83.15 63.24 14.11 286.89	1,025.66 1,670.66 662.35 867.65 3,193.39	182.28 255.87 73.01 220.92 649.25	668.02 959.88 373.65 464.91 1,178.18	15.79 287.27 55.63 15.18 229.13	... ... ... ... 2.33	59.6 139.90 59.15 75.49 371.39	43.57 76.42 59.26 12.83 198.83
21.16	268.12	19.21	212.10	1.76	...	5.88	20.56

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

Railway system.	Serial number.	100s.	90s.	95s.
		TABLE A.—MAINTENANCE OF		
		PER TOTAL		
		Total Maintenance, etc.	General Superintendence (including office expenses).	Maintenance and renewal of permanent-way.
		Rs.	As.	As.
5' 6" GAUGE.				
Bengal-Nagpur		2,501'03	2'23	4'39
Bombay, Baroda and Central India		2,784'50	2'10	6'08
Eastern Bengal		3,669'37	2'88	6'59
East Indian		3,467'73	1'32	5'64
Great Indian Peninsula		3,562'04	1'73	5'41
Madras and Southern Mahratta		3,047'04	1'93	8'86
Nizam's Guaranteed State		4,292'30	2'11	15'34
North Western		2,865'71	2'37	9'79
Oudh and Rohilkhand		2,469'39	2'40	8'36
South Indian		2,315'98	1'68	4'83
3' 3 1/2" GAUGE.				
Assam-Bengal		2,050'74	3'33	6'42
Bengal and North-Western		1,111'88	1'42	4'62
Bhavnagar State		1,086'20	0'94	6'78
Bombay, Baroda and Central India		2,142'89	1'49	5'68
Burma		2,277'28	2'18	5'95
Eastern Bengal		2,453'15	2'29	6'48
Gondal		2,014'92	0'60	13'16
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		1,433'90	2'41	5'50
Jamnagar		739'86	1'32	5'00
Jodhpur-Bikaner		670'41	1'00	5'33
Jannagad State		884'62	1'12	4'99
Madras and Southern Mahratta		1,724'01	1'48	5'77
Nilgiri		3,338'98	3'28	9'21
Rohilkhand and Kumaon		1,149'88	2'28	6'06
Sherapur-Cochin	
South Indian		2,173'33	1'64	3'65
Udaipur-Chitorgarh		831'97	0'65	9'19
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur Chhindwara Extensions.		1,409'48	2'88	7'21
Jacobabad-Kashmor	
Kalka-Simla		5,051'76	2'80	6'85
Kohat-Thal and Nowshera-Durgai		1,614'41	2'96	7'57
Morappur-Hosur		969'82	1'76	6'44
Purulia-Ranchi		1,719'44	2'66	9'97
Raipur-Dhamtari		620'70	1'23	6'30
Tirupattur-Krishnagiri		739'28	2'60	5'47
Trans-Indus (Kalabagh-Bannu)		2,629'10	5'64	10'24
2' 0" GAUGE.				
Pipar-Bilara Light		260'18	0'37	3'87

DIX 12—contd.
during the financial year 1920-21.
 prepare these statistics.]

98c.	97c.	98c.	99c.	100c.	94d.	95d.	96d.	97d.
WAY, WORKS AND STATIONS—contd.								
TRAIN-MILE—contd.					PER 1,000 GROSS TON-MILES.			
Repairs of bridges, etc.	Conservancy of rivers.	Repairs of stations 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.
0'52 0'67 1'27	... ... 0'10	1'99 1'58 3'55	9'59 0'18 1'78	9'72 10'61 16'17	0'25 0'27 0'40	0'50 0'77 0'91	0'08 0'09 0'17	... ... 0'01
0'42 2'03 1'34	... ... ...	1'78 2'28 1'68	0'48 0'76 0'45	9'65 12'19 14'26	0'13 0'23 0'25	0'58 0'73 1'17	0'04 0'27 0'18	.........
0'29 1'19 1'27 0'68	... 0'12 0'11 ...	1'49 3'12 1'74 0'92	0'72 1'50 0'95 0'28	19'95 18'09 14'83 1'39	0'31 0'27 0'34 0'82	2'28 1'11 1'18 0'91	0'04 0'14 0'18 0'18	... 0'01 0'03 ...
3'63 0'47 0'09 0'41	... ... ... ...	1'99 0'71 0'88 1'36	0'85 0'68 0'19 0'53	16'22 7'90 9'16 9'47	0'79 0'31 0'26 0'36	1'52 1'03 1'30 1'34	0'88 0'11 0'03 0'09	............
1'19 2'11 0'15	0'02 0'08 ...	1'89 2'52 0'85	0'75 1'30 0'65	11'98 14'78 15'41	0'47 0'48 0'20	1'27 1'35 4'42	0'25 0'44 0'05	... 0'01 ...
0'44 0'28 0'29	... ... ...	1'58 1'30 1'09	0'76 0'17 0'87	10'69 8'65 8'49	0'59 0'43 0'24	1'34 1'64 1'28	0'11 0'09 0'07	.........
1'26 0'81 1'32	... ... ...	1'17 0'89 1'99	0'77 0'01 1'08	9'34 8'90 16'88	0'38 0'41 2'19	1'68 1'60 6'15	0'43 0'22 0'88	.........
0'77 Included 1'02 0'83	0'10 with the	0'82 South 1'51 1'11	0'65 Indian 0'44 1'08	11'28 Railway, 8'26 12'86	0'54 3'31" 0'44 0'21	1'57 gauge. 0'98 2'99	0'18 ... 0'27 0'27	0'03
0'91 1'81 1'26	... Included	1'81 with the 3'37 1'25	1'13 North 1'59 0'82	13'94 Western 16'42 13'86	0'83 Railway 1'92 1'85	2'09 5'6" 4'71 4'73	0'26 gauge. 1'24 0'79	............
0'15 2'92 0'94 0'17 1'99	... ... ... ... 0'02	0'58 1'45 1'00 0'68 3'22	0'42 0'79 1'00 0'16 1'73	9'35 17'86 10'47 9'28 22'84	1'03 0'81 0'62 1'45 1'93	3'60 3'06 3'16 3'06 3'50	0'09 0'92 0'47 0'09 0'68	... ... ... ... 0'01
0'04	...	0'10	0'38	4'76	0'81	8'65	0'07	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	98d.	99d.	100d.
Railway system.	PER 1,000 GROSS TON-MILES—concl'd.		
	Repairs of stations and buildings.	Other charges (net).	Total Maintenance, etc.
	Rs.	Rs.	Rs.
4' 6" GAUGE.			
Bengal-Nagpur	0.23	0.07	1.11
Bombay, Baroda and Central India	0.20	0.02	1.35
Eastern Bengal	0.49	0.25	2.23
East Indian	0.18	0.05	0.98
Great Indian Peninsula	0.31	0.10	1.64
Madras and Southern Mahratta	0.28	0.06	1.88
Nizam's Guaranteed State	0.22	0.12	2.97
North Western	0.36	0.17	2.08
Oudh and Rohilkhand	0.24	0.13	2.09
South Indian	0.18	0.06	1.60
3' 3½" GAUGE.			
Assam-Bengal	0.47	0.20	3.84
Bengal and North-Western	0.16	0.16	1.77
Bhavnagar State	0.24	0.13	2.66
Bombay, Baroda and Central India	0.32	0.12	2.23
Burma	0.40	0.15	2.54
Eastern Bengal	0.53	0.27	3.08
Gondal	0.28	0.22	5.17
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal	0.38	0.19	2.61
Jamnagar	0.62	0.05	2.83
Jodhpur-Bikaner	0.24	0.22	2.05
Junagad State	0.39	0.27	3.15
Madras and Southern Mahratta	0.28	0.11	2.46
Nilgiri	1.32	0.72	11.26
Rohilkhand and Kumaon	Included with the	South Indian	Railway, 3' 3½"
Shoranur-Cochin	0.19	0.16	2.66
South Indian	0.40	0.11	2.20
Udaipur-Chitorgarh	0.36	0.36	4.19
2' 6" GAUGE.			
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions	0.53	0.33	4.04
Jacobabad-Kashmor	Included with the	North Western	Railway, 5' 6"
Kalka-Simla	2.32	1.10	11.29
Kohat-Thal and Nowshera-Durgai	0.78	0.51	8.66
Morappur-Hosur	0.34	0.25	5.51
Porulia-Ranchi	0.45	0.24	5.48
Raipur-Dhamtari	0.50	0.50	5.25
Tirupattur-Erishnagiri	0.49	0.12	5.21
Trans-Indus (Kalabagh-Bannu)	1.11	0.59	7.82
2' 0" GAUGE.			
Pipar-Bilara Light	0.24	0.83	10.60

DIX 12—contd.
 during the financial year 1920-21.
 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 motorcars.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
1'19 1'24 1'16	4'05 5'38 3'23	... ... ...	2'56 10'85 5'34	0'28 0'79 0'39	0'46 1'26 0'63	4'29 7'23 4'10	.........
1'14 1'41 1'36	3'31 5'75 3'63	13'05 6'54 6'10	2'01 8'80 9'79	0'22 0'41 0'62	1'04 6'78 0'31	4'11 7'86 9'13	4'45 1'34 1'21
1'25 1'22 1'18 1'10	2'47 4'85 3'81 3'82	0'01	4'23 10'93 4'97 11'86	0'41 0'84 0'38 0'34	0'55 0'95 0'49 0'87	7'43 10'74 5'21 4'13	............
1'42 0'59 0'95 1'41	2'12 1'25 1'51 3'71	... ... ... ...	5'04 2'90 7'16 4'89	0'34 0'28 0'38 0'45	0'30 0'34 0'48 0'61	3'08 2'65 1'83 4'31	............
1'47 1'39 0'51	3'59 2'78 1'44	10'81	10'91 3'30 9'29	0'48 0'31 0'72	0'32 0'85 0'74	2'75 6'13 3'18	0'61
1'85 1'49 0'71	2'25 1'39 1'55	... ... ...	3'53 9'37 5'87	0'58 0'06 1'12	0'50 0'51 0'65	2'64 5'75 4'51	.........
0'72 0'96 1'99	1'65 3'16 14'91	... ... ...	8'47 5'04 25'62	0'67 0'60 0'78	0'65 0'27 2'87	1'91 5'90 8'41	.........
gauge. 1'15 0'95 1'14	1'49 ... 3'66 0'90	... ... 0'02 ...	4'50 ... 8'35 4'95	0'34 ... 0'35 0'52	0'40 ... 0'53 0'79	3'78 ... 4'09 4'35	Included with the S.J.R. 3 1/2 gauge
gauge. 1'06 1'56 1'68	2'12 ... 5'21 4'82	... ... ... ...	2'74 ... 6'18 6'04	0'47 ... 0'14 1'07	0'81 ... 0'98 0'66	4'42 ... 9'04 7'60	Included with the N.W.R. 5 1/2 gauge
1'27 1'20 0'99 0'81 1'88	2'72 2'95 2'07 3'54 8'10	... ... ... ... ...	8'01 1'93 1'45 6'01 15'64	0'76 0'81 0'86 2'25 2'09	0'47 0'47 0'34 0'89 0'73	11'23 2'44 2'34 5'44 12'63	...............
...	1'01	...	1'63	0'37	0'40	0'93	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	109a.	110a.	111a.
	TABLE B.—		
Railway system.	PER TOTAL TRAIN-MILE—concl'd.		
	Maintenance and renewal of machinery, tools and plant. Annas.	Other charges (net). Annas.	Total locomotive expenses. Annas.
5' 6" GAUGE.			
Bengal-Nagpur	0.68	2.21	15.82
Bombay, Baroda and Central India	0.41	1.80	28.74
Eastern Bengal	0.84	0.45	16.14
East Indian	0.32	1.30	13.45
Great Indian Peninsula	0.74	3.29	28.54
Madras and Southern Mahratta	1.20	1.93	27.97
Nizam's Guaranteed State	0.06	0.70	17.10
North Western	1.02	2.83	33.38
Oudh and Rohilkhand	0.78	1.76	17.52
South Indian	0.43	0.94	23.49
8' 3 1/2" GAUGE.			
Assam-Bengal	0.26	0.41	12.97
Bengal and North-Western	0.12	1.04	9.17
Bhavnagar State	0.36	0.65	13.30
Bombay, Baroda and Central India	0.69	1.04	17.11
Barma	0.20	1.15	20.82
Eastern Bengal	0.49	2.03	17.08
Gondal	0.46	0.47	16.81
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal,	0.06	1.76	12.67
Jamnagar	0.07		18.64
Jodhpur-Bikaner	0.81	0.73	15.45
Junagad State	0.29	0.20	14.56
Madras and Southern Mahratta	0.57	1.70	18.20
Nigiri	1.57	6.42	62.57
Rohilkund and Kumaon	0.39	0.42	12.47
Shoranur-Cochin			
South Indian	0.41	Indian	Railway,
Udaipur-Chitorgarh	0.57	0.79	19.13
		0.01	13.23
3' 6" GAUGE.			
Gondia-Chanda, Jabalpur-Gondia and Nagpur-Ohhindwara Extensions.	0.04	2.28	13.44
Jacobabad-Kashmir		Western	
Kalka-Simla	1.64	0.32	25.07
Kohat-Thal and Nowshera-Dargal	0.22	1.26	23.95
Morappur-Hoanr	0.12	0.13	24.71
Parulia Ranohi	0.07	0.58	10.45
Raipur-Dhauntari	0.05	1.19	9.29
Tirupattur-Krishnagiri	0.10	0.09	18.63
Traus-Ianus (Kalabagh-Bannu)	0.39	6.01	46.97
2' 0" GAUGE.			
Pipar-Bilara Light	0.01	0.01	5.96

*Excludes expenditure attributable to motors.

DIX 12—contd.

during the financial year 1920-21.

[prepare these statistics.]

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101b.	102b.	103b.	104b.	105b.	406b.	107b.
LOCOMOTIVE EXPENSES—contd.						
PER ENGINE 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.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
0.69 1.03 0.79	3.04 4.36 2.19	... ... ..	1.92 8.85 3.62	0.21 0.64 0.27	0.35 1.02 0.42	8.30 5.88 2.77
0.80 1.17 1.11	2.32 4.76 2.98	11.08 6.44 6.07	1.41 6.87 8.04	0.16 0.34 0.51	0.78 0.64 0.25	2.89 6.51 7.49
1.04 0.90 0.99 0.95	2.06 3.59 2.35 3.33	... ... ... ...	3.53 8.08 4.15 10.35	0.34 0.62 0.32 0.80	0.46 0.71 0.41 0.76	6.19 7.95 4.36 3.60
1.14 0.47 0.75 1.21	1.68 1.01 1.19 3.18	... ... ... ...	3.98 2.33 5.63 4.20	0.27 0.23 0.30 0.38	0.24 0.27 0.36 0.53	2.42 2.13 1.43 3.70
1.17 1.03 0.44	2.26 2.06 1.23	10.61	8.68 2.44 7.98	0.34 0.23 0.62	0.26 0.49 0.63	2.18 4.54 2.72
1.15 1.18 0.63	1.91 1.11 1.40	... ... ...	3.00 7.4 5.26	0.49 0.05 1.00	0.42 0.41 0.58	2.25 4.59 4.04
0.62 0.83 1.61	1.43 2.74 12.11	... ... ...	7.34 4.37 20.81	0.58 0.59 0.63	0.56 0.23 2.34	1.66 5.11 6.83
0.88 3' 3 3/4" 0.84 1.08	1.14 gauge. 3.21 0.84	... ... 0.02 ...	3.41 ... 7.34 4.56	0.26 ... 0.31 0.48	0.30 Included with the South Indian	2.87 3.59 4.03
0.83 Railway, 1.12 1.12	1.66 5' 6" 3.74 3.20	... gauge	2.18 ... 4.45 4.01	0.37 ... 0.10 0.71	0.24 Included with the North Western	3.44 6.50 5.04
1.25 0.86 0.72 0.20 0.75	2.68 2.10 1.50 3.54 4.39	... ... ... ... ...	7.91 1.38 1.05 6.01 8.48	0.75 0.78 0.62 2.24 1.13	0.47 0.33 0.24 0.39 0.39	11.09 1.74 1.69 5.44 6.85
	1.01	...	1.63	0.37	0.40	0.93

Analysis of working of each railway system

[Note - Railways not shown do not

Serial number.	1036.	1095.	1106.	1116.
	TABLE B.—			
Railway system.	PER ENGINE MILE—concd.			
	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	...	0.51	1.67	11.89
Bombay, Baroda and Central India	...	0.33	1.45	23.36
Eastern Bengal	...	0.57	0.31	10.94
East Indian	8.78	0.22	0.91	9.44
Great Indian Peninsula	1.32	0.61	2.72	23.62
Madras and Southern Mahratta	1.21	0.99	1.59	22.96
Nizam's Guaranteed State	...	0.05	0.59	14.26
North Western	...	0.75	2.09	24.69
Oudh and Rohilkhand	...	0.60	1.47	14.65
South Indian	...	0.36	0.52	20.49
3' 3 1/2" GAUGE.				
Assam-Bengal	...	0.21	0.32	10.26
Bengal and North-Western	...	0.09	0.84	7.37
Bhavnagar State	...	0.28	0.51	10.45
Bombay, Baroda and Central India	...	0.60	0.90	14.70
Burma	0.61	0.15	0.92	16.56
Eastern Bengal	...	0.36	1.51	12.66
Gondal	...	0.40	0.40	14.40
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.	...	0.05	1.50	13.77
Jamnagar	...	0.05	...	14.86
Jodhpur-Bikaner	...	0.28	0.63	13.84
Junagad State	...	0.25	0.17	12.61
Madras and Southern Mahratta	...	0.49	1.47	15.73
Nalgiri	...	1.27	5.21	50.81
Rohilkhand and Kumaon	...	0.30	0.32	9.48
Sherapur-Cochin	...	0.36	0.69	10.81
South Indian	...	0.53	0.01	12.23
Udaipur-Chitorgarh
2' 6" GAUGE.				
Gondia-Chanda, Jabalporo-Gondia and Nagpur-Chindwara Extensions	...	0.03	1.77	10.47
Jacobabad-Kashmir
Kalka-Simla	...	1.18	0.23	18.02
Kohat-Thal and Nowshera-Durgai	...	0.15	0.24	15.51
Morappur-Hosur	...	0.12	0.13	24.39
Parula-Banchi	...	0.05	0.12	7.16
Raipur-Dhantari	...	0.04	0.56	6.72
Tripattur-Krishnagiri	...	0.07	0.09	18.61
Trans Indus (Kalabugh-Dannan)	...	0.21	3.26	25.46
2' 0" GAUGE.				
Pipar-Bilera Light	...	0.01	0.01	5.36

*Excludes expenditure attributable to motors.

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

101 c.	102a.	103 c.	104c.	105c.	106c.	107c.	108 c.
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.
0.14	0.46	...	0.29	0.03	0.05	0.50	...
0.16	0.69	...	1.86	0.10	0.16	0.02	...
0.16	0.45	...	0.74	0.05	0.09	0.57	...
0.11	0.34	18.70	0.21	0.02	0.11	0.42	0.38
0.19	0.78	8.59	1.12	0.08	0.10	1.08	1.76
0.18	0.48	4.06	1.29	0.08	0.04	1.20	0.81
0.19	0.37	...	0.63	0.06	0.08	1.11	...
0.14	0.55	...	1.25	0.10	0.11	1.22	...
0.17	0.39	...	0.70	0.05	0.07	0.74	...
0.21	0.73	...	2.26	0.08	0.16	0.79	...
0.13	0.51	...	1.19	0.08	0.07	0.73	...
0.26	0.29	...	0.66	0.06	0.08	0.61	...
0.32	0.42	...	2.00	0.11	0.13	0.51	...
	0.88	...	1.15	0.10	0.14	1.02	...
0.31	0.75	16.65	2.30	0.09	0.07	0.58	0.58
0.29	0.58	...	0.69	0.08	0.14	1.28	...
0.17	0.48	...	3.12	0.24	0.25	1.07	...
0.33	0.55	...	0.86	0.14	0.12	0.65	...
0.49	0.46	...	3.07	0.08	0.17	1.89	...
0.17	0.38	...	1.42	0.27	0.16	1.09	...
0.24	0.56	...	2.86	0.23	0.22	0.44	...
0.27	0.87	...	1.39	0.17	0.07	1.63	...
1.33	0.95	...	17.09	0.52	1.22	5.61	...
0.28	0.35	...	1.06	0.08	0.09	0.89	...
0.25	0.97	0.01	Included with the South Indian Railway.	0.09	0.14	1.09	...
0.37	0.30	...	1.61	0.17	0.26	1.41	...
0.31	0.61	...	0.79	0.14	0.09	1.28	...
1.08	3.58	...	Included with the North Western Railway, 5' 6" gauge.	0.69	0.67	6.22	...
1.05	3.01	...	4.25	0.67	0.42	4.74	...
0.75	1.60	...	4.72	0.45	0.28	6.22	...
0.37	0.91	...	0.59	0.25	0.14	0.75	...
0.59	1.04	...	0.73	0.43	0.17	1.17	...
0.45	1.99	...	3.37	1.26	1.22	8.05	...
0.47	2.77	...	5.35	0.72	0.25	4.33	...
...	2.24	...	5.85	0.84	0.89	2.07	...

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	100c.	110.	111c.
		TABLE B.—LOCOMOTIVE EXPENSES—concl'd.		
PER 1,000 GROSSTON-MILES—concl'd.				
		Maintenance and renewal of machinery, tools and plant.	Other charges (net).	Total Locomotive expenses.
		Rs.	Rs.	Rs.
5' 6" GAUGE.				
Bengal-Nagpur		0·08	0·25	1·80
Bombay, Baroda and Central India		0·05	0·23	3·67
Eastern Bengal		0·11	0·06	2·28
East Indian		0·03	0·13	1·37
Great Indian Peninsula		0·10	0·44	3·85
Madras and Southern Mahratta		0·16	0·25	3·68
Nizam's Guaranteed State		0·01	0·10	2·55
North Western		0·12	0·32	3·81
Oudh and Rohilkhand		0·10	0·25	2·47
South Indian		0·08	0·18	4·47
3' 3½" GAUGE.				
Assam-Bengal		0·07	0·10	3·07
Bengal and North-Western		0·03	0·23	2·09
Bhavnagar State		0·10	0·18	3·71
Bombay, Baroda and Central India		0·17	0·24	4·02
Burma		0·04	0·24	4·38
Eastern Bengal		0·10	0·42	3·56
Gondal		0·15	0·16	5·64
Hyderabad-Godavari Valley, including Hingoli Branch and Seonnderabad-Gadwal		0·01	0·43	3·09
Jamnagar		0·02	...	6·12
Jodhpur-Bikaner		0·08	0·18	3·74
Junagad State		0·10	0·07	4·92
Madras and Southern Mahratta		0·16	0·47	5·03
Nilgiri		1·03	4·28	41·73
Rohilkhand and Kumaon		0·09	0·10	2·94
Shoranur-Cochin		Included with	the South	Indian Railway,
South Indian		0·11	0·31	5·08
Udaipur-Chitorgarh		0·18	...	4·30
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·01	0·66	3·89
Jacobabad-Kashmor		Included with	the North Western	Railway.
Kalka-Simla		1·13	0·22	17·24
Kohat-Thal and Nowshera-Durgai		0·14	0·79	14·59
Morappur-Hosur		0·07	0·08	14·57
Purulia-Ranchi		0·02	0·18	3·21
Raipur-Dhamtari		0·03	0·59	4·66
Tirupattur-Krishnagiri		0·06	0·05	10·45
Trans Indus (Kalabagh-Dannu)		0·13	2·06	16·08
2' 0" GAUGE.				
Pipar-Bilara Light		0·03	0·02	11·94

* Excludes expenditure attributable to motors.

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

112a.	113a.	114a.	115a.	116a.	117a.	118a.
TABLE C.—CARRIAGE AND WAGON EXPENSES—contd.						
PER TOTAL TRAIN-MILE.						
General Superintendence (including office expenses). Annas.	Repairs and renewals of coaching vehicles. Annas.	Repairs and renewals of goods vehicles. Annas.	Repairs and renewals of machinery, tools and plant. Annas.	Cleaning and oiling. Annas.	Other charges (net). Annas.	Total Carriage and Wagon expenses. Annas.
0.42 0.45 0.75	1.58 4.36 3.53	5.76 8.58 —7.87	0.22 0.28 0.52	1.17 1.14 1.30	—0.01 ... 0.10	10.44 9.74 —1.67
0.31 0.58 0.62	1.27 3.96 4.50	3.41 4.41 4.54	0.14 0.29 0.21	0.77 1.37 0.64	0.08 0.04 —0.08	5.98 10.65 10.45
0.55 0.58 0.63 0.84	1.49 3.33 2.74 2.16	2.63 4.09 2.62 4.09	0.08 0.27 0.23 0.14	0.50 1.22 0.74 1.08	0.09 0.05 0.01 0.02	5.29 9.52 6.97 7.83
0.53 0.22 0.32 0.60	1.37 0.93 1.56 2.38	1.56 3.13 0.88 2.04	0.01 0.07 0.18 0.19	0.60 0.37 0.52 0.55	0.01 0.01	4.07 4.73 3.46 5.76
0.57 0.57 0.11	1.55 2.48 1.90	4.11 1.67 0.77	0.12 0.10 0.12	0.37 0.74 0.39	0.12 0.27 0.04	6.84 5.93 3.43
0.60 0.49 0.26	1.41 2.90 1.72	2.07 0.37 1.71	0.02 0.01 0.20	0.34 0.65 0.45	0.07 ... 0.05	4.51 4.42 4.36
0.24 0.33 0.64	1.21 1.79 2.75	0.38 1.92 1.40	0.02 0.11 0.12	0.60 0.33 2.60	0.08 —0.07 0.07	2.48 4.41 7.59
0.49 8' 3½" gauge.	2.03 Included with	1.54 the South Indian	0.11 Railway 8' 3½"	0.69 gauge.	0.01 ... 0.02 ...	4.77 ... 5.51 8.69
0.32 0.29	3.14 2.29	0.87 0.37	0.13 0.06	0.73 0.68	...	...
0.29 5' 6" gauge	2.35 Included with	2.00 the North	0.02 Western Railway, 5' 6" gauge.	0.63 1.25 2.26	... 0.01 0.09	5.29 ... 9.79 8.58
0.57 0.36	4.63 3.93	3.30 1.79	0.03 0.07	0.74 0.82 0.40 0.71 2.00	0.02 ... 0.01 0.15 0.01	2.38 5.04 4.50 2.19 8.29
0.41 0.64 0.57 0.25 0.43	0.88 1.93 2.37 0.82 3.33	0.30 1.64 0.93 0.24 2.47	0.03 0.01 0.02 0.02 0.06
...	0.85	1.39	...	0.21	0.01	2.46

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Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	112b.	113b.	114b.
	TABLE C.—CARRIAGE AND			
PER 1,000				
	General superintendence (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' 6" GAUGE.				
Bengal-Nagpur	1.02	34.44	17.53	
Bombay, Baroda and Central India	1.04	28.59	12.23	
Eastern Bengal	1.34	21.06	—19.91	
East Indian	0.85	12.89	9.18	
Great Indian Peninsula	2.01	33.82	25.81	
Madras and Southern Mahratta	1.73	32.98	20.19	
Nizam's Guaranteed State	1.52	16.40	9.78	
North Western	1.29	7.86	9.42	
Oudh and Rohilkhand	1.44	21.05	8.60	
South Indian	1.49	17.85	36.97	
3' 3½" GAUGE.				
Assam-Bengal	1.40	7.80	7.61	
Bengal and North-Western	0.44	4.13	11.14	
Bhavnagar State	0.94	7.17	7.24	
Bombay, Baroda and Central India	1.40	14.29	7.73	
Burma	1.31	3.80	9.57	
Eastern Bengal	1.77	13.76	8.34	
Gondal	0.75	11.14	7.35	
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.	1.85	9.63	11.54	
Jamnagar	1.68	12.72	6.02	
Jodhpur-Bikaner	0.88	11.58	12.45	
Junagad State	0.79	7.75	2.57	
Madras and Southern Mahratta	0.93	14.02	8.44	
Nilgiri	5.73	37.32	36.70	
Rohilkund and Kumaon	1.16	12.17	5.94	
Shoranur-Cochin	Included	with the South	Indian	
South Indian	0.97	20.10	5.28	
Udaiपुर-Chitorgarh	0.83	8.97	4.60	
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions	0.72	11.79	9.63	
Jacobabad-Kashmor	Included	with the North	Western	
Kalka-Simla	4.14	33.29	23.78	
Kohat-Thal and Nowshera-Durgai	1.37	14.20	6.48	
Morappur-Hosur	1.53	4.76	3.85	
Purulia-Kauchi	1.66	7.36	12.91	
Raipur-Dhautari	1.89	20.49	5.29	
Tirupattur-Krishnagiri	0.92	3.86	3.99	
Trans Indus (Kalabagh-Bannu)	1.37	10.68	7.94	
2' 0" GAUGE.				
Pipar-Bilara Light	...	7.52	40.71	

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

115b.	116b.	117b.	118b.	119a.	120a.	121a.	122a.
WAGON EXPENSES—concl'd.				TABLE D.—TRAFFIC EXPENSES—concl'd.			
VEHICLE-MILES RUN BY HOME VEHICLES—concl'd.				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.
0'54 0'58 0'93	2'85 2'56 2'30	-0'04 0'02 0'17	25'33 21'93 -2'97	1'47 1'29 2'37	4'34 7'92 11'24	1'31 1'51 2'05	1'15 1'96 2'25
0'31 0'99 0'58	1'63 4'77 1'76	0'17 0'16 -0'18	12'09 37'01 28'91	1'35 1'10 1'10	4'37 5'61 4'09	1'47 2'29 1'18	1'47 1'55 1'00
0'08 0'62 0'54 0'62	1'39 2'82 1'70 4'66	0'26 0'12 0'02 0'08	14'69 21'03 16'03 33'83	1'26 1'60 2'11 0'99	8'43 8'25 5'51 3'34	1'32 2'16 1'70 1'18	0'90 2'20 1'80 1'24
0'06 0'13 0'54 0'43	1'56 0'73 1'55 1'27	0'03 0'02 ... -0'01	10'70 9'35 10'22 13'26	1'69 0'78 1'21 1'07	4'72 3'04 4'12 4'55	0'91 0'68 0'74 1'11	1'34 0'79 1'57 1'59
0'28 0'26 0'42	0'87 1'96 1'42	0'28 0'71 0'15	15'91 15'61 12'44	1'40 2'02 0'43	3'19 5'79 2'54	1'13 1'55 0'44	0'78 1'39 1'60
0'07 0'05 0'71	1'05 2'22 1'57	0'22 ... 0'18	18'67 15'22 15'34	1'28 1'30 1'15	3'09 2'13 2'57	1'50 0'59 0'59	0'69 0'96 1'98
0'09 0'32 1'17	1'99 0'93 23'22	0'09 -0'20 0'61	8'20 12'43 67'84	1'00 0'81 1'81	3'48 2'69 6'77	0'56 0'97 2'96	0'61 0'52 0'81
0'27 Railway, 0'38 0'16	1'37 3'31" 2'18 2'02	0'04 gauge 0'05 ...	11'22 ... 16'43 16'58	1'34 ... 1'03 0'89	3'51 ... 3'28 2'31	0'68 ... 1'07 0'36	1'25 ... 1'19 0'79
0'03 Railway, 0'19 0'24	1'55 5'6" 8'99 8'19	0'01 gauge 0'09 0'32	13'01 ... 70'48 30'80	1'12 ... 2'36 1'68	3'26 ... 6'42 5'61	0'98 ... 2'07 1'59	0'72 ... 0'99 2'42
0'14 0'03 0'07 0'09 0'19	2'82 2'10 1'30 2'61 6'42	0'07 ... 0'03 0'54 0'03	9'04 12'97 14'91 8'05 26'68	1'39 0'46 0'49 1'07 2'21	1'33 3'04 2'48 2'29 13'76	0'73 0'50 1'68 0'60 1'95	0'23 0'47 -0'13 0'27 0'24
...	1'48	0'05	16'77	...	2'41	0'31	...

Analysis of working of each railway system.

[Note.—Railways not shown do not

Railway system.	Serial number.	123a.	124a.	125a.
		TABLE D.—		
PER TOTAL TRAIN-MILE				
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.
		Annas.	Annas.	Annas.
5' 6" GAUGE.				
Bengal-Nagpur		0'18	0'27	0'02
Bombay, Baroda and Central India		0'34	0'22	0'02
Eastern Bengal		0'27	0'85	0'02
East Indian		0'21	0'39	0'04
Great Indian Peninsula		0'22	0'48	0'05
Madras and Southern Mahratta		0'19	0'52	0'05
Nizam's Guaranteed State		0'26	0'62	0'01
North Western		0'73	0'35	0'01
Oudh and Rohilkhand		0'33	0'43	0'01
South Indian		0'09	0'78	...
3' 3½" GAUGE.				
Assam-Bengal		0'08	0'37	...
Bengal and North-Western		0'18	0'63	...
Bhavnagar State		0'27	1'57	...
Bombay, Baroda and Central India		0'23	0'76	...
Burma		0'15	0'63	...
Eastern Bengal		0'20	0'28	...
Gondal		0'02	0'33	...
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad Gadwal.		0'10	0'67	0'01
Jamnagar		0'08	0'97	...
Jodhpur-Bikaner		0'21	0'65	...
Junagad State		0'17	1'22	...
Madras and Southern Mahratta		0'11	0'52	...
Nilgiri		0'22	0'64	...
Rohilkhand and Kumaon		0'07	0'89	...
Shoranur-Cochin		Included	with the	...
South Indian		0'08	0'69	...
Udaipur-Chitorgarh		0'21	1'67	...
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		0'08	0'04	...
Jacobabad-Kashmor		...	Included with the North	0'42
Kalka-Simla		0'71	0'08	0'42
Kohat-Thal and Nowshera-Durgai		...	0'39	...
Morappur-Hosur		0'15	0'31	...
Purulia-Ranchi		...	0'07	...
Raipur-Dhamtari		...	0'10	...
Tirupattur-Krishnagiri		0'16	0'53	...
Trans Indus (Kalabagh-Banna)		1'15	0'34	...
2' 0" GAUGE.				
Pipar-Bilera Light		...	0'24	...

DIX 12- contd.

during the financial year 1920-21.

prepare these statistics.]

126 a.	127 a.	128 a.	129 a.	119 b.	120 b.	121 b.	122 b.
TRAFFIC EXPENSES—contd.							
—concl.				PER CENT. OF TRAFFIC EARNINGS. (Abstracts H. and I. of Revenue Accounts).			
Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total traffic expenses.	General superintendence (including office expenses)	Station staff.	Train staff.	Fuel, lighting, water and general stores.
Annas.	Annas.	Annas.	Annas.	Per cent.	Per cent.	Per cent.	Per cent.
0.01	0.49	...	9.24	1.68	4.90	1.48	1.29
0.01	0.02	...	14.27	1.13	6.91	1.82	1.71
0.02	...	0.03	19.10	2.60	12.28	2.24	2.40
0.03	0.14	0.01	9.48	1.59	5.16	1.73	1.73
0.01	0.04	0.01	11.31	1.18	6.04	2.47	1.67
0.05	0.01	-0.06	8.13	1.04	3.86	1.11	0.94
0.03	0.53	0.05	8.31	1.29	3.52	1.25	0.93
0.01	0.11	0.14	15.55	1.38	7.09	1.86	1.89
0.10	0.51	0.03	12.53	2.24	5.84	1.80	1.91
0.02	0.25	-0.09	7.80	1.27	4.28	1.52	1.59
0.01	0.11	0.02	9.25	2.43	6.78	1.32	1.93
0.05	0.28	0.11	6.47	1.19	4.68	1.02	1.21
0.01	0.42	0.01	9.92	1.47	5.02	0.91	1.92
0.01	0.43	...	9.74	1.47	6.31	1.54	2.10
0.07	...	0.04	7.79	1.77	4.54	1.43	0.93
0.01	0.06	0.03	11.33	2.57	7.35	1.97	1.77
0.05	0.15	0.02	6.13	0.71	3.72	0.65	2.35
0.03	1.07	0.01	8.75	1.56	3.50	1.70	1.01
0.05	0.89	...	6.95	1.43	2.35	0.64	1.06
...	0.44	0.04	7.63	1.70	3.78	0.86	2.02
0.05	0.34	0.01	7.44	1.22	4.62	0.75	0.83
0.03	0.11	-0.01	5.75	1.30	4.34	1.57	0.82
0.05	...	...	13.26	1.29	5.18	2.26	0.64
0.02	0.03	...	8.09	1.78	4.65	0.89	1.66
South	Indian Railway	3' 3 1/2" gauge	...	...	...	...	...
0.02	0.04	0.03	7.43	1.31	4.17	1.66	1.51
0.04	0.77	...	7.04	1.19	3.09	0.48	1.06
0.02	0.03	...	6.23	2.18	6.65	2.00	1.48
Western	Railway 5' 6" gauge	...	...	...	...	...	...
...	1.40	0.02	14.40	2.21	5.94	1.93	0.84
...	...	0.14	11.83	4.42	14.74	4.12	6.38
0.01	...	0.01	4.75	5.10	7.17	2.72	0.87
0.02	...	...	4.63	0.83	5.65	1.04	0.23
0.04	...	...	4.60	0.96	4.89	3.30	-0.25
0.01	...	0.01	5.54	4.53	6.22	1.64	0.71
...	...	0.18	20.14	4.35	27.10	3.86	1.65
...	0.86	...	8.82	...	9.33	1.19	0.02

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	1236.	1246.	1255.
		TABLE D.—		
PER CENT OF TRAFFIC				
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.
		Per cent.	Per cent.	Per cent.
5' 6" GAUGE.				
Bengal-Nagpur		0'21	0'30	0'02
Bombay, Baroda and Central India		0'30	1'06	...
Eastern Bengal		0'29	0'92	0'02
East Indian		0'26	0'47	0'05
Great Indian Peninsula		0'24	0'51	...
Madras and Southern Mahratta		0'18	0'49	0'05
Nizam's Guaranteed State		0'27	0'64	0'01
North Western		0'63	0'30	0'01
Oudh and Rohilkhand		0'35	0'46	0'01
South Indian		0'11	0'99	...
3' 3½" GAUGE.				
Assam-Bengal		0'12	0'58	...
Bengal and North-Western		0'20	0'97	...
Bhavnagar State		0'32	1'92	...
Bombay, Baroda and Central India		0'32	1'06	...
Burma		0'19	0'79	...
Eastern Bengal		0'25	0'35	...
Gondal		0'92	1'22	...
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0'11	0'76	0'01
Jamnagar		0'07	1'07	...
Jodhpur-Bikaner		0'31	0'96	...
Junagad State		0'22	1'62	...
Madras and Southern Mahratta		0'18	0'83	...
Nilgiri		0'17	0'49	...
Rohilkhand and Kumaon		0'09	1'18	...
Shoranur-Cochin		Included	with the	South Indian
South Indian		0'11	0'87	...
Udaipur-Chitorgarh		0'29	0'24	...
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions		0'16	0'09	...
Jacobabad-Kashmor		Included	with the	North Western
Kalka-Simla		0'66	0'07	0'39
Kohat-Thal and Nowshera-Durgai		...	1'03	...
Morappur-Hosur		0'55	1'16	...
Purnia-Ranchi		...	0'14	...
Raipur-Dhenutari		...	0'19	...
Tirupattur-Krishnagiri		0'43	1'42	...
Trans Indus (Kalabagh-Bannu)		2'27	0'09	...
2' 0" GAUGE.				
Piper-Bilara Light		...	0'91	...

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

126b.	127b.	128b.	129b.		130a.	131a.	132a.
TRAFFIC EXPENSES.—concl'd.					TABLE E.—GENERAL CHARGES—cont'd.		
EARNINGS (Abstracts H. and I. of Revenue Accounts)—concl'd.					PER TOTAL TRAINMILE.		
Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total Traffic expenses.	General Superintendence per cent. on traffic earnings (including steam-boat).	Home expenditure.	Agent's Office salaries and expenses.	Audit accounts and pay office.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Annas.	Annas.	Annas.
0·01 0·01 0·02	0·55 0·03 ...	0·01 -0·01 0·03	10·48 12·45 20·86	1·66 1·13 2·60	0·51 0·52 0·06	0·20 0·30 0·44	0·99 1·44 1·45
0·03 0·01 0·05	0·16 0·04 0·01	0·01 0·01 -0·06	11·19 12·17 7·67	1·59 1·16 1·04	0·32 0·33 0·51	0·19 0·23 0·28	0·60 1·14 1·03
0·03 ... 0·10 0·03	0·54 0·10 0·56 0·32	0·05 0·12 0·02 -0·12	8·53 13·38 13·28 9·99	1·29 1·56 2·24 1·27	0·62 0·01 0·04 0·39	0·46 0·21 0·37 0·27	1·89 1·06 1·47 0·97
0·03 0·03 0·03 0·0	0·15 0·42 0·52 0·58	0·02 0·17 0·01 ...	13·30 9·94 12·11 13·50	2·49 1·15 1·47 1·47	0·90 0·48 0·21 0·50	0·94 0·29 0·74 0·19	1·29 0·87 1·75 0·90
0·09 0·03 0·03	... 0·03 0·22	0·05 0·04 0·02 0·01	9·85 14·40 8·29	1·76 2·52 0·71	0·70 Included ...	0·45 with 0·52	0·99 the 0·83
0·03 0·05 ...	1·21 0·98 0·64	... 0·06	9·80 7·65 11·23	1·56 1·43 1·70	0·73	0·52 1·10 0·38	2·07 2·48 1·09
0·07 0·05 0·04	0·45 0·19 ...	0·02 -0·01 0·01	9·89 9·27 10·16	1·91 1·30 1·39	... 0·48 0·90	0·94 0·17 0·41	1·81 0·63 1·56
0·09 Railway 0·03 0·05	0·44 3' 3½" gauge. 0·05 1·04	... ... 0·04 ...	10·72 ... 9·45 9·44	1·78 ... 1·31 1·19	0·83 ... 0·56 ...	0·45 ... 0·26 0·96	1·74 ... 0·92 1·23
0·05 Railway, 5' 6" gauge ... 0·01	0·05 1·28 ...	0·01 ... 0·01 0·37	12·77 ... 13·35 31·07	2·28 ... 2·20 4·42	1·58 ... 0·01 0·04	0·16 ... 0·88 0·48	0·72 ... 0·83 2·23
0·02 0·05 0·09 0·04 -0·01	... ... ... ... ...	0·03 0·03 0·36	17·62 8·61 9·18 15·03 39·67	5·10 0·85 0·98 4·53 3·45	0·19 1·70 2·81 0·25 0·05	0·09 0·17 0·16 0·11 0·42	0·42 0·76 0·90 0·58 2·13
...	3·33	...	14·77	...	...	...	0·21

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	123b.	124b.	125b.
		TABLE D.—		
PER CENT OF TRAFFIC				
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.
		Per cent.	Per cent.	Per cent.
5' 6" GAUGE.				
Bengal-Nagpur		0.21	0.30	0.02
Bombay, Baroda and Central India		0.30	1.06	...
Eastern Bengal		0.29	0.92	0.02
East Indian		0.26	0.47	0.05
Great Indian Peninsula		0.24	0.51	...
Madras and Southern Mahratta		0.18	0.49	0.05
Nizam's Guaranteed State		0.27	0.64	0.01
North Western		0.63	0.30	0.01
Oudh and Rohilkhand		0.35	0.46	0.01
South Indian		0.11	0.99	...
3' 8 1/2" GAUGE.				
Assam-Bengal		0.12	0.58	...
Bengal and North-Western		0.20	0.97	...
Bhavnagar State		0.32	1.92	...
Bombay, Baroda and Central India		0.32	1.06	...
Burma		0.19	0.79	...
Eastern Bengal		0.25	0.85	...
Gondal		0.92	1.22	...
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0.11	0.76	0.01
Jamnagar		0.07	1.07	...
Jodhpur-Bikaner		0.31	0.96	...
Junagad State		0.22	1.62	...
Madras and Southern Mahratta		0.18	0.83	...
Nilgiri		0.17	0.49	...
Rohilkhand and Kumaon		0.09	1.18	...
Shoranur-Cochin		Included	with the	South Indian
South Indian		0.11	0.87	...
Udaipur-Chitorgarh		0.29	0.24	...
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions		0.16	0.09	North Western
Jacobabad-Kashmor		Included	with the	0.39
Kalka-Simla		0.66	0.07	...
Kohat-Thal and Nowshera-Durgai		...	1.03	...
Morappur-Hosur		0.55	1.16	...
Purnia-Ranchi		...	0.14	...
Raipur-Dhantari		...	0.19	...
Tirupattur-Krishnagiri		0.43	1.42	...
Trans Indus (Kalabagh-Bannu)		2.27	0.09	...
2' 0" GAUGE.				
Pipar-Bilara Light		...	0.91	...

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

136a.	137a.	138a.	139a.	140a.	130b.	131b.
GENERAL CHARGES—contd.						
TRAIN-MILE - contd.					PER CENT. ON TOTAL EARNINGS— contd.	
Police.	Advertising.	Electric telegraph.	Other charges (not).	Total General charges.	Home expenditure.	Agent's office—salaries and expenses.
Annas.	Annas.	Annas.	Annas.	Annas.	Per cent.	Per cent.
0.27 0.52 0.27	0.03 0.01 0.05	1.37 0.19 1.06	0.06 0.04 0.31	4.62 5.45 5.80	0.56 0.44 0.07	0.33 0.26 0.47
0.37 0.31 0.71	0.03 0.01 0.02	0.94 1.36 1.22	0.06 0.70 0.04	3.36 5.12 4.82	0.37 0.34 0.47	0.22 0.24 0.25
0.89 0.54 0.31 0.52	0.02 0.02 0.02 0.01	1.08 1.27 1.14 0.83	0.07 1.19 0.05 0.08	6.55 5.78 4.51 4.24	0.59 0.01 0.04 0.68	0.44 0.17 0.37 0.31
0.55 0.03 1.02 0.44	... ... 0.06 0.01	0.95 0.70 1.16 1.06	0.84 0.02 0.12 0.01	7.02 2.71 6.50 3.91	1.23 0.69 0.25 0.68	1.28 0.40 0.88 0.28
0.46 5' 0" 0.55	0.02 gauge 0.01	0.81 ... 0.83	0.01 ... 0.02	4.99 Included 3.66	0.87 with the ...	0.54 Eastern 0.75
1.24 0.69 0.27	0.01 0.07 ...	1.10 0.71 1.03	0.08 0.08 1.30	7.04 6.20 4.33	0.79	0.57 1.20 0.53
0.68 0.39 0.85	0.02 0.01 0.02	0.80 1.06 1.43	0.03 0.01 0.11	5.33 3.36 7.32	... 0.76 0.68	1.22 0.17 0.31
0.41 Railway 0.44 ...	0.01 3' 3 3/4" 0.01 ...	0.74 gauge. 0.81 0.67	0.18 ... 0.09 0.09	5.22 ... 4.03 3.36	1.02 ... 0.58 ...	0.55 ... 0.31 1.25
0.14 Railway 0.67 0.62	... 5' 6" ... 0.03	1.15 gauge. 0.84 0.52	... ... 0.22 2.50	4.34 ... 4.04 6.74	3.08 ... 0.01 0.09	0.32 ... 0.81 1.12
0.23 0.13 0.12 0.31 1.82	... ... ... 0.01 ...	0.70 0.97 0.33 1.71 1.01	0.05 0.06 2.39	2.18 4.30 4.96 2.58 10.20	0.68 3.14 5.53 0.68 0.05	0.31 0.32 0.22 0.41 0.63
...	...	...	...	0.25	...	...

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	192h.	193b.	194b.
	TABLE E.—		
Railway system.	PER CENT. OF		
	Audit, accounts and pay office. Per cent.	Stores Department Per cent.	Medical Department. Per cent.
5' 6" GAUGE.			
Bengal-Nagpur	0.09	0.41	0.38
Bombay, Baroda and Central India	0.22	0.57	0.26
Eastern Bengal	1.56	0.84	0.27
East Indian	0.70	0.26	0.29
Great Indian Peninsula	1.19	0.47	0.25
Madras and Southern Mahratta	0.99	0.34	0.23
Nizam's Guaranteed State	1.73	0.53	0.40
North Western	0.88	0.54	0.23
Oudh and Rohilkhand	1.46	0.59	0.21
South Indian	1.12	0.47	0.25
3' 3½" GAUGE.			
Assam-Bengal	1.75	0.59	0.96
Bengal and North-Western	1.25	0.14	0.20
Bhavnagar State	2.08	0.58	0.88
Bombay, Baroda and Central India	1.22	0.36	0.38
Burma	1.22	0.41	0.65
Eastern Bengal	Bengal	Railway	5' 6"
Gondal	1.26	0.25	0.24
Hyderabad Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.	2.24	0.71	0.55
Jamnagar	2.70	0.43	0.07
Jodhpur-Bikaner	1.55	0.50	0.15
Junagad State	2.10	0.65	0.19
Madras and Southern Mahratta	0.99	0.37	0.26
Nilgiri	1.18	0.50	0.19
Robilkund and Kumaon	2.13	0.25	0.26
Shoranur-Cochin	Included with the South Indian	Railway 3' 3½"	
South Indian	1.14	0.50	0.29
Udaipur-Chitorgarh	1.56	0.12	0.21
2' 6" GAUGE.			
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions	1.39	0.42	0.66
Jacobabad-Kashmor	Included with the North Western	Railway	
Kalka-Simla	0.76	0.03	0.23
Kohat-Thal and Nowshera-Durgai	5.76	3.52	0.82
Morappur-Hosur	1.55	0.73	0.79
Purnia-Ranchi	1.40	0.42	0.56
Rampur-Dhamtari	1.77	0.42	0.33
Tirupattur-Krishnagiri	1.43	0.64	0.61
Traus-Indus (Kalabagh-Banna)	3.23	1.95	0.59
1' 0" GAUGE.			
Pipar-Bilara Light	0.81	..	..

DIX 12—contd.

during the financial year 1920-21.

prepare these statistics.]

185b.	136b.	187b.	138b.	139b.	140b.	142	143
GENERAL CHARGES—concl'd.							
TOTAL EARNINGS—cont'd.							
Rents and miscellaneous.	Police.	Advertising.	Electric telegraph.	Other charges (net).	Total General charges.	Law charges.	Compensation.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
0.41	0.30	0.03	1.51	0.07	5.09	0.03	0.33
0.38	0.44	0.01	1.00	0.03	4.61	0.03	3.30
1.14	0.28	0.05	1.15	0.23	6.26	0.03	0.39
0.43	0.43	0.04	1.09	0.07	3.89	0.02	1.65
0.28	0.32	0.01	1.43	0.22	5.34	0.03	1.89
0.31	0.65	0.02	1.12	0.04	4.42	0.02	0.39
0.63	0.85	0.02	1.04	0.06	6.28	0.03	0.14
0.43	0.45	0.01	1.06	0.09	4.76	0.01	1.25
0.45	0.31	0.02	1.13	0.05	4.52	0.03	1.35
0.39	0.60	0.02	1.93	0.11	4.88	0.01	0.49
0.55	0.74	0.01	1.30	1.15	9.56	0.20	0.11
0.23	0.05	...	1.01	0.02	3.89	0.03	0.34
0.76	1.21	0.07	1.98	0.14	7.73	0.11	0.46
0.33	0.60	0.01	1.44	0.03	5.31	0.01	3.30
0.74	0.57	0.02	1.13	0.02	6.17	0.02	0.13
gauge	...	...	Included	with the	Eastern	Bengal	Railway.
0.72	0.78	0.02	1.18	0.03	5.23	0.04	0.89
0.79	1.34	0.02	1.19	0.03	8.28	0.02	0.38
0.67	0.75	0.03	0.75	0.09	6.74	...	0.17
0.44	0.39	...	1.46	1.85	6.87	...	0.50
0.85	0.88	0.02	1.05	0.04	7.00	...	0.23
0.33	0.62	0.02	1.69	0.02	5.33	0.02	0.42
0.47	0.65	0.02	1.08	0.03	5.56	...	0.03
0.54	0.51	0.02	0.92	0.22	6.42	0.01	0.45
Gauge	...	...	...	...	...	...	...
0.39	0.54	0.02	1.00	0.11	4.98	0.01	0.11
0.20	...	...	0.97	0.12	4.33	...	0.03
0.05	0.27	...	2.23	...	8.42	...	0.43
5" 6"	gauge	...	...	...	...	...	...
0.25	0.81	...	0.81	0.20	3.70	...	1.37
1.78	1.62	0.03	1.34	6.47	22.60	0.03	8.15
0.37	0.83	0.02	2.56	0.20	8.03	0.01	0.01
0.07	0.24	...	1.80	...	7.95	...	0.32
0.06	0.21	...	1.03	...	9.75	...	0.46
0.37	1.85	0.01	1.91	0.17	6.98	...	0.01
1.14	2.76	...	1.53	3.63	15.45	0.02	0.23
0.14	...	...	...	...	0.95	...	...

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	144	145	146
	TABLE G.—SPECIAL AND MISCELLANEOUS			
PER CENT. ON				
	Rates and taxes.	Payments to other lines.	Other charges (not).	
	Per cent.	Per cent.	Per cent.	
5' 6" GAUGE.				
Bengal-Nagpur	0.15	3.65	4.33	
Bombay, Baroda and Central India	0.34	2.38	2.46	
Eastern Bengal	0.50	0.01	2.47	
East Indian	0.17	0.26	1.99	
Great Indian Peninsula	0.23	1.53	2.83	
Madras and Southern Mahratta	0.23	0.95	2.55	
Nizam's Guaranteed State	0.01	0.46	—3.07	
North Western	0.04	0.28	2.90	
Ondh and Rohilkhand	0.06	0.42	0.14	
South Indian	0.09	0.71	2.11	
3' 3½" GAUGE.				
Assam-Bengal	0.11	1.89	4.08	
Bengal and North-Western	0.04	0.39	1.26	
Bhavnagar State	...	1.16	1.41	
Bombay, Baroda and Central India	0.04	0.46	1.68	
Burma	0.64	0.23	1.99	
Eastern Bengal	5' 6"	gauge	...	
Gondal	...	1.01	0.75	
Hyderabad-Godavari Valley, including Hingoli-Branch and Secunderabad-Gadwal.	0.01	0.46	—6.32	
Jamunagar	...	3.81	1.12	
Jodhpur-Bikaner	...	2.68	0.74	
Junagad State	...	0.68	1.31	
Madras and Southern Mahratta	0.10	—0.06	2.74	
Nilgiri	0.59	...	1.97	
Rohilkhand and Kumaon	0.01	...	1.52	
Shoranur-Cochin	Included with the South Indian Railway.	3' 3½"	gauge	
South Indian	0.29	0.19	2.97	
Udaipur-Chitorgarh	...	0.85	1.07	
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions.	0.01	0.12	1.26	
Jacobabad-Kashmir	Included with the North Western Railway.	5' 6"	gauge	
Kalka-Simla	0.34	0.28	1.23	
Kohat Thal and Nowshera-Durgai	0.01	...	16.34	
Morappur-Hosur	0.07	...	1.75	
Parulia-Ranchi	...	...	1.03	
Raipur-Dhamtari	...	...	1.17	
Tiruputtur-Krishnagiri	0.09	...	1.66	
Trans Indus (Kalabagh-Bannu).	...	...	9.87	
20' GAUGE.				
Pipar-Bilara Light	...	0.16	0.46	

DIX 12—contd.

during the financial year 1920-21.

[prepare these statistics.]

147	148	149	150	151	152	153	154	
EXPENSES.								
FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								
TOTAL EARNINGS.				ACTUAL WEIGHT OF FUEL (IN TERMS OF COAL PER ENGINE MILE.			AVERAGE GROSS WEIGHT OF TRAINS.	
Total special and miscellaneous expenses.	Average number of locomotives on the line.	Average miles run per locomotive per diem.	Coaching.	Goods.	Mixed.	Coaching.	Goods.	
Per cent.	No.	Miles.	lbs.	lbs.	lbs.	Tons.	Tons.	
8'54	558	68'52	72'62	†79'33	...	273'51	566'40	
8'54	382	71'24	76'53	92'10	77'73	240'32	661'07	
3'40	281	65'03	71'12	88'11	76'83	228'17	717'38	
4'09	1,295	80'98	...	*63'33	...	291'91	681'12	
6'51	1,263	59'94	...	*96'15	...	253'74	489'47	
4'14	292	61'24	...	*78'46	...	315'19	546'44	
—2'43	84	56'00	62'61	84'02	73'97	191'85	450'39	
4'48	1,527	45'66	...	*90'45	...	269'45	667'70	
3'00	287	59'25	...	*74'34	...	390'14	402'46	
3'41	137	53'17	47'52	77'97	68'26	136'78	404'94	
6'39	144	62'58	...	*43'91	...	152'53	237'02	
2'06	334	60'37	...	*43'00	...	200'99	362'53	
3'14	20	78'89	...	*44'24	...	112'48	302'87	
5'49	526	60'95	...	*50'77	...	149'78	266'38	
3'01	817	69'49	54'88	67'63	52'65	106'04	269'82	
...	244	57'17	46'78	66'78	49'55	157'86	447'28	
2'69	22	76'77	...	*55'30	...	97'65	211'36	
—5'45	78	56'48	55'87	78'64	51'28	128'11	826'49	
5'10	5	54'58	...	*55'34	...	66'61	173'70	
3'72	103	69'93	...	*51'51	...	210'85	144'75	
2'23	13	56'97	...	*54'11	...	120'40	171'00	
3'22	331	64'34	...	*57'81	...	173'76	220'82	
2'64	17	21'00	106'01	149'30	126'41	56'29	49'17	
1'99	71	54'37	...	*46'53	...	...	...
...	10	72'21	50'58	60'88	55'61	107'08	206'49	
2'97	304	61'97	45'02	54'83	43'72	144'60	248'68	
1'95	4	55'75	...	*37'90	...	...	...
1'82	75	52'68	...	*69'59	...	135'76	180'01	
...	4	...	...	...	...	...	...
3'23	22	63'43	...	*47'08	...	79'88	41'99	
24'58	23	38'61	...	*48'59	...	36'40	13'05	
1'94	6	59'50	...	40'73	51'17	...	...
1'35	15	49'42	...	*55'35	...	143'85	122'61	
1'63	5	43'68	...	*42'23	...	133'36	81'56	
1'76	2	52'04	...	...	34'08	...	...
10'11	33	45'49	...	*91'67	...	258'22	149'52	
0'42	2	31'20	...	*26'14	...	...	...

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	155	156	157
	FROM APPENDIX I OF THE ANALYSIS OF EACH			
	AVERAGE GROSS WEIGHT OF TRAINS—	AVERAGE THROUGH SPEED		
	Mixed. Tons.	Coaching. Miles per hour.	Goods. Miles per hour.	
5' 6" GAUGE.				
Bengal-Nagpur		295.88	26.00	10.00
Bombay, Baroda and Central India		268.30	20.69	8.77
Eastern Bengal		116.00	16.80	7.94
East Indian		244.93	23.10	18.50
Great Indian Peninsula		...	21.30	10.35
Madras and Southern Mahratta		253.45	19.12	9.46
Nizam's Guaranteed State		295.90	21.62	9.62
North Western		369.90	20.58	9.44
Oudh and Rohilkhand		367.02	30.87	9.80
South Indian		207.70	21.03	10.80
5' 3 3/4" GAUGE.				
Assam-Bengal		217.93	...	...
Bengal and North-Western		189.79	15.12	10.80
Bhavnagar State		146.32	18.13	10.68
Bombay, Baroda and Central India		183.36	18.51	11.05
Burma		244.31	17.16	10.29
Eastern Bengal		205.69	16.17	9.57
Gondal		141.83	14.72	10.13
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		201.28	18.43	9.70
Jamnagar		172.68	19.69	16.51
Jodhpur-Bikaner		143.62	19.23	9.55
Junagad State		183.99	18.18	11.71
Madras and Southern Mahratta		215.13	16.00	8.90
Nilgiri		50.41	6.11	5.90
Rohilkhand and Kumaon		8.20
Saurashtra-Cochin		133.58	16.88	10.00
South Indian		186.95	18.00	9.50
Udaipur-Chitorgarh		152.60	...	...
2' 6" GAUGE.				
Gondia-Chanda, Jabulpore-Gondia and Nagpur-Chhindwara Extensions.		160.93	15.00	11.00
Jacobabad Kashmir		7.14
Kulka-Simla		34.95	9.48	9.51
Kohat-Thal and Nowshera-Durgai		...	12.41	...
Morapur-Hosur		67.68	...	...
Parulia-Ranchi		171.32	18.00	10.00
Raipur-Dhamtari		97.76	...	...
Tirupattur-Krishnagiri		77.08	...	...
Trans-Indus (Kalabagh-Bannu)		63.48	...	...
2' 0" GAUGE.				
Pipar-Bilara Light		5.51	...	...

DIX 12—concl'd.

during the financial year 1920-21.

prepare these statistics.]

158	159	160	161	162	163	164
WORKING OF RAILWAY—concl'd.	FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
OF TRAINS—	AVERAGE MILEAGE per diem OF—		AVERAGE AGE OF SLEEPERS—		PERCENTAGE OF REMOVALS.	
Mixed.	Coaching vehicles, including brakes.	Goods vehicles, including brakes.	Wood.	Iron.	Wood.	Iron.
Miles per hour.	Miles.	Miles.	Years.	Years.	Per cent.	Per cent.
17:00						
14:03	159,037	554,996	11:81	16:72	5:73	2:63
11:86	213,806	349,386	11:30	15:60	10:70	1:00
	129,839	185,436	9:50	17:00	5:49	1:93
16:20	456,242	1,906,667	9:15	...	9:17	3:12
14:11	469,213	665,344	...	...	8:63	1:33
13:56	125,984	248,260	10:10	...	10:43	...
11:66	21,112	57,092	...	...	...	...
15:27	519,584	799,639	7:78	14:52	4:14	2:60
16:71	123,577	162,750	7:35	16:56	8:04	2:47
11:50	44,965	45,650	10:12	33:07	6:88	0:87
13:25	74,673	90,498	...	5:25	3:69	...
12:50	227,227	284,729	13:37	1:00	4:30	...
13:74	15,981	13,991	13:11	...	8:54	...
13:78	284,139	404,665	13:00	25:00	7:63	1:98
13:09	170,071	301,249	11:11	...	5:62	...
12:41	116,161	140,575	12:50	15:00	7:84	6:63
12:49	15,899	13,349	8:08	22:05	4:52	0:48
12:32	32,900	40,247	...	...	...	...
11:81	3,155	1,615	10:61	...	1:55	...
12:34	62,097	103,526	...	29:00	...	1:91
10:97	6,394	4,920	13:22	...	1:33	...
11:64	148,347	252,854	12:13	...	8:45	...
6:11	1,316	711	10:28	...	6:49	...
12:02	32,470	44,067	16:94	...	5:27	...
16:38	5,716	6,171	9:34	...	13:74	...
12:00	178,375	177,392	10:24	24:20	5:27	1:68
18:00	3,340	1,056	...	...	...	...
11:00	38,856	39,847	10:26	5:55	5:37	0:52
10:45	...	...	5:99	...	0:02	...
...	4,833	3,252	6:55	...	9:24	...
12:13	3,638	6,838	9:28	14:80	0:18	25:04
13:68	3,866	1,926	7:69	...	8:55	...
11:00	8,652	4,206	6:23	...	3:24	...
11:00	1,239	1,739	14:35	...	5:32	...
11:06	1,352	418	14:01	...	1:95	...
...	6,051	2,733	7:80	...	7:56	...
10:34	439	133	9:25	...	1:89	...

APPEN

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.				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 month.		Including all freight, both rail, and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's month.		
1	2	3	4	5	6	7	8	9	10	
5' 6" GAUGE.										
Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1916-17	...	Rs.	Rs.	408,553	6'18	3'26	...	
		1917-18	...	...	...	439,589	6'33	3'30	...
		1918-19	...	...	...	461,363	6'50	3'30	...
		1919-20	...	...	...	490,696	6'45	3'36	...
		1920-21	...	...	...	486,909	6'42	3'47	...
Bombay, Baroda and Central India	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	271,762	14'28	3'77	4,879
		1917-18	...	...	...	304,531	14'00	3'78	8,806
		1918-19	...	...	...	328,997	15'22	5'26	3,999
		1919-20	...	...	...	348,628	16'41	5'79	3,487
		1920-21	...	...	...	373,469	16'66	4'58	2,497
Eastern Bengal ...	Bengal and Bihar and Orissa.	1916-17	...	...	...	192,408	6'19	3'18	...
		1917-18	...	...	...	170,578	5'99	2'92	...
		1918-19	...	...	...	177,252	6'78	4'03	...
		1919-20	...	...	...	194,467	7'61	4'31	...
		1920-21	...	...	...	210,950	7'29	4'21	...
East Indian ...	Bihar and Orissa ...	1916-17	...	...	...	955,719	4'21	2'07	...
		1917-18	...	...	...	960,326	4'74	2'33	...
		1918-19	...	...	...	1,077,264	4'75	2'47	...
		1919-20	...	...	...	1,074,920	5'15	2'71	...
		1920-21	...	...	...	1,083,699	5'29	3'13	...
Great Indian Peninsula	Bihar and Orissa, Central India, and Central Provinces.	1916-17	4,952	22'19	a	1,092,041	12'17	4'71	1,456	
		1917-18	...	...	...	1,140,720	12'44	4'21	664
		1918-19	...	...	...	1,159,930	13'02	4'71	710
		1919-20	...	...	...	1,188,657	13'69	5'09	557
		1920-21	...	...	...	1,166,731	9'41	5'78	406
Madras and Southern Mahratta	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	240,468	13'53	4'08	2,632
		1917-18	...	...	...	238,443	13'41	4'28	2,427
		1918-19	...	...	...	289,765	14'61	4'85	2,034
		1919-20	...	...	...	238,705	17'31	5'55	2,376
		1920-21	...	...	...	232,476	17'78	5'35	1,865
Nizam's Guaranteed State	Hyderabad ...	1916-17	...	...	...	49,469	6'85	5'75	...
		1917-18	...	...	...	48,401	6'85	5'75	...
		1918-19	...	...	...	52,335	6'89	5'75	...
		1919-20	...	...	...	56,358	6'03	5'75	...
		1920-21	...	...	...	53,674	7'88	6'76	...
North Western ...	England, [Baluchistan, Bihar and Orissa and the Punjab.	1916-17	7,705	28'29	b 13'88	771,249	14'01	3'63	7,632	
		1917-18	3,595	28'31	b 13'88	851,857	14'33	3'67	8,806	
		1918-19	964	28'02	b 13'83	875,568	14'61	4'32	7,965	
		1919-20	846	27'68	b 13'88	890,146	15'91	5'25	5,762	
		1920-21	107	27'41	b 13'88	978,803	14'54	5'29	4,539	
Oudh and Rohilkhand	Bihar and Orissa ...	1916-17	...	...	...	190,997	9'19	3'09	...
		1917-18	...	...	...	207,501	9'23	2'97	...
		1918-19	...	...	...	203,874	9'97	3'88	...
		1919-20	...	...	...	212,404	10'67	4'72	...
		1920-21	...	...	...	205,983	10'81	4'80	...
South Indian ...	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	69,327	18'99	3'63	2,122
		1917-18	...	...	...	57,460	19'16	3'36	30,037
		1918-19	...	...	...	56,103	19'42	3'99	37,939
		1919-20	27	47'52	13'59	56,327	20'89	5'10	40,368	
		1920-21	9	47'54	13'53	77,852	23'21	4'66	6,417	
3' 3 1/4" GAUGE.										
Aden	a					a	a	a	a	
Assam-Bengal ...	Assam and Bengal	1916-17	...	...	...	48,173	11'18	a	31
		1917-18	...	...	...	47,460	11'55	a	1,107
		1918-19	...	...	...	49,749	11'63	a	801
		1919-20	...	...	...	52,408	12'53	a	2,170
		1920-21	...	...	...	61,618	13'27	a	863

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

1	2	3	Description of fuel, with the actual quantity consumed by locomotives							
			Foreign coal.			Indian coal.			10 Actual quantity in tons.	
			4 Actual quantity in tons.	5 Average cost per ton.		7 Actual quantity in tons.	8 Average cost per ton.			
				5 Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	6 At pit's mouth.		8 Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	9 At pit's mouth.		
1	2	3	4	5	6	7	8	9	10	
				Rs.	Rs.		Rs.	Rs.		
8' 3½" GAUGE—contd.										
Bengal and North-Western	Bihar and Orissa ...	1916-17	...	...	...	151,679	8.83	3.62	...
		1917-18	...	...	...	138,186	8.79	3.61	...
		1918-19	...	...	...	150,317	9.55	4.34	...
		1919-20	...	...	...	145,380	9.49	4.88	...
		1920-21	...	...	...	141,276	9.74	4.74	...
Bengal Dooars	Assam, Bengal and Bihar and Orissa.	1916-17	...	...	...	6,397	10.90	4.00	...
		1917-18	...	...	...	5,702	10.98	4.00	...
		1918-19	...	...	...	6,543	11.29	4.50	...
		1919-20	...	...	...	6,892	12.21	5.35	...
		1920-21	...	...	...	6,977	11.58	4.25	...
Bhavnagar State	Bihar and Orissa.	1916-17	...	...	...	7,994	b 16.26	a	d 73
		1917-18	...	...	...	8,275	b 16.03	a	d 72
		1918-19	...	...	...	11,153	b 17.57	4.62	8,043
		1919-20	...	...	...	11,670	b 16.97	5.00	79
		1920-21	...	...	...	11,395	b 17.76	4.94	80
Bombay, Baroda and Central India	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	211,871	13.82	4.17	d 1,220
		1917-18	...	...	...	209,880	13.87	4.22	d 1,186
		1918-19	...	...	...	229,462	16.00	4.97	d 572
		1919-20	...	...	...	246,220	15.39	5.10	d 785
		1920-21	...	...	...	262,803	14.03	5.19	d 1,053
Burma	Bihar and Orissa.	1916-17	...	...	...	103,849	16.36	a	47,077
		1917-18	...	...	...	93,945	19.24	a	73,125
		1918-19	...	...	...	90,585	28.87	a	131,709
		1919-20	...	...	...	95,402	29.68	a	164,092
		1920-21	...	...	...	146,035	28.83	a	92,178
Dibru-Sadiya	Assam ...	1916-17	...	...	...	11,539	8.50	a	...
		1917-18	...	...	...	11,515	8.50	a	...
		1918-19	...	...	...	10,026	8.50	a	...
		1919-20	...	...	...	10,482	8.50	a	...
		1920-21	...	...	...	10,500	8.50	a	...
Eastern Bengal	Bengal and Bihar and Orissa.	1916-17	...	...	...	126,948	8.68	2.84	...
		1917-18	...	...	...	104,382	8.16	2.73	...
		1918-19	...	...	...	111,050	8.79	3.86	...
		1919-20	...	...	...	114,582	9.77	4.00	...
		1920-21	...	...	...	119,292	10.37	4.21	...
Gondal	Bengal and Bihar and Orissa.	1916-17	...	...	...	9,888	17.94	3.67	85
		1917-18	...	...	...	12,557	17.38	3.52	81
		1918-19	...	...	...	14,279	24.83	a	87
		1919-20	...	...	...	15,221	17.26	5.22	93
		1920-21	...	...	...	15,545	21.11	5.94	175
Hyderabad-Godavari Valley, Hingoli Branch, and Secunderabad-Gadwal	Hyderabad	1916-17	...	...	...	29,315	8.89	5.75	...
		1917-18	...	...	...	82,198	9.04	5.75	...
		1918-19	...	...	...	41,150	9.34	5.75	...
		1919-20	...	...	...	45,413	9.43	5.75	...
		1920-21	...	...	...	41,300	10.31	6.75	...
Jamnagar	Bihar and Orissa	1916-17	...	...	...	1,995	16.13	3.46	16
		1917-18	...	...	...	1,842	18.11	4.16	16
		1918-19	...	...	...	2,405	18.94	5.00	16
		1919-20	...	...	...	2,264	19.43	5.39	12
		1920-21	...	...	...	2,455	18.88	4.81	14

DIX 13—contd.

per ton during the financial years 1916-17 to 1920-21.

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

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.		Oil Fuel.	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.		Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.							At source of production.
11	12	18	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3.62	54.77	44.43	815.27	215.74	
...	...	...	...	...	3.61	53.95	43.52	725.66	203.57	
...	...	...	...	...	4.34	55.71	45.27	611.41	193.44	
...	...	...	...	...	4.88	51.53	44.41	696.96	202.21	
...	...	...	...	...	4.74	58.49	43.00	694.45	194.28	
...	...	...	...	...	4.00	40.78	36.71	794.00	a	(a) Information not available.
...	...	...	...	...	4.00	85.00	82.75	742.00	a	
...	...	...	...	...	4.50	41.09	37.28	757.00	a	
...	...	...	...	...	5.35	47.58	42.97	961.00	a	
...	...	...	...	...	4.25	49.97	45.32	1,168.00	a	
12.45	12.45	...	...	...	a	37.49	32.82	963.32	204.31	(b) Excludes freight over home line.
12.15	12.45	...	...	...	a	40.81	33.79	936.41	211.37	(c) Includes the Dhrangadra Railway up to the 30th September 1919.
12.00	a	...	...	...	a	50.85	40.08	803.00	226.13	
12.00	a	...	...	...	a	54.13	42.82	1,085.37	256.22	
14.08	a	...	...	...	a	56.29	44.21	1,025.84	251.82	
5.00	5.00	...	...	...	4.18	52.49	45.46	608.74	191.67	
5.00	5.00	...	...	...	4.24	56.35	48.08	606.09	196.67	
5.41	5.06	...	...	...	4.98	57.79	49.24	499.47	186.30	
5.43	5.00	...	...	...	5.11	59.61	50.70	657.54	211.60	
5.46	5.00	...	...	...	5.20	59.13	50.77	726.74	222.81	(d) Old sleepers used for lighting purposes.
6.04	5.04	...	...	...	a	51.71	41.36	608.21	173.14	
6.21	5.21	...	...	...	a	52.66	42.09	577.67	170.03	
5.72	4.72	16	47.82	a	a	56.05	44.39	568.83	177.71	
6.38	5.38	...	...	...	a	57.16	45.80	605.40	186.78	(e) Includes the Dhrangadra Railway from the 1st October 1919.
6.78	5.78	...	...	...	a	64.05	50.96	726.05	215.66	
...	...	...	...	...	a	82.34	55.61	a	a	
...	...	...	...	...	a	81.13	57.02	a	a	
...	...	...	...	...	a	86.41	59.23	a	a	
...	...	...	...	...	a	91.02	60.83	a	a	
...	...	...	...	...	a	93.76	62.50	a	a	
...	...	...	...	...	2.84	68.95	52.32	1,212.58	252.51	
...	...	...	...	...	2.73	67.38	49.99	1,212.99	231.65	
...	...	...	...	...	3.86	71.91	53.27	1,104.52	244.29	
...	...	...	...	...	4.00	71.83	53.00	a	a	
...	...	...	...	...	4.21	71.37	52.80	1,090.68	237.14	
12.08	12.08	...	...	...	3.76	47.86	41.59	1,187.04	265.86	
12.00	12.00	...	...	...	3.54	58.69	50.69	1,347.65	321.06	
12.00	a	...	...	...	a	61.79	52.77	1,174.27	318.56	
12.00	12.00	...	...	...	4.29	65.12	54.60	1,336.98	345.74	
12.00	12.00	...	...	...	7.34	64.54	55.30	1,360.97	346.57	
...	...	...	...	...	5.75	58.64	51.27	1,171.12	255.89	
...	...	...	...	...	5.75	64.42	56.05	1,313.67	290.37	
...	...	...	...	...	5.75	73.20	68.47	1,245.82	309.78	
...	...	...	...	...	5.75	72.64	62.37	1,062.83	300.06	
...	...	...	...	...	6.75	70.48	59.90	1,049.41	275.12	
10.99	10.99	...	...	...	2.50	56.43	47.28	2,046.09	315.52	
11.04	11.04	...	...	...	4.24	53.41	43.15	1,900.13	324.75	
11.24	11.24	...	...	...	5.04	63.65	53.13	1,523.50	352.52	
11.05	11.05	...	...	...	5.41	59.43	50.14	1,464.31	324.41	
11.08	11.08	...	...	...	4.83	69.41	55.34	1,845.96	364.57	

APPEN

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

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

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			Actual quantity in tons.
			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.	
8' 8½" GAUGE—concl'd.									
Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	63,747 65,091 61,654 54,454 60,140	10'33 12'07 12'92 15'27 15'89	9'29 9'52 4'40 5'00 6'52	290 337 511 287 781
Junagad State ...	Bihar and Orissa ...	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	4,066 4,268 4,563 5,158 6,510	17'97 18'03 19'18 19'67 18'98	4'00 4'00 4'15 4'14 4'48	43 47 46 44 51
Madras and Southern Mahratta b	Bihar and Orissa and Hyderabad.	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	178,263 175,415 180,233 178,195 184,599	18'06 13'34 13'29 13'42 18'28	5'70 5'81 5'87 5'84 5'79	40,703 41,385 42,220 40,394 39,207
Morvi ...	Bengal ...	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	2,731 3,198 5,246 5,838 5,471	16'00 15'41 17'70 18'00 18'70	8'50 3'70 3'69 5'25 6'00	31 45 50 85 51
Mysore c	Bengal	{ 1917-18 1918-19 1919-20 1920-21	... ... ... ...	... ... ... ...	... ... ... ...	516 2,186 7,994 13,436	22'00 21'49 a a	4'50 4'09 a a	19 83 180 249
Bohilkund and Kumaon	Bihar and Orissa ...	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	26,605 26,230 30,464 29,814 29,113	9'96 10'33 11'26 12'28 11'15	2'60 2'42 3'92 5'00 3'82	...............
South Indian	Africa, Australia, and Bihar and Orissa.	{ 1916-17 1917-18 1918-19 1919-20 1920-21	394 19 ... 464 470	49'33 47'49 ... 47'54 47'54	a a ... 13'58 13'58	141,703 108,688 102,758 122,332 143,234	17'15 18'41 19'37 21'50 23'02	3'73 3'50 4'36 5'14 4'70	9,809 75,894 92,805 59,778 55,742
Udaipur-Chitorgarh...	Bihar and Orissa ...	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	2,194 1,738 1,785 1,837 1,368	14'03 14'52 16'22 16'74 16'98	5'00 6'50 6'50 6'50 6'75	21 15 25 23 23
2' 6" GAUGE.									
Ahmadpur-Katwa ...	Bihar and Orissa ...	{ 1917-18 1918-19 1919-20 1920-21	... ... ... ...	... ... ... ...	... ... ... ...	750 1,219 1,124 1,237	8'31 6'75 6'50 5'54	4'25 4'25 4'09 a	............
Ambaji-Taranga Light	...	{ 1919-20 1920-21	... ...	... ...	... ...	107 a	24'90 a	a a	9 a
Arakan Light	a	...	...	...	...	a	a	a	...
Arrah-Sasaram Light	a	...	...	...	...	a	a	a	...
Bangura-Damoodar River.	Bihar and Orissa ...	{ 1916-17 1917-18 1918-19 1919-20 1920-21	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	356 2,071 2,724 3,182 2,458	4'50 6'00 5'75 5'85 4'70	2'50 4'25 4'25 4'26 a	...............
Baraset-Basirhat Light.	a	...	...	...	...	a	a	a	...

DIX 13—contd.

per ton during the financial years 1916-17 to 1920-21.

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.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
10.05	10.05	3.49	54.89	49.24	799.38	230.10	a Information not available.
10.72	10.72	...	...	...	3.53	58.01	52.86	608.89	202.75
11.92	11.92	...	...	...	4.42	55.36	49.60	545.58	191.51
10.12	10.12	...	...	...	5.04	53.06	47.37	756.38	210.30
12.03	12.03	...	...	...	6.55	57.52	51.51	837.78	222.58
10.30	10.30	...	...	...	4.09	44.95	36.66	1,229.75	254.47
9.07	9.07	...	...	...	4.11	46.67	37.88	1,100.16	259.69
11.56	11.56	...	...	...	4.25	47.46	38.48	1,083.76	257.88
9.82	9.93	...	...	...	4.21	54.58	44.95	1,273.02	294.14
4.3	9.48	...	...	...	4.54	62.45	54.11	1,499.22	367.42
5.57	4.79	...	...	...	6.22	61.64	54.81	1,022.62	278.15
5.86	4.96	...	...	...	6.37	62.74	55.31	1,015.62	278.37
6.80	6.15	...	...	...	6.69	64.92	56.81	1,014.61	288.10
7.58	6.63	...	...	...	6.75	66.05	57.47	1,048.88	289.05
7.76	6.78	...	...	...	6.67	68.50	57.61	1,072.68	294.21
9.00	a	...	...	...	a	34.67	33.43	a	a
8.50	a	...	...	...	a	40.26	38.67	a	a
7.00	7.00	...	...	...	9.70	55.00	53.40	a	a
11.20	11.20	...	...	...	5.30	61.20	60.40	a	a
13.50	13.50	...	...	...	6.10	57.17	55.93	a	a
12.50	12.30	...	...	...	4.88	61.68	48.14	1,014.28	317.32
12.50	12.50	...	...	...	4.50	47.86	47.27	1,053.82	215.06
a	a	...	...	...	a	55.43	55.21	a	a
a	a	...	...	...	a	a	a	a	a
...	...	...	...	...	2.60	54.07	43.57	860.32	223.51
...	...	...	...	...	2.42	56.54	44.42	780.53	218.09
...	...	...	...	...	3.92	59.91	44.06	626.16	212.65
...	...	...	...	...	5.00	61.05	47.39	800.29	235.96
...	...	...	...	...	3.82	61.23	46.48	761.08	230.84
6.54	6.46	...	...	...	a	47.55	41.78	892.42	203.07
7.13	7.11	...	...	...	a	52.83	45.62	732.35	193.97
7.08	7.06	...	...	...	7.89	57.92	49.88	820.43	223.87
7.22	7.19	5	62.82	60.00	7.48	55.38	48.23	854.69	212.01	
8.30	8.23	57	61.30	60.00	6.89	58.31	51.18	1,029.79	250.46	
7.58	7.58	...	...	...	5.05	45.54	42.60	1,608.15	261.10
7.20	7.20	...	...	...	6.54	42.59	39.51	1,977.77	259.59
7.10	7.10	...	...	...	6.80	55.99	51.80	1,865.32	294.80
7.62	7.62	...	...	...	6.80	55.43	51.11	1,543.37	302.30
7.10	7.10	...	...	...	6.83	41.00	37.90	1,459.27	213.35
...	...	...	...	...	4.25	38.74	31.46	a	a
...	...	...	...	...	4.25	38.46	28.24	a	a
...	...	...	...	...	4.09	35.96	27.65	a	a
...	...	...	...	...	a	36.92	29.62	a	a
16.06	16.06	...	...	...	a	21.40	a	a	a
a	a	...	...	...	a	a	...	...	...
...	...	...	...	...	a	a	a	a	a
...	...	...	...	...	a	a	a	a	a
...	...	...	...	...	2.50	43.36	27.78	a	a
...	...	...	...	...	4.25	44.60	35.25	a	a
...	...	...	...	...	4.25	49.17	41.69	a	a
...	...	...	...	...	4.26	52.75	48.42	a	a
...	...	...	...	...	a	47.47	37.99	a	a
...	...	...	...	...	a	a	a	a	a

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

c Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways 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 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.	
1	2	3	4	5	6	7	8	9	10
3' 6" GAUGE—contd.									
Barai Light	Bengal	1916-17	...	...	...	9,957	14.62	3.19	17
		1917-18	...	...	...	3,226	15.21	3.63	16
		1918-19	...	...	...	3,729	15.75	3.78	12
		1919-20	...	...	...	5,885	16.52	5.00	9
		1920-21	...	...	...	4,781	14.75	3.25	13
Bengal Provincial ...	Bihar and Orissa ...	1916-17	...	...	...	1,894	5.93	3.28	...
		1917-18	...	...	...	1,800	7.63	3.50	...
		1918-19	...	...	...	1,895	6.77	3.60	...
		1919-20	...	...	...	2,130	7.00	3.69	...
		1920-21	...	...	...	1,624	7.29	4.41	...
Bilimora-Kalamba, Bodeli-Chota Udai-pur, Bronoh-Jambusar, Gnakwar's Dabhoi, Kosamba-Zankhuv, Petlad-Vaso and Rajpipla State, Bukhtiarpur-Bihar Light	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	5,785	14.45	3.77	215
		1917-18	...	...	...	5,435	15.53	3.78	208
		1918-19	...	...	...	6,833	18.78	5.26	202
		1919-20	...	...	...	7,913	15.48	5.79	222
		1920-21	...	...	...	8,110	15.57	4.58	216
Bardwan-Katwa ...	Bihar and Orissa ...	1916-17	...	...	...	1,234	5.44	2.75	...
		1917-18	...	...	...	1,360	8.31	4.25	...
		1918-19	...	...	...	1,423	6.75	4.25	...
		1919-20	...	...	...	1,191	6.62	4.21	...
		1920-21	...	...	...	1,277	5.54	...	...
Champaner-Shivrajpur-Pani Light	Bihar and Orissa, Central India and Central Provinces and Bengal.	1916-17	...	...	...	698	15.15	3.84	6
		1917-18	...	...	...	844	17.56	4.00	14
		1918-19	...	...	...	847	18.53	4.87	15
		1919-20	...	...	...	1,169	17.43	5.25	16
		1920-21	...	...	...	1,433	17.56	5.25	12
Cutch State	Bihar and Orissa ...	1916-17	...	...	...	245	21.12	a	...
		1917-18	...	...	...	393	27.00	a	...
		1918-19	...	...	...	a	a	a	...
		1919-20	...	...	...	a	a	a	...
		1920-21	...	...	...	451	27.75	a	5
Dehri-Bohtas Light	Bihar and Orissa ...	1916-17	...	...	...	1,133	7.08	3.75	...
		1917-18	...	...	...	1,309	7.62	4.25	...
		1918-19	...	...	...	2,099	11.00	7.00	...
		1919-20	...	...	...	2,439	9.31	5.75	...
		1920-21	...	...	...	2,293	13.34	5.75	...
Dholpur-Bari	Bihar and Orissa ...	1916-17	...	...	...	699	10.42	4.37	2
		1917-18	...	...	...	939	12.15	5.66	3
		1918-19	...	...	...	916	13.76	6.60	3
		1919-20	...	...	...	1,207	13.44	6.39	2
		1920-21	...	...	...	1,241	13.49	6.60	3
Dhond-Baramati, Elliohpur-Yestmal, Pachora-Jamner and Fulgaon-Arvi	Bengal, Bihar and Orissa and Central Provinces.	1916-17	...	...	...	5,869	12.64	4.68	7
		1917-18	...	...	...	8,705	11.29	4.04	...
		1918-19	...	...	...	12,416	8.59	4.66	...
		1919-20	...	...	...	13,634	9.48	4.96	...
		1920-21	...	...	...	12,825	8.16	4.54	...
Godhra-Lunavade ...	Bihar and Orissa, Central India and Central Provinces and Bengal.	1916-17	...	...	...	337	15.00	4.04	12
		1917-18	...	...	...	832	16.79	4.00	10
		1918-19	...	...	...	355	17.97	4.87	13
		1919-20	...	...	...	428	16.29	5.25	12
		1920-21	...	...	...	729	16.79	5.25	11
Gondia-Chanda, Jubulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Banchi and Raipur-Dhamtari	Bihar and Orissa and Central Provinces.	1916-17	...	...	...	47,029	5.80	3.78	...
		1917-18	...	...	...	48,658	6.15	3.84	...
		1918-19	...	...	...	51,745	6.76	4.09	...
		1919-20	...	...	...	51,881	7.08	4.07	...
		1920-21	...	...	...	54,295	7.01	4.24	...
Jacobabad-Kashmor, Khat-Thal and Nowshera-Durgai	Bihar and Orissa, Baluchistan and the Punjab.	1916-17	21	28.29	613.88	4,875	13.88	3.88	22
		1917-18	6	28.60	613.88	5,070	14.33	3.67	21
		1918-19	...	...	...	5,446	14.59	4.32	19
		1919-20	23	27.68	613.88	7,821	13.91	5.25	200
		1920-21	...	...	...	6,740	15.23	5.29	...

DIX 13—contd.
per ton during the financial years 1916-17 to 1920-21.

here 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.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
12.98	12.50	...	...	...	3.21	42.62	37.30	740.65	275.91	
12.87	12.50	...	...	...	3.68	45.81	40.37	879.71	290.57	
12.50	12.50	...	...	...	3.77	53.06	44.04	4,933.35	312.10	
12.50	12.00	...	...	...	4.99	59.16	50.34	906.04	343.69	
16.00	16.00	...	...	...	3.24	50.80	43.25	843.02	286.26	
...	...	...	...	...	3.28	37.92	35.72	a	a	
...	...	...	...	...	3.50	38.42	35.93	a	a	
...	...	...	...	...	3.60	43.58	39.95	a	a	
...	...	...	...	...	3.69	45.87	40.28	a	a	
...	...	...	...	...	4.41	38.24	31.42	a	a	
3.42	3.81	...	...	...	3.96	34.60	31.14	a	a	
4.66	4.47	...	...	...	3.79	34.18	28.85	a	a	
5.16	4.89	...	...	...	5.34	41.18	33.18	a	a	
4.54	4.42	...	...	...	5.85	43.29	35.68	a	a	
4.51	4.45	...	...	...	4.65	43.85	35.90	a	a	
a	a	...	...	...	a	a	a	a	a	
...	...	...	...	...	2.75	32.81	28.02	a	a	
...	...	...	...	...	4.25	41.78	33.93	a	a	
...	...	...	...	...	4.35	35.05	27.44	a	a	
...	...	...	...	...	4.21	35.49	27.82	a	a	
...	...	...	...	...	a	36.15	31.44	a	a	
10.97	10.97	...	...	...	3.86	49.85	45.92	a	a	
10.81	10.91	...	...	...	4.04	44.30	40.69	a	a	
7.64	6.90	...	...	...	4.96	49.55	45.39	a	a	
10.11	a	...	...	...	a	62.54	57.25	a	a	
13.17	a	...	...	...	a	66.24	60.57	a	a	
...	...	...	...	...	a	29.38	15.34	a	a	
...	...	...	...	...	a	23.67	13.00	a	a	
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	a	a	a	a	a	
7.06	a	...	...	...	22.75	37.49	29.78	a	a	
...	...	...	...	...	3.75	72.00	a	a	a	
...	...	...	...	...	4.25	a	a	a	a	
...	...	...	...	...	7.00	a	a	a	a	
...	...	...	...	...	5.75	a	a	a	a	
...	...	...	...	...	5.75	a	a	a	a	
10.00	10.00	...	...	...	4.40	45.91	37.06	a	a	
10.00	10.00	...	...	...	5.68	37.38	31.96	a	a	
10.57	10.57	...	...	...	6.62	36.35	32.70	a	a	
12.74	12.74	...	...	...	6.40	48.55	42.00	a	a	
15.48	15.48	...	...	...	6.63	46.57	34.80	a	a	
9.97	6.78	...	...	...	4.69	63.78	57.80	a	a	
...	...	...	...	...	4.04	75.65	69.84	a	a	
...	...	...	...	...	4.66	88.83	82.45	a	a	
...	...	...	...	...	4.96	93.38	86.72	a	a	
...	...	...	...	...	4.54	a	a	a	a	
4.95	4.95	...	...	...	4.05	38.86	34.53	a	a	
8.20	8.20	...	...	...	3.76	40.26	34.09	a	a	
10.13	8.68	...	...	...	5.12	41.91	36.19	a	a	
10.67	a	...	...	...	5.49	42.96	35.89	a	a	
10.69	a	...	...	...	a	43.41	36.99	a	a	
...	...	...	...	...	3.73	80.87	68.58	2,002.22	398.96	
...	...	...	...	...	3.84	80.03	62.93	2,131.06	426.75	
...	...	...	...	...	4.09	84.15	64.83	2,300.50	456.19	
...	...	...	...	...	4.07	82.66	63.01	2,135.55	417.86	
...	...	...	...	...	4.24	83.95	64.46	1,960.00	411.22	
5.19	3.00	...	...	...	3.88	33.24	28.74	1,840.91	373.12	
5.13	3.29	...	...	...	3.63	37.95	32.45	2,256.90	415.86	
6.11	4.21	...	...	...	4.33	88.63	33.32	2,528.95	414.23	
3.82	3.93	...	...	...	a	52.54	41.91	4,109.83	691.40	
...	...	...	...	...	a	70.10	46.53	3,883.55	700.68	

a Information not available.

b This is the rate for English Patent Fuel.

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.			We Actual quantity in tons.	
			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' 6" GAUGE—concl'd.										
					Rs.	Rs.				
Jessore-Jhenidah	Bihar and Orissa	1916-17	...	...	...	1,394	7.69	2.68	...
		1917-18	...	...	...	1,435	9.12	4.25	...
		1918-19	...	...	...	1,608	8.75	a	...
		1919-20	...	...	...	1,320	8.22	a	...
		1920-21	...	...	...	1,485	7.81	a	...
Kalighat-Falta	Bihar and Orissa	1917-18	...	...	...	806	9.12	4.25	...
		1918-19	...	...	...	1,856	8.00	a	...
		1919-20	...	...	...	2,090	10.25	a	...
		1920-21	...	...	...	2,537	8.0	a	...
Kalka-Simla	Bihar and Orissa, Baluchistan and the Panjab.	1916-17	...	...	...	7,998	15.87	3.83	117
		1917-18	...	...	...	8,303	15.54	3.67	124
		1918-19	...	...	...	9,412	15.82	4.32	151
		1919-20	...	...	...	10,142	15.91	5.25	...
		1920-21	...	...	...	10,628	15.47	5.29	197
Khulna-Bagirhat	Bengal and Orissa	1918-19	...	...	...	161	10.85	4.03	...
		1919-20	...	...	...	454	8.60	4.31	...
		1920-21	...	...	...	510	7.26	4.22	...
Kolar District and Bangalore-Ohik Bal- apur Light	Bihar and Orissa	1916-17	...	...	...	1,283	19.25	3.75	...
		1917-18	...	...	...	1,648	20.00	4.50	49
		1918-19	...	...	...	1,533	19.37	3.94	317
		1919-20	...	...	...	2,124	a	a	100
		1920-21	...	...	...	1,759	21.16	5.87	40
Madaya Light	...	1920-21	...	...	...	...	...	1,380	
Morappur-Hosur and Tirupattur- Krishnaxiri.	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	2,735	17.52	3.72	92
		1917-18	...	...	...	1,891	17.80	3.30	3,817
		1918-19	...	...	...	1,972	18.09	3.66	4,440
		1919-20	...	...	...	2,586	19.52	5.18	574
		1920-21	...	...	...	2,328	21.27	3.71	4,309
Morvi	Bengal and Bihar and Orissa.	1916-17	...	...	...	345	16.00	3.50	8
		1917-18	...	...	...	398	15.41	3.70	7
		1918-19	...	...	...	451	17.70	3.69	8
		1919-20	...	...	...	694	18.00	5.25	9
		1920-21	...	...	...	642	18.70	6.00	5
Nadiad-Kapadvanj...	Bihar and Orissa, Central India, Central Provinces and Bengal.	1916-17	...	...	...	622	15.24	4.04	11
		1917-18	...	...	...	903	16.12	4.83	12
		1918-19	...	...	...	983	16.84	4.87	12
		1919-20	...	...	...	1,007	16.58	5.25	12
		1920-21	...	...	...	1,118	17.15	5.25	13
Powayan Light b	Bihar and Orissa	1916-17	...	...	...	807	10.59	2.37	...
		1917-18	...	...	...	781	9.91	2.27	...
Shahdara (Delhi)- Saharanpur Light.	...	...	...	...	a	a	a	...	
Tarpore-Balipara Light.	Assam	1916-17	...	...	...	600	15.19	a	...
		1917-18	...	...	...	569	16.45	a	...
		1918-19	...	...	...	623	17.71	a	...
		1919-20	...	...	...	661	17.71	a	...
		1920-21	...	...	...	771	20.25	a	...
Trans-Indus (Kala- bagh-Bannu).	Bihar and Orissa	1916-17	...	...	...	4,797	14.05	3.63	16
		1917-18	...	...	...	9,368	14.39	3.67	4
		1918-19	...	...	...	11,235	14.67	4.32	...
		1919-20	...	...	...	21,656	15.91	5.25	...
		1920-21	...	...	...	22,424	16.11	5.29	...

DIX 13—contd.

per ton during the financial years 1916-17 to 1920-21.

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.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	2.68	39.19	25.29	a	a	a Information not available.
...	...	...	...	...	4.25	46.83	39.67	a	a	
...	...	...	...	...	a	40.00	27.17	a	a	
...	...	...	...	...	a	31.71	23.60	a	a	
...	...	...	...	...	a	35.44	23.75	a	a	
...	...	...	...	...	4.25	70.84	25.83	a	a	
...	...	...	...	...	a	46.50	29.93	a	a	
...	...	...	...	...	a	38.50	30.88	a	a	
...	...	...	...	...	a	62.12	35.55	a	a	
...	...	...	...	...	3.86	66.69	47.47	4,252.41	743.66	
5.47	3.28	...	...	...	3.70	71.06	48.77	4,278.59	748.65	
5.14	3.31	...	...	...	4.38	67.80	47.18	3,757.09	776.88	
7.27	5.37	...	...	...	5.25	64.25	41.24	3,387.92	714.48	
...	...	...	...	...	a	70.15	47.08	3,546.58	772.04	
...	...	...	...	...	4.03	32.73	22.10	a	a	
...	...	...	...	...	4.31	34.11	30.98	a	a	
...	...	...	...	...	4.22	33.85	30.50	3,800.30	203.87	
...	...	...	...	...	3.75	34.49	32.91	a	a	
...	...	...	...	...	4.51	85.91	31.29	a	a	
12.50	12.50	...	...	...	6.15	35.05	31.92	1,995.62	403.79	
12.50	12.50	...	...	...	a	40.90	33.90	2,233.69	469.30	
a	a	...	...	...	20.90	32.73	27.24	a	a	
11.00	11.00	...	...	...	a	a	a	a	a	
8.00	8.50	...	...	...	3.94	95.19	95.18	2,605.07	327.27	
8.20	8.20	...	...	...	5.86	47.07	46.86	3,715.15	463.01	
7.13	7.13	...	...	...	10.92	50.77	50.69	3,497.80	478.97	
7.59	7.59	...	...	...	6.32	38.59	38.49	2,408.54	350.69	
7.64	7.64	...	...	...	10.70	54.42	58.86	3,956.38	507.42	
8.05	8.05	...	...	...	a	51.29	19.21	a	a	
9.00	a	...	...	...	a	25.24	21.67	a	a	
8.50	a	...	...	...	3.70	30.50	28.10	a	a	
7.00	7.00	...	...	...	5.0	39.80	35.50	a	a	
10.20	10.20	...	...	...	6.10	39.34	36.71	a	a	
13.50	13.50	...	...	...	4.06	33.91	29.16	a	a	
7.14	7.14	...	...	...	4.84	49.53	41.99	a	a	
9.62	6.90	...	...	...	4.94	53.61	45.52	a	a	
10.00	7.70	...	...	...	a	55.11	46.84	a	a	
11.81	a	...	...	...	a	60.73	52.35	a	a	
15.01	a	...	...	...	2.37	31.09	28.06	a	a	
...	...	...	...	...	2.27	30.29	27.70	a	a	b Temporarily dismantled.
...	...	...	...	...	a	a	a	a	a	
...	...	...	...	...	a	35.93	a	a	a	
...	...	...	...	...	a	37.44	a	a	a	
...	...	...	...	...	a	40.28	a	a	a	
...	...	...	...	...	a	52.87	a	a	a	
...	...	...	...	...	a	52.42	a	a	a	
...	...	...	...	...	3.84	63.53	52.73	2,679.02	451.81	
7.50	5.31	...	...	...	3.67	76.27	59.82	3,218.70	551.61	
7.58	5.75	...	...	...	4.32	83.07	69.64	2,639.45	618.02	
...	...	...	...	...	5.25	100.13	78.19	3,199.41	611.73	
...	...	...	...	...	a	169.12	91.67	3,304.75	926.24	

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
			Rs.		Rs.				
2' 0" GAUGE.									
Darjeeling-Himalayan	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	8,103 8,205 9,289 9,135 9,374	10'50 10 50 11'38 11'38 12'08	3'00 3'00 5'00 5'00 4'50	...
Gwalior Light	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	4,053 5,246 6,578 5,838 5,474	11'34 11'48 11'61 13'67 14'42	3'53 3'53 3'69 5'37 5'50	63 63 50 22 8
Howrah-Amta Light	"	"	...	...	...	a	a	a	...
Howrah-Sheakhala Light	"	"	...	...	...	a	a	a	...
Jagadhri Light	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	148 97 143 116 162	13'00 14'00 17'00 14'00 13'00	4'50 5'50 7'50 6'00 5'00	38 100 4
Jorhat (Provincial)	Assam	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	1,558 1,672 1,342 1,192 1,335	14'61 15'45 17'86 17'86 17'86	9'81 10'65 12'36 12'36 12'36	...
Kulasekarapatnam Light	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	180 173 131 107 229	24'47 32'90 31'03 34'28 34'08	a a 5'00 5'00 5'00	473 435 620 637 182
Mahtheran Light	Bengal and Bihar and Orissa.	1916-17 1917-18 1918-19 1919-20 1920-12	...	...	...	390 897 420 a a	21'00 19'00 21'50 a a	5'50 7'00 7'50 a a	...
Mysore Light	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-22	...	...	...	71 198 286 254 262	21'69 20'00 22'36 a 23'98	3'75 4'50 4'12 a 5'87	6 14 19 8
Pipar-Bilara Light	Bihar and Orissa	1916-17 1917-18 1918-19 1919-20 1920-21	...	...	...	404 223 253 251 264	12'55 13'24 13'61 13'95 14'28	3'34 3'59 4'60 5'00 5'00	... ... ... 1 2
Tomsar-Tirodi Light	Bihar and Orissa	1917-18 1918-19 1919-20 1920-21	...	...	...	3,048 2,180 2,702 2,632	8'87 9'96 10'36 10'48	3'15 3'28 3'42 3'54	...
TOTAL		1917-18 1918-19 1919-20 1920-21 1920 21	13,162 3,620 934 860 586	...	...	5,489,443 5,616,725 5,880,165 6,055,492 6,287,068	...	...	119,218 243,450 335,499 322,422 214,909

Quantity of Indian coal mined during the calendar years 1898 to 1920, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1898	1899	1900	1901	1902	1903	1904	1905
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	200,329	225,623	216,736	254,100	221,008	239,328	263,765	277,065
Baluohistan	13,372	15,822	23,261*	24,650	33,890	40,909	49,867	41,725
Bengal	3,022,090	4,035,205	4,078,402	5,487,585	6,250,236	6,361,212	7,063,690	7,234,102
Bihar and Orissa	•	•	•	•	•	•	•	•
Burma	6,975	9,105	10,228	12,406	13,302	9,308	1,106	...
Central India	134,728	164,669	164,469	164,302	171,538	193,277	185,774	167,701
Central Provinces	149,709	156,576	172,842	191,516	190,061	159,164	139,027	147,265
Kashmir ... ..	...	...	...	...	1,060	999	270	...
Madras ... ..	...	...	...	...	...	...	...	...
Nizam's Territory	394,622	401,216	469,201	421,218	455,424	302,733	419,546	454,294
North-West Frontier Province ... ..	...	...	...	...	...	...	...	...
Punjab	85,862	81,855	74,063	67,730	55,373	43,704	45,504	62,632
Rajputana (Bikaner)	511	4,240	9,250	12,094	16,503	21,764	45,078	42,064
United Provinces ... ..	...	...	...	...	...	...	...	...
Total	4,608,196	5,063,260	5,116,692	6,635,737	7,424,402	7,438,386	8,216,706	8,417,730
Quantity of Indian coal consumed by the locomotives on the railways in India.	1,418,241	1,500,771	1,869,061	1,956,631	2,091,993	2,303,889	2,447,341	2,656,580
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	737,689	672,311	1,030,709	1,167,893	974,602	1,235,318	1,447,867	1,635,263
To ports outside of India, including Burma	490,290	467,306	711,874	845,953	728,316	723,873	896,865	1,144,680
Quantity of foreign coal imported into India—								
From the United Kingdom	†267,078	†406,451	†917,710	†112,519	†198,574	†133,711	†174,705	†147,760
From other countries	†34,209	†112,064	†43,639	†79,108	†20,773	†30,489	†77,169	†50,024

* 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.

LIX 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 1898 to 1912 and years 1913-14 to 1920-21.

1900	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
285,400	295,795	275,224	305,563	287,238	294,893	297,160	270,663	305,100	311,205	287,315	301,480	294,494	201,734	325,535
42,154	42,488	45,212	52,449	52,614	45,707	54,386	52,032	46,234	42,607	42,163	40,785	43,125	34,328	33,941
8,617,620	9,993,348	11,559,911	10,060,811	10,778,530	11,468,904	4,300,129	4,649,985	4,424,557	4,975,460	4,993,376	4,031,571	5,302,295	5,777,632	4,207,452
"	"	"	"	"	"	9,126,385	10,827,557	10,651,032	10,718,155	10,767,683	11,632,410	13,180,030	15,110,812	11,975,056
1,222	...	...	...	...	...	...	...	...	25	...	...	...	1,500	...
170,292	178,688	155,107	121,548	150,400	143,557	146,921	148,978	152,908	139,680	200,225	198,407	199,975	182,141	158,051
92,849	134,088	218,789	282,100	220,487	211,618	232,096	235,051	244,745	253,118	287,822	371,498	481,470	497,021	491,205
...
...
467,924	414,221	444,211	442,892	509,173	505,380	481,652	552,133	555,991	586,824	615,290	630,020	659,122	602,196	694,080
...	...	90	98	90	140	50	90	94	60	75	215	240	20	...
73,119	60,749	54,794	37,208	49,169	30,575	39,409	51,040	54,303	7,911	47,449	40,869	50,418	46,893	59,078
32,872	23,002	21,297	11,449	12,744	14,761	18,251	18,781	17,311	17,706	13,841	6,045	11,334	14,760	18,216
...
9,783,251	11,147,330	12,789,035	11,870,114	13,047,413	12,715,533	14,709,339	10,208,009	16,464,263	17,103,982	17,254,309	18,212,918	20,722,483	22,028,037	17,961,214
2,863,878	3,285,444	3,559,539	3,067,899	3,801,248	4,223,019	4,500,618	4,702,479	4,946,375	5,143,108	5,489,443	5,916,725	5,980,105	6,055,492	6,267,068
1,630,793	1,665,056	2,124,642	1,716,823	1,851,322	1,604,066	1,757,075	1,844,485	1,469,714	396,230	72,487	26,103	12,428	104,773	934,578
1,394,732	1,040,242	1,045,895	912,154	1,391,248	1,253,971	1,325,238	1,203,478	1,041,339	1,245,569	1,268,094	45,746	240,456	639,595	1,028,529
1199,215	1227,176	1173,483	1311,252	1261,316	1245,043	1144,804	210,955	177,937	31,957	0,250	Information not available.		15,561	8,510
127,150	174,412	1211,840	1179,169	154,744	173,626	1415,987	553,103	242,953	104,623	45,060			60,397	81,247

Details of working of State collieries, worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	OUTPUT.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,875	214,111
			1917-18	14,41,246	209,308	30,996	49,930	290,734
			1918-19	14,40,262	258,439	41,907	51,871	352,217
			1919-20	14,67,912	350,749	44,018	63,577	458,344
			1920-21	16,81,978	407,380	28,786	52,709	483,825
Kunrurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1916-17	31,39,247	604,405	12,553	147,834	764,792
			1917-18	30,74,667	546,521	9,903	147,581	704,005
			1918-19	30,08,520	615,639	66,784	101,744	784,167
			1919-20	29,99,869	631,822	82,112	93,027	806,961
			1920-21	29,47,242	579,546	88,321	76,537	744,404
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1916-17	8,31,364	51,455	4,184	†668	56,307
			1917-18	7,81,920	63,268	10,194	†1,613	75,075
			1918-19	6,34,053	49,922	25,146	†2,213	77,291
			1919-20	10,29,370	60,018	25,405	1,249	86,672
			1920-21	10,18,995	64,645	19,888	528	85,061
Kargali	Great Indian Peninsula railway.	Central Provinces.	1917-18	16,40,496	64,520	1,713	†4,580	70,813
			1918-19	19,62,429	167,371	24,852	...	192,223
			1919-20	21,59,149	278,417	6,799	8,290	288,506
			1920-21	21,57,204	311,521	3,732	14,693	329,946
Kohat	North Western railway.	Baluchistan	1916-17	1,96,068	904	*79	‡28,753	29,736
			1917-18	1,98,374	478	42	‡24,457	24,977
			1918-19	2,19,183	5,763	*19	16,233	22,015
			1919-20	2,46,447	2,464	1,027	13,617	17,108
			1920-21	2,76,199	1,574	308	16,324	18,206
Khost pressed fuel factory	North Western railway.	Baluchistan	1916-17	37,369	...	...	...	§14,062
			1917-18	34,566	..	...	...	§12,085
			1918-19	31,974	...	...	...	59,100
			1919-20	29,576	...	...	...	8,493
			1920-21	27,358	...	...	...	10,377
Sor	North Western railway.	Baluchistan	1918-19	1,74,694	40	...	†709	749
			1919-20	8,95,127	3,290	8	1,527	4,7
			1920-21	9,98,876	649	...	...	649

* Nut coal.
‡ Mixed coal.

† Splint coal.
§ Pressed fuel.

DIX 15.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on Capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
217,535	*2,93,256	2,93,256	1,973	109	...	7	The decrease in the capital outlay in 1918-19 is due to credits to the Sinking Fund.
290,584	*5,59,373	5,59,373	...	...	2,236	130	...	2
348,147	*6,80,346	6,80,346	...	...	2,893	122	1	10
457,561	*9,91,580	9,91,580	...	...	3,500	131	2	4
483,707	*10,92,579	10,92,579	...	...	4,180	117	2	7
792,615	*13,67,760	13,67,760	...	...	8,376	91	8	19
705,842	*15,87,256	15,87,256	...	...	8,769	80	5	11
782,427	*18,14,164	18,14,164	9,303	84	3	12	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
768,529	*25,07,041	25,07,041	...	...	8,839	91	3	16
707,181	*24,06,257	24,06,257	8,311	69	3	10	The decrease in the capital outlay in 1917-18, 1918-19, 1919-20 and 1920-21 is due to credits to the Sinking Fund.
54,935	2,99,261	4,72,939	-1,73,678	...	1,333	46	...	2	The capital outlay is made up of the purchase money, 240,000, and the expenditure incurred from the date of purchase, 1st July 1904. The decrease in the capital outlay in 1917-18, 1918-19 and 1920-21, is due to credits to the Sinking Fund and also to credits on account of the value of bungalows dismantled in 1918-19. The increase in the capital outlay in 1919-20 is due to the inclusion of a credit of Rs. 4,08,222 on account of the Sinking Fund and Rs. 28,009 for cost of Briquette plant sold to the Military Department.
72,304	3,98,989	5,76,191	-1,77,193	...	1,425	58	1	4	
80,120	4,70,731	6,64,743	-1,94,012	...	1,468	53	1	6	
84,944	4,52,892	7,41,935	-2,89,043	...	1,632	52	2	10	
87,415	4,49,165	8,99,961	-4,50,796	...	1,821	47	1	9	
70,813	1,80,506	1,65,373	15,133	0.92	1,950	37	1	2	
181,035	4,82,008	4,59,499	22,509	1.18	3,524	55	...	2	
296,193	7,44,504	7,22,637	21,817	1.01	3,205	90	3	1	
341,148	8,61,940	8,95,563	-33,624	...	5,684	58	1	3	
29,522	2,58,957	2,82,968	-24,006	...	632	47	1	3	
24,075	2,34,469	2,67,849	-33,380	...	540	46	5	5	
21,975	2,17,686	2,76,745	-59,059	...	310	43	1	...	
17,520	1,91,502	2,67,676	-76,174	...	614	28	1	8	
18,337	2,36,719	3,25,594	-88,875	...	519	35	4	4	
14,062	1,82,811	1,94,927	-12,116	...	21	670	The capital outlay is made up of the purchase money, Rs. 24,927 and the expenditure incurred from the date of purchase. The decrease in the capital outlay in 1917-18, 1918-19, 1919-20 and 1920-21, 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.
12,035	1,75,093	1,79,948	-4,855	...	21	573	1	...	
9,100	1,45,593	1,76,706	-31,113	...	20	455	...	...
8,493	1,53,165	1,52,906	259	83	16	531	...	...
10,877	1,96,176	2,29,273	-33,097	...	27	403	...	...
660	†	‡	...	6.13	81	9	...	1	† Credited to the Block Account. ‡ Debited to the Block Account.
4,135	55,050	1,73,658	-1,18,608	...	134	36	...	...
1,500	9,943	38,169	-28,226	...	37	18	...	1	

* Coal issued to railway at cost price.

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.
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	560	...	...	...	36	...	*6
Bombay, Baroda and Central India	377	...	...	...	28	5	5
Eastern Bengal	295	...	...	...	24	...	9
East Indian	1,295	...	...	2	61	2	4
Great Indian Peninsula	1,263	...	...	...	94	...	5
Madras and Southern Mahratta	292	...	1	1	16	9	1
Nizam's Guaranteed State	86	5	...	7	15	1	1
North Western	1,550	...	...	...	104	6	†35
Oudh and Rohilkhand	287	...	...	16	37	...	5
South Indian	143	...	...	...	5	2	...
Bombay Port Trust	28	...	...	...	...	...	...
Calcutta Port Commissioners'	57	...	...	...	...	...	...
Total	6,233	5	1	25	420	25	71
3' 3½" GAUGE.							
Assam-Bengal	144	1	...	1	42	...	9
Bengal and North-Western	328	...	2	1	15	9	1
Bengal Doars	16	...	...	...	4	1	...
Bhavnagar State	23	...	...	...	3	...	1
Bombay, Baroda and Central India	1,596	...	...	1	33	...	18
Burma	320	...	...	2	37	2	18
Dibru-Sadiya	30	...	...	...	2	...	...
Eastern Bengal	264	...	...	2	19	10	6
Gondal	22	...	...	1	7	...	1
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal	78	...	1	3	4	5	4
Jamnagar	6	...	...	...	2	...	...
Jodhpur-Bikaner	103	1	1	4	14	...	1
Junagad State	13	...	...	...	5	...	2
Madras and Southern Mahratta	331	...	...	7	29	...	7
Morvi	14	...	...	1	3	...	...
Mysore Birur-Shimoga and Chickjajur—Chitaldrug	24	...	...	...	3	...	...
Rohilkhand and Kumaon	73	...	...	...	5	4	...
South Indian	334	...	...	4	9	...	17
Udaipur-Chitorgarh	4	...	...	...	1	...	...
Total	2,733	2	4	27	237	31	60

* Includes one tourist car.

† Includes 11 carriages for tourists.

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

DIX 16.

railway on the 31st March 1921.

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	...	...	23	...	2
...	...	7	1	...	6	18	...	20
...	...	2	10	...	4	10	...	2
...	...	9	51	...	24	52	...	10
...	...	25	66	...	29	117	...	21
...	...	4	23	2	4	28	4	2
...	7	...	...	10	...	...
...	...	*18	37	...	9	47	...	...
...	...	3	29	...	...	28	...	...
1	4	1	...	16	...	...
...
...
1	...	75	251	3	76	349	4	57
...	...	1	...	...	...	...	...	...
...	3	...	5	27	...	8	26	...
...	2	...	...	...	...
...	5	...	...	8	...	...
...	...	6	43	...	4	43	...	...
...	...	1	16	...	8	25	...	...
...
...	3	13	10	3	...	...
...	15	...	...
...	6	...	...	10	...
...	1	...	...	2	...	...
...	...	3	4	...	...	13	...	...
...	4	...	...	9	...	...
...	...	8	34	...	8	27	...	9
...	6	...	...
...	2	...	...	2	...	...
...	...	1	5	3	...	2	3	...
...	...	6	13	...	25	2	...	15
...	1	...	...	1	...	...
...	3	26	136	51	55	184	39	24

* Includes two dining cars for Indian passengers.

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
<i>2 6" gauge.</i>							
Ahmadpur-Katwa	4	...	...	...	...	...	...
Arakan Light... ..	3	...	...	...	...	...	...
Arrah-Sasaram Light	5	...	...	...	1	...	...
Bankura-Damoodar River	6	...	...	...	...	...	...
Baraset-Basirhat Light	8	...	...	...	1	...	...
Barai Light	17	...	...	...	...	...	1
Bengal Provincial	8	...	...	...	1	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach- Jambusar, Gaekwar's Dabhoi, Kosamba-Zankh- vav, Patlad-Vaso and Rajpipla State.	26	2	...	1	...	...	1
Bukhtiarpur-Bihar Light	5	...	...	...	...	...	...
Burdwan-Katwa	4	...	...	...	...	...	...
Champner-Shivrajpur-Pani Light	4	...	...	...	...	...	...
Cutch State	3	...	...	...	...	...	1
Dehri-Robtas Light	5	...	...	1	...	...	...
Dholpur-Bari	5	...	...	...	...	...	1
Dhond-Baramati	2	...	...	...	...	...	...
Eastern Bengal	10	...	...	...	2	...	...
Ellichpur-Yeotmal	13	...	...	...	...	...	...
Godhra-Lunavada	2	...	...	...	...	...	...
Gondia-Chanda, Jubulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur- Dhamtari.	116	...	...	...	9	...	8
Jacobabad-Kashmor, Kohat-Thal and Nowshera- Durgai.	27	...	...	...	8	...	1
Jessore-Jhenidah	6	...	...	...	...	...	...
Kalighat-Falta	5	...	...	...	...	...	...
Kalka-Simla	22	...	...	...	1	...	4
Kolar District and Bangalore-Chik Ballapur Light... ..	7	...	...	1	1	...	...
Madaya Light	7	1	...	...	...	...	...
Mayurbhanj	3	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	6	...	...	...	...	...	...
Morvi	5	...	...	...	1	...	2
Nadiad-Kapadvanj	3	...	...	...	...	...	...
Pachora-Jamner	2	...	...	...	...	...	...
Parlakimedi Light	3	...	...	1	...	...	...
Powayan Light* ... ..	...	...	...	...	...	...	...
Pulgaon-Arvi ... ..	...	...	...	...	...	...	...
Shabdara (Dolli)-Saharanpur Light	8	...	...	...	1	...	...
Tezporo-Balipara Light	5	...	...	...	...	...	...
Trans-Indus (Kalabugh-Bannu)	26	...	...	...	...	...	1
Total	385	3	...	4	21	...	20
<i>2 0" gauge.</i>							
Darjeeling-Himalayan	26	...	...	...	6	...	6
Gwalior Light	21	...	...	2	...	...	1
Howrah-Amta Light	17	...	...	...	1	...	...
Howrah-Sheakhala Light	3	...	...	...	...	...	...
Jagadhri Light	2	...	...	...	...	...	...
Jorhat (Provincial)	10	...	...	...	...	...	...
Kulasekarapatnam Light	6	...	...	...	...	...	...
Matheran Light	5	2	...	...	...	...	...
Mysore Light	4	...	...	...	...	...	...
Pipar-Hilara Light	2	...	...	...	...	...	...
Tumkur-Tirodi Light	13	...	...	...	...	...	...
Total	109	2	...	2	9	...	7
GRAND TOTAL	9,450	12	5	58	637	66	178

* Temporarily dismantled.

DIX 16—contd.

railway on the 31st March 1921.

VEHICLES— contd.

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
...
...	2	...	...	...	...
...	3	...	...	...	...
...
...	1	...	11
...	1	...	...	...	...
...
...	1	...	...	...
...
...	3	...	...	...	...
...	1	...	...	...
...	2	...	...	3
...	2	...	2	...	...
...	1	...	2	...	...
...	2	...	...	...	9
...	3	...	...
...
...	3	...	...	...	...
...
...	1	...	...	...
...	17	...	5	8	...	23
...	6	...	3	9	...	1
...	7	6	...	1
...
...	...	2	...	...	1	...	...	...
...	14	...	4	7	...	...
...
...
...	...	2	20	...	15	22	...	2
1	3	103	424	54	131	503	43	106

Rolling-stock under different heads on each

Railway.	COACHING								
	INTERMEDIATE CLASS CARRIAGES.			THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.					4-wheel- ed.
	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.		
							4-wheel- ed.	Bogie.	
18	19	20	21	22	23	24	25	26	27
<i>5' 6" gauge.</i>									
Pengal-Nagpur	21	...	29	231	...	275	22	...	62
Bombay, Baroda and Central India ... ..	...	...	...	60	11	331	8	9	10
Eastern Bengal	22	...	8	131	...	147	...	...	22
East Indian	47	...	45	516	...	287	98	...	16
Great Indian Peninsula ... ..	...	...	2	568	...	322	34	...	5
Madras and Southern Mahratta	4	...	...	252	...	86	46	...	63
Nizam's Guaranteed State ... ..	...	...	...	24	...	15	...	...	...
North Western	98	...	21	225	...	325	380	265	6
Oudh and Rohilkhand	31	...	6	111	...	41	136	121	2
South Indian ... ..	...	...	...	56	...	88	...	...	23
Bombay Port Trust ... ..	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...
Total	223	...	111	2,174	11	1,917	724	395	209
<i>3' 3½" gauge.</i>									
Assam-Bengal ... ..	...	...	...	...	...	145	...	...	...
Bengal and North-Western ... ..	...	32	2	190	127	8	...	...	11
Bengal-Dooars ... ..	...	...	...	3	16	6	...	...	...
Bhavnagar State ... ..	...	...	...	41	...	23	1	...	2
Bombay, Baroda and Central India	20	...	4	392	...	513	4	4	24
Burma ... ..	...	...	...	258	...	281	5	1	17
Dibru-Sadiya ... ..	...	...	...	6	3	...	...	...	...
Eastern Bengal	35	...	10	169	...	248	...	...	...
Gondal ... ..	...	...	...	38	...	12	...	...	2
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal. ... ..	...	...	...	...	50	28	...	...	...
Jamnagar ... ..	...	...	...	14	...	3	...	...	...
Jodhpur-Bikaner	20	...	3	59	...	63	...	...	...
Junagad State ... ..	...	...	...	11	...	17	...	...	2
Madras and Southern Mahratta ... ..	...	...	...	193	...	199	1	...	167
Morvi ... ..	...	...	...	28	...	10	...	...	1
Mysore Birur-Shimoga and Chickajalur-Chitaldrug ... ..	...	...	...	12	...	31	...	...	10
Rohilkhand and Kumaon	3	...	...	68	29	54	...	...	2
South Indian ... ..	...	...	...	232	1	585	...	...	...
Udaipur-Chitorgarh	1	...	...	23	...	...	...	...	2
Total	79	32	19	1,735	226	2,221	11	5	240

DIX 16—contd.

railway on the 31st March 1921.

VEHICLES.—contd.

THIRD 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 with Mails. (Newspaper, letter sorting.)	Third class with Mails. (Newspaper, letter sorting.)
6-wheel-ed.	Bogie.	Ambulances.		4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.					
		4-wheel-ed.	Bogie.											
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
...	...	...	...	47	...	42	...	...	6	...	20	3	...	11
...	...	...	...	22	4	63	...	...	14	...	...	...	...	25
...	31	...	...	38	...	34	...	...	...	...	77	6	4	6
...	30	...	...	39	...	105	...	...	...	...	155	...	8	52
...	131	...	...	55	...	41	2	...	126	22	17	3	...	30
...	...	...	...	55	...	14	...	...	23	...	12	...	...	14
...	...	...	...	11	...	4	...	...	3	...	...	...	...	4
...	...	...	...	86	...	...	...	...	241	...	273	...	...	78
...	7	10	...	34	...	5	6	...	59	...	76	...	...	31
...	8	...	...	20	...	25	...	...	19	...	...	...	...	9
...
...
...	207	10	...	407	4	336	8	...	491	23	630	12	12	260
...	...	...	...	...	...	28	...	...	8	...	15	...	...	22
216	233	...	...	13	18	18	...	...	...	...	84	...	...	23
...	...	...	...	1	7	...	...	...	...	...	8	...	...	4
...	1	...	...	4	...	9	...	...	...	2	...	...	...	1
...	...	...	...	37	...	75	...	...	43	...	10	3	...	40
...	21	1	13	23	...	28	...	...	44	...	...	...	...	59
...	12	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	9	88	43	...	...	...	...	75	1	2	20
...	1	...	...	2	...	6	...	...	1	2	...	...	...	1
2	...	...	...	...	10	7	...	...	1	...	...	...	...	5
...	...	...	...	2	...	2	...	...	...	...	...	...	...	1
...	10	...	...	24	...	4	...	...	12	...	...	...	...	17
...	...	...	...	...	...	5	...	...	...	1	...	...	...	1
...	...	2	...	45	...	19	...	...	16	...	10	...	...	84
...	3	...	...	5	...	...	...	...	2	3	...	...	...	1
...	13	...	...	3	...	6	...	...	...	...	...	...	...	4
...	...	...	...	8	3	6	...	...	2	...	10	...	7	1
...	106	...	...	42	...	60	...	...	36	...	...	...	...	42
...	...	...	...	4	...	...	...	...	...	...	2	...	...	1
218	402	3	13	323	71	316	...	...	167	8	214	4	9	273

Rolling-stock under different heads on each

Railway.	COACHING									
	INTERMEDIATE CLASS CARRIAGE.			THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.						
	4-wheel- ed.	6-wheel- ed.	Bogie.	4-wheel- ed.	6-wheel- ed.	Bogie.	Ambulance.		4-wheel- ed.	6-wheel- ed.
							4-wheel- ed.	Bogie.		
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	2	...	...	14	...	...	...	...	...	...
Bankura-Damoodar River	3	...	...	15	...	...	...	...	...	...
Baraset-Basirhat Light	5	...	...	27	...	3	...	...	...	...
Barai Light ... ..	...	...	...	...	...	32	...	...	...	...
Bengal Provincial ... ..	...	...	...	15	...	2	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Brach- Jambusar, Gackwar's Dabhoi, Kosamba-Zankh- vay, Petlad-Vaso and Rajpipla State	...	...	...	...	...	86	...	...	...	...
Bukhtiarpur-Bihar Light	3	...	...	12	...	...	...	...	...	...
Burdwan-Katwa	8	...	...	13	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light... ..	...	...	...	...	...	2	...	...	...	...
Cutch State ... ..	...	...	...	...	...	1	...	...	...	...
Dehri-Rohitas Light ... ..	...	...	...	4	...	...	...	...	...	...
Dholpur-Bari ... ..	...	...	...	...	...	3	...	...	...	...
Dhond-Baramati ... ..	...	...	...	...	...	4	...	...	...	...
Eastern Bengal	2	...	...	41	...	...	...	...	6	...
Ellichpur-Yeotmal ... ..	...	...	...	...	...	19	...	...	...	...
Godhra-Lanavada ... ..	...	...	...	...	...	4	...	...	...	...
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Purnia-Ranchi and Raipur-Dhantari	...	...	3	14	...	194	...	...	...	...
Jacobabad-Kashmor, Kobat-Thal and Nowshera- Durgai	8	...	...	39	...	23	...	5	...	...
Jessore-Jhenidah ... ..	...	...	...	5	...	2	...	...	...	...
Kalighat-Falta	3	...	...	26	...	3	...	...	...	...
Kalka-Simla ... ..	...	...	...	4	...	17	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	...	...	...	...	7	...	...	...	...
Madaya Light ... ..	...	...	...	...	...	...	...	...	...	...
Mayurbhanj ... ..	...	...	...	...	...	5	...	...	...	...
Misappur-Mosur and Tirupattur-Krishnagiri ... ..	...	...	...	10	...	18	...	...	...	...
Morvi ... ..	...	...	...	...	...	11	...	...	...	...
Nadiad-Kapadvanj ... ..	...	...	...	...	...	5	...	...	...	...
Pachora-Jamnor ... ..	...	...	...	...	...	2	...	...	...	...
Parlakimedi Light ... ..	...	...	...	...	...	7	...	...	...	...
Powayan Light* ... ..	...	...	...	...	...	...	...	...	...	...
Fulgaun-Arvi	Included	with the Ellichpur-Yeotmal Railway.	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	3	...	...	27	...	...	...	...	6	...
Tezpur-Balipara Light ... ..	...	...	...	...	...	...	9	...	...	...
Traus-Indus (Kalabagh-Ban'n) ... ..	...	...	...	6	...	28	...	15	...	...
Total	34	...	3	281	...	456	9	20	14	...
<i>2' 0" gauge.</i>										
Darjeeling-Himalayan ... ..	...	...	...	27	...	17	...	...	4	...
Gwalior Light ... ..	...	...	...	23	...	16	...	...	...	...
Howrah-Amra Light	8	...	...	79	...	18	...	...	...	...
Howrah-Sheakhula Light	8	...	...	16	...	4	...	...	...	...
Jagadhri Light ... ..	...	...	...	3	...	...	...	...	...	...
Jorhat (Provincial) ... ..	...	...	2	...	...	14	...	...	...	...
Kulasekarapatnam Light ... ..	...	...	...	1	...	17	...	...	...	...
Matheran Light ... ..	...	...	...	6	...	...	...	...	...	1
Mysore Light ... ..	...	...	...	...	...	4	...	...	...	...
Pipar-Bilara Light ... ..	...	...	...	2	...	1	...	...	...	...
Tumsar-Tirodi Light ... ..	...	...	...	...	...	...	...	...	...	...
Total	11	...	2	147	...	88	...	...	4	1
GRAND TOTAL	847	32	135	4,350	237	4,712	744	420	467	219

*Temporarily dismantled.

DIX 16.—contd.

railway on the 31st March 1921.

VEHICLES.—contd.

THIRD 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 with Mails. (Newspaper, letter sorting.)	Third class with Mails. (Newspaper, letter sorting.)
Bogie.	Ambulance.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.					
	4-wheeled.	Bogie.											
29	30	31	32	33	34	35	36	37	38	39	40	41	42
...	8	...	...	...	...	...	...	...	...	...	2
...	2	...	...	2
...	4	...	...	...	...	...	...	1	...	...	4
...	4	...	...	...	...	1	...	...	1
2	2	...	...	...	...	...	...	3	...	...	...
2
...	2	...	...	...	...	...	...	...	...	...	1
...	3	...	...	...	...	...	...	...	...	...	3
3	1	...	...	...	...	1	...	...	...
2
...	4	...	...	...	...	...	...	1	...	...	2
...
...	2	...	36	...	...	2	...	27	...	...	...
...	11	...	...	...	...	...	...	...	...	...	...
...	3	...	...	...	...	...	...	2	...	...	2
1	4	...	...	...	...	...	...	...	...	...	...
6	1	...	24	...	...	4	...	6	...	...	2
3	4	...	...	...	...	...	...	...	...
...	2	...	...	...	...	...	...	...	...
...
...	4	...	...	...	2	...	...	...	2
...
...
...
...
...
...	3
...
...	2	...	1	...	...	...	...	3	...	...	3
...
18	41	...	16	...	...	6	2	17	...	...	17
2	5	...	7	...	...	5	...	...	...	...	...
...
...
...
...	4	...	...	...	...	4	...	...	2
...
...	1	...	...	...	...	...	...	...	...	...	...
...
...
...
...
2	6	...	11	...	...	5	...	4	...	...	2
630	13	13	676	75	730	8	...	669	32	695	26	31	667

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		
	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	58	...	14	11	...	...	...	...	...	...
Bombay, Baroda and Central India ...	...	54	...	...	10	...	...	15	...	...	...
Eastern Bengal	18	20	...	2	42	...	...	...	4	...	...
East Indian	18	117	...	...	39	...	...	...	...	...	...
Great Indian Peninsula ... ..	...	...	12	23	15	...	...	80	...	...	...
Madras and Southern Mahratta ... ..	...	91	...	...	25	...	...	...	...	...	...
Nizam's Guaranteed State ... ..	...	9	...	...	1	...	...	...	...	...	...
North Western ... ..	...	118	7	...	35	...	...	18	54	...	...
Oudh and Rohilkhand ... ..	...	10	...	4	9	...	...	...	...	...	...
South Indian ... ..	...	29	3	...	6	...	...	...	...	...	...
Bombay Port Trust ... ..	...	...	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...	...	...
Total	43	506	22	43	193	...	...	111	58	...	...
<i>3' 3½" gauge.</i>											
Assam-Bengal	108	...	...	...	45	...	...	...	...	...	...
Bengal and North-Western ... ..	...	...	...	...	1	...	...	...	...	...	...
Bengal Doocars ... ..	...	...	...	...	1	...	...	...	...	...	...
Bhavnagar State ... ..	...	...	...	...	1	...	...	...	...	...	...
Bombay, Baroda and Central India ...	...	101	...	...	8	...	...	...	...	...	...
Burma ... ..	...	84	...	...	34	...	...	...	...	...	...
Dibru-Sadiya ... ..	...	...	...	...	12	...	...	...	...	...	...
Eastern Bengal	2	32	...	2	27	...	...	...	...	...	...
Gondal ... ..	...	3	...	3	...	...	...	...	...	...	...
Bingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	10	...	...	6	...	...	...	...	...	...
Jamnagar ... ..	...	...	...	...	...	...	...	...	...	...	...
Jodhpur-Bikaner ... ..	...	...	...	...	13	...	...	...	...	...	...
Junagad State ... ..	...	5	...	...	...	...	...	...	...	...	...
Madras and Southern Mahratta ... ..	...	273	...	...	8	...	...	...	...	...	...
Morvi ... ..	...	...	...	...	...	...	...	...	...	...	...
Mysore-Birur-Shimoga and Chickajur-Chitaldrug.	...	10	...	...	...	...	...	...	...	...	...
Rohilkund and Kumaon ... ..	...	6	10	...	4	...	...	...	...	...	...
South Indian ... ..	...	110	...	...	28	...	...	...	...	...	...
Udaipur-Chitorgarh ... ..	...	...	...	...	...	...	...	...	...	...	...
Total	110	634	10	5	198	...	...	...	...	...	...

DIX 16—contd.

railway on the 31st March 1921.

VEHICLES—concl'd.											LOWER CLASS CARRIAGE PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.						
CABS.			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.			
Refrigerator.																	
4-wheel-ed.	6-wheel-ed.	Bogie.	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	32	...	...	56	36	33	2	1,114	60	861	108	...	...	...	517
2	64	...	...	24	31	100	...	947	...	345	82	...	...	...	427
...	23	1	...	19	22	55	111	904	12	138	99	...	...	...	249
6	161	13	...	69	100	81	172	2,389	84	443	317	...	...	...	844
...	178	6	5	70	127	123	72	2,429	2	550	347	...	...	...	899
...	27	27	47	...	881	4	307	114	...	...	...	425
...	16	...	...	10	15	1	5	164	...	39	14	...	...	...	53
...	358	...	23	73	160	104	87	3,289	119	1,201	778	...	...	...	2,093
...	157	...	...	6	80	21	30	1,110	57	394	188	...	...	...	619
...	4	...	18	18	13	1	864	...	112	49	...	...	...	161
...
...
8	989	24	23	366	616	578	480	13,591	308	3,890	2,080	...	...	...	6,357
...	11	20	14	7	477	...	125	181	...	...	...	806
...	5	30	1	...	1,104	34	227	93	...	...	...	354
...	1	6	...	60	...	6	8	...	...	...	14
...	14	...	...	4	5	...	...	128	...	56	...	...	...	...	56
...	17	...	2	39	83	23	4	1,589	24	632	186	...	...	...	842
1	3	13	37	16	86	1,134	...	396	143	...	...	...	539
...	8	...	...	...	7	...	...	51	...	17	12	...	...	...	29
...	46	2	...	15	32	87	97	1,055	35	386	149	...	...	...	570
...	7	...	...	3	2	...	...	102	...	43	4	...	...	...	47
...	19	...	...	2	12	...	...	185	...	77	18	...	...	...	96
...	4	...	...	...	1	...	...	32	...	7	1	...	...	...	8
...	6	...	...	5	15	2	6	300	23	132	42	...	...	...	197
...	8	...	...	2	3	...	...	70	...	23	2	...	...	...	25
...	6	27	44	25	9	1,207	...	452	228	...	...	...	680
...	5	...	...	1	4	1	...	74	...	42	...	...	...	...	42
...	4	4	5	...	111	...	60	16	...	...	...	82
...	12	...	8	251	...	56	30	...	...	...	86
...	58	...	...	8	24	13	43	1,502	...	472	73	...	...	...	545
...	1	...	...	37	1	25	2	...	...	...	28
1	187	2	11	139	337	193	260	9,469	117	3,240	1,188	...	...	...	4,645

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.		
			4-wheel-ed.	6-wheel-ed.	Bogie.						
48	44	45	46	47	48	49	50	51	52	53	54
<i>2' 6" gauge.</i>											
Ahmadpur-Katwa
Arakan Light	2	...	...	...	...	...	...
Arrah-Saasaram Light
Bankura-Damoodar River
Baraset-Basirhat Light	3	...	...	1	...	...	...	...	...	...
Barsi Light	4	...	6	...	...	...	...	...	...
Bengal Provincial	2	...	...	...	2	...	...	...	...	...	...
Bilimora-Kalaamba, Rodeli-Chhota, Udaipur, Broach-Jambusar, Gaskwar's Dabhoi, Kosamba-Zankhwar, Petlad-Vaso and Rajpipra State	...	5	...	...	13	...	...	...	...	...	...
Bukhtiarpur-Bihar Light
Burdwan-Katwa
Champaner-Shivrajpur-Pani Light	2	...	...	...	...	...	...
Cutch State	1	...	...	...	...	...	...
Dehri-Rohtas Light	3	...	...	...	...	...	...	...	...	...
Dholpur-Bari	2	...	...	...	...	...	...
Dhond-Baramati	1	...	...	...	...	...	...
Eastern Bengal	2	...	...	...	5	...	...	...	...	...	...
Ellichpur-Yeotmal	5	7	...	...	...	...	...	...
Godhra-Lunavada	2	...	...	...	...	...	...
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Parulia-Ranchi and Raipur-Dhantari	...	40	...	11	6	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgal	9	...	...	...	...	...	...	...	...
Jessore-Jhenidah	3	1	...	...	1	...	...	...	...	...	...
Kalighat-Falta	1	...	...	...	...	...	...
Kalka-Simla	11	...	...	...	...	6	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	2	...	...	...	...	...	...	...	...	...
Madaya Light
Masurbhanj	2	...	2	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	...	11	...	...	6	...	...	...	...	...	...
Morvi	2	...	...	...	...	...	...
Nadiad-Kapadvanj	2	...	...	...	...	...	...
Pachora-Jamoor	1	...	...	...	...	...	...
Parlakimedi Light	1	...	...	...	...	...	...
Pulwayan Light *
Puagan-Arvi	Included with the	...	...	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light
Texpore-Balipara Light	5	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	4	...	...	8	...	...	...	6	...	...
Total	7	69	15	27	79	...	...	...	12	...	...
<i>2' 0" gauge.</i>											
Darjeeling-Himalayan	2	1	8	10	...	...	...	...	...	...
Gwalior Light	17	...	...	4	...	...	...	...	...	...
Howrah-Amta Light	2	...	...	...	8	...	...	...	...	...	...
Howrah-Sheakhala Light	1	1	...	...	5	...	...	...	...	...	...
Jagadhri Light	1	...	...	...	...	...	...
Jorhat (Provincial)	1	...	...	...	...	...	...
Kulasekarapatnam Light
Matheran Light	2	...	...	...	2	...	...	...	...	...	...
Mysore Light
Pipar-Bilara Light	2	...	...	...	...	...	...
Tumour-Tirodi Light
Total	5	20	1	8	33	...	...	...	...	...	...
GRAND TOTAL	165	1,229	48	83	498	...	...	111	70	...	...

* Temporarily dismantled.

DIX 16—contd.

railway on the 31st March 1921.

VEHICLES—concd.											LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
CARS.			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.	Inter-mediate class.	Third class.	Composites containing inter-mediate or third class accommodation.	Total.
Refrigerator.														
4-wheel-ed.	6-wheel-ed.	Bogie.	58	59	60	61	62	63	64	65	66	67	68	69
...	19	...	...	...	...
...	10	...	...	...	...
...	23	...	...	...	...
...	27	...	...	...	...
...	45	3	3	...	6
...	49	...	7	...	7
...	2	...	...	...	...	...	...	81	...	...	...	...
...	2	...	1	128	...	...	...	...
...	19	...	...	...	...
...	22	...	...	...	...
...	4	...	2	2	4
...	7	...	3	...	3
...	10	...	...	2	7
...	8	...	5	1	5
...	6	...	4	...	...
...	1	71	...	...	...	...
...	1	1	...	...	84	...	19	12	31
...	6	...	...	6	...	4	2	6
...	363	3	162	35	200
...	2	...	...	...	...	...	...	105	4	...	...	4
...	2	21	...	...	...	...
...	6	...	38	...	23	17	40
...	4	...	...	...	...	...	97	...	3	2	5
...	20	...	...	...	...
...	12	...	...	...	...
...	11	...	...	10	16
...	85	...	8	4	10
...	3	...	...	...	2	...	...	42	...	6	...	...
...	7	...	5	2	7
...	3	...	2	1	3
...	3	...	...	...	...	...	...	12	...	...	...	...
...
...	48	3	...	...	3
...	14	...	...	...	...
...	3	...	...	...	3	...	...	84	...	43	13	61
...	13	4	...	1	14	6	4	1,420	13	299	108	420
...	4	13	138	...	3	...	3
...	4	2	1	1	87	...	5	5	10
...	111	...	9	...	9
...	80	...	4	...	4
...	4	...	4	...	...	...	...
...	34	...	...	...	...
...	18	...	...	...	...
...	39	...	...	...	...
...	4	...	...	...	...
...	5	...	...	...	...
...	1	1	...	...	...	...
...	4	2	9	15	471	...	26	5	31
9	1,189	30	39	610	909	786	769	24,951	438	7,455	3,390	11,238

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	5,242	1,574	...	...	30	...	8,147	556
Bombay, Baroda and Central India	4,473	1,209	...	...	...	...	1,188	597
Eastern Bengal	4,664	2,297	...	...	1	...	249	8
East Indian	15,020	7,016	...	...	25	...	8,185	...
Great Indian Peninsula	7,184	...	473	...	4,519	...	2,294	3,065
Madras and Southern Mahratta	2,475	794	...	...	1	...	1,167	...
Nizam's Guaranteed State	103	510	...	...	...	...	147	1,049
North Western	15,356	6,931	...	612	...	...	2,658	...
Oudh and Rohilkhand	4,088	3,539	...	...	...	...	190	...
South Indian	614	356	...	...	...	...	448	...
Bombay Port Trust	222	...	...	...	...	...	11	...
Calcutta Port Commissioners'	999	...	...	...	...	...	180	...
Total	60,390	24,226	473	612	4,576	...	24,854	4,275
<i>5' 3 1/2" gauge.</i>								
Assam-Bengal	3,485	...	100	...	4	...	168	...
Bengal and North-Western	5,785	1,544	196	...	...	...	...	...
Bengal Dooars	361	...	...	...	...	...	...	...
Bhavnagar State	82	96	...	...	8	...	12	...
Bombay, Baroda and Central India	3,352	2,234	474	...	111	...	203	...
Burma	4,515	...	468	82	297	14	31	...
Dibru-Sadiya	332	...	...	...	...	...	773	...
Eastern Bengal	1,946	332	1,445	...	...	...	...	...
Gondal	98	36	...	...	2	...	9	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	388	237	...	...	...	...	244	37
Jamnagar	40	...	...	...	...	...	...	...
Jodhpur-Bikaner	1,837	50	4	...	33	...	...	...
Junagad State	72	...	...	...	2	...	4	...
Madras and Southern Mahratta	4,659	220	127	...	...	...	133	...
Morvi	29	...	...	...	2	...	70	...
Mysore Birur-Shimoga and Chickjajur-Chitaldrug--	182	...	17	...	1	...	60	...
Rohilkund and Kumaon	1,599	247	...	...	...	...	...	...
South Indian	1,204	270	1,099	...	...	...	578	...
Udaipur-Chitorgarh	33	8	...	...	...	...	...	...
Total	29,999	5,274	3,980	82	455	14	2,285	37

DIX 16—contd.

railway on the 31st March 1921.

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 wheeled.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
251	...	178	17	...	...	6	...	844	240	189	...
...	...	26	*178	...	195	14	...	2	...	693	...
...	...	461	409	...	...	5	...	66	10	158	...
...	...	2,149	1,525	...	...	31	...	...	200	589	...
221	...	25	...	...	...	34	...	220	63	406	81
...	209	...	...	21	...	129	...	95	...
...	11	...	93	10
70	...	1,368	695	...	242	87	...	830	210	385	...
...	257	...	...	8	...	147	2	131	...
...	13	...	222	...	58	...
...	...	307	...	...	...	...	...	6	...	...	...
...	...	276	...	...	...	...	...	4	...	5	...
542	...	4,790	3,290	...	437	219	...	1,481	725	2,752	91
55	...	423	...	...	...	3	...	...	104	170	...
...	...	†618	25	...	28	1	...	267	25	...	...
...	...	48	...	...	...	...	...	82	...	...	...
...	...	237	...	11	...	2	...	8	2	40	...
441	...	50	329	10	581	34	...	22	25	373	...
4	...	288	...	...	...	12	...	300	212	1,130	258
...	...	42	...	...	...	...	...	50	22	...	...
2	...	509	158	...	...	2	...	350	...	50	100
...	...	198	...	7	...	1	...	6	3	25	...
...	2	...	...	...	...	...	...	20	...	84	28
...	...	40	...	...	...	...	...	...	...	...	...
...	...	138	...	166	...	4	...	...	...	...	...
...	...	137	...	2	...	2	...	2	1	7	...
53	...	37	138	...	...	13	...	154	...	138	...
15	...	2	...	...	...	1	...	...	...	...	...
...	...	38	...	...	...	2	...	26	5	...	...
...	...	249	...	...	...	2	...	76	...	...	...
214	33	...	7	2	53	66	568	63
...	...	10	...	...	...	...	...	...	...	...	...
784	2	3,064	650	229	609	83	2	1,368	465	2,584	447

* These are medium sided wagons, 4-wheeled.

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

Rolling-stock under different heads on each

[In this statement the few six-wheeled, 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>2' 6" gauge.</i>								
Abmadpur-Katwa	6	...	...	...	...	...	...	...
Arakan Light ... ..	...	...	2	...	...	...	...	...
Arrah-Sasaram Light	27	...	...	...	...	...	...	...
Bankura-Damodar River	85	...	...	...	...	...	...	...
Baraset-Bsirbat Light	6	...	...	...	...	...	39	...
Barsi Light ... ..	...	...	127	...	...	...	...	...
Bengal Provincial	23	...	2	...	...	...	41	...
Bilimora-Kalamba, Bodeli-Chhota Udalpur, Broach- Jambusar, Gaekwar's-Dabhoi, Kosamba-Zankh- vav, Peblad-Vaso and Rajpipla State	217	...	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	18	...	...	...	...	...	84	...
Burdwan-Katwa	26	...	...	...	...	...	...	...
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-Yeotmal ... ..	...	...	90	...	...	...	...	...
Godhra-Lunavada ... ..	...	...	8	...	...	...	...	...
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamfari	20	...	236	410	...	...	...	...
Jacobabad-Kashmor, Kobat-Thal and Nowshera- Durgai	108	...	49	...	...	...	39	...
Jessore-Jhenidah	26	...	...	...	...	...	4	...
Kalighat-Falta	30	...	...	...	...	...	...	...
Kalka-Simla	23	...	43	...	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	19	...	10	...	...	...	6	...
Madaya Light	20	...	...	...	5	...	...	...
Mayurbhanj	2	...	6	...	...	...	...	...
Morappur Hoaur and Tirupattur-Krishnegiri ... ..	...	...	30	...	...	...	...	...
Morvi	4	...	8	...	...	...	...	...
Nadiad-Kapadvaj ... ..	...	...	12	...	...	...	...	...
Pachora-Junner ... ..	...	...	10	...	...	...	...	...
Pariskimedi Light ... ..	...	...	4	...	...	...	...	...
Powayan Light* ... ..	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-	Yeotmal R	ailway.	...	...	...
Shabdara (Delhi)-Saharapur Light	168	...	...	...	...	...	...	...
Tezpur-Balipara Light	46	...	...	...	...	...	30	...
Trans-Jucus (Kalabagh-Bannu)	24	...	183	11	...	...	...	...
Total	953	...	803	421	5	...	219	...
<i>2' 0" gauge.</i>								
Darjeeling-Himalayan	251	...	57	...	...	4	...	...
Gwalior Light	178	...	59	...	...	...	62	...
Howrah-Amta Light	14	...	...	...	...	...	48	...
Howrah-Sheekhala Light	9	...	...	...	...	...	4	...
Jagadhri Light	1	...	...	...	...	...	...	...
Jorhat (Provincial) ... ..	...	...	55	...	...	...	...	...
Kulasokarapatnam Light ... ..	...	...	...	...	...	...	...	...
Matheran Light	8	...	...	...	...	...	15	...
Mysore Light ... ..	...	...	...	...	...	...	...	...
Pipar-Bilara Light	1	...	...	...	...	...	...	...
Tamsar-Tirodi Light ... ..	...	...	...	...	...	...	...	...
Total	462	...	171	...	...	4	130	...
GRAND TOTAL	91,804	29,500	5,377	1,115	5,036	18	27,488	4,312

* Temporarily dismantled.

DIX 16—contd.

railway on the 31st March 1921.

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-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	8	...	...	...	...	...	8	...	...	...
...	...	20	...	6	...	...	...	...	...	...	...
...	...	35	...	...	...	...	...	...	2	...	...
7	49	...	...	...	...	...	...	...
...	...	*120	...	*285	...	1	...	...	...	...	...
4	...	12	...	...	...	...	...	...	...	...	...
10	...	11	...	...	...	1	...	...	...	...	...
...	...	64	...	12	...	...	...	...	...	...	...
...	...	60	...	12	...	...	...	...	...	...	...
5	...	55	...	...	...	...	...	...	...	...	...
6
...	...	18	...	...	...	...	...	...	...	25	...
25	...	9	...	...	...	1	...	...	...	...	...
7	...	30	...	543	...	...	2	...	43	...	...
165
23	...	2	...	...	...	2	...	7	...	...	...
...	...	8	...	...	...	...	...	2	...	...	...
45	...	15	...	...	...	1	...	4	...	...	...
8	...	1	...	...	...	...	...	2	...	...	...
...	...	13	...	...	...	...	...	...	...	6	...
...	...	1	...	10	...	...	...	4	...	...	...
48
9	...	38	...	...	...	...	...	...	...	...	...
12	1	...	...	...	2	...
...	...	2	...	12	...	...	...	...	...	...	...
...
...	...	36	...	...	...	...	...	2	...	...	...
2	...	7	...	...	...	...	...	5	...	...	...
49	...	27	...	...	...	...	...	6	...	...	...
421	...	592	...	929	...	7	2	40	47	81	...
18	...	98	...	2	...	...	...	9	...	21	...
16	...	4	...	...	...	...	...	...	...	...	...
10
...	...	6	...	7	...	...	...	4	...	...	...
28
...	22	8	...	...
4	...	2	...	1	...	...	...	...	...	...	...
...	...	400	...	...	...	...	...	...	...	...	...
71	...	510	...	10	...	...	...	85	...	21	...
1,818	2	8,956	8,040	1,168	1,046	312	4	2,822	1,237	5,388	538

* These are open wagons.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES.— <i>conold.</i>							
	BRAKE-VANS (USED INDISCRIMINATELY ON PASSENGER, GOODS OR MIXED SERVICE).		OIL TANK WAGONS.		TRAVELLING RANES.		MISCELLANEOUS WAGONS.	
	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.
91	92	93	94	95	96	97	98	99
<i>5' 6" gauge.</i>								
Bengal-Nagpur	315	...	140	...	27	...	114	4
Bombay, Baroda and Central India	253	...	40	...	18	...	1,092	2
Eastern Bengal	146	...	71	...	12	...	109	46
East Indian	959	...	190	...	30	4	942	9
Great Indian Peninsula	885	1	100	7	83	4	159	15
Madras and Southern Mahratta	232	...	68	...	16	...	71	1
Nizam's Guaranteed State	39	...	...	...	2	...	20	...
North Western	543	...	168	...	68	...	166	13
Oudh and Rohilkhand	87	...	14	...	22	...	68	2
South Indian	70	...	7	...	4	...	11	...
Bombay Port Trust	1	...	1	...	...	...	2	...
Calcutta Port Commissioners'	1	...	...	...	4	...	89	...
Total	3,527	1	799	7	286	8	2,833	92
<i>3' 8 1/2" gauge.</i>								
Assam-Bengal	12	...	28	...	11	5	52	...
Bengal and North-Western	279	...	15	...	20	...	9	...
Bengal Doonars	16	...	...	...	3	...	1	...
Bhavnagar State	6	...	...	1	...	1	7	...
Bombay, Baroda and Central India	273	...	27	...	17	2	143	...
Burma	172	...	6	23	35	1	138	14
Dibra-Sadiya	16	...	...	6	1	1	...	...
Eastern Bengal	94	...	24	...	15	...	47	1
Gondal	6	...	1	...	1	...	55	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal,	83	...	...	2	3	...	18	...
Jamnagar ... ..	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	72	...	6	2	...	...	47	...
Junagad State	8	...	...	...	...	1	...	...
Madras and Southern Mahratta	104	...	12	33	22	...	735	178
Morvi	2	...	...	...	1	...	...	...
Mysore Birur-Shimoga and Chickajur-Chitaldrug	5	...	...	...	6	...	1	4
Rohilkhand and Kumaon	50	...	...	...	12	...	19	...
South Indian	155	...	55	8	11	...	81	...
Udaipur-Chitorgarh	5	...	...	...	...	...	...	...
Total	1,307	...	174	75	158	11	1,353	197

DIX 16.—*contd.**railway on the 31st March 1921.*

<i>concd.</i>		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
17,324	8	1	...	...	4
9,680	2	2	...	6	10
8,712	4	1	...	3	8
36,874	...	5	17	1	...	5	28
18,839	...	1	8	1	...	*10	20
5,269	...	2	2	1	...	...	5
1,984
29,908	...	1	15	3	...	5	24
8,485	5	...	...	2	7
1,803
550
1,558
141,286	...	9	56	10	...	31	106
4,620
8,812
461
510	1	...	2	...	...	...	3
6,700
8,000	†8	...	2	...	...	1	6
1,243
5,076	1	...	...	...	1
450	1	...	...	...	1
1,094
80	1	1	...	...	2
2,359
233	1	...	...	...	1
6,756
122
347
2,254	24	...	6	30
4,467	...	2	1	...	...	...	3
56	1
55,639	4	2	10	25	...	7	48

* Includes two steam lorries and three motor lorries used for Loco. and Stores Departments.

† There are four engines and three trailers.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—concl.							
	BRACK-VANS (USED INDISCRIMINATELY ON PASSENGER, GOODS OR MIXED SERVICE).		OIL TANK WAGONS.		TRAVELLING CRANES.		MISCELLANEOUS WAGONS.	
	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	gie.	4-wheeled.	Bogie.
91	92	93	94	95	96	97	98	99
<i>2' 6" gauge.</i>								
Ahmadpur-Katwa	4	...	...	...	...	...	...	...
Arakan Light ... ..	...	...	...	...	...	...	...	...
Arrah-Sasaram Light	4	...	...	...	...	...	...	...
Bankura-Damoodar River	6	...	...	...	...	...	...	...
Baraset-Basirhat Light	8	...	...	...	...	...	...	...
Barai Light ... ..	...	...	...	2	...	1	...	6
Bengal Provincial ... ..	...	...	...	...	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Brosch-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	21	...	...	...	...	...	3	...
Bokhtiarpur-Bihar Light	3	...	...	...	...	...	...	...
Burdwan-Katwa	4	...	...	...	...	...	...	...
Champaur-Shivrajpur-Pani Light	4	...	...	...	...	...	...	6
Cutch State	2	...	...	...	...	...	...	...
Dehri-Rohtas Light ... ..	...	...	...	...	...	...	...	...
Dholpur-Bari	8	...	...	...	...	...	...	...
Dhond-Baramati ... ..	...	...	...	...	...	...	2	...
Eastern Bengal	2	...	...	...	...	...	6	...
Ellichpur-Yeotmal	4	...	...	...	...	...	2	...
Godhra-Lunavada	2	...	...	...	...	...	...	1
Gondia-Chanda, Jubulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhantari.	80	...	...	6	5	...	...	14
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	14	...	...	...	...	...	121	7
Jessore-Jhenidah	1	...	...	...	...	...	2	...
Kalighat-Falta	8	...	...	...	...	...	...	...
Kolta-Simla	21	...	...	...	1	...	1	...
Kolar District and Bangalore-Chik Ballapur Light	2	...	...	...	2	...	...	...
Madaya Light... ..	4	...	...	...	...	...	11	...
Morappur-Hosur and Tirupattur-Krishnagiri ... ..	...	...	...	...	...	...	...	...
Morvi	2	...	...	...	1	...	...	...
Mayurbhanj ... ..	...	...	...	...	...	...	1	...
Nadiad-Kapa vanj	2	...	...	...	...	...	...	...
Pachora-Jamner	1	...	...	...	...	...	...	...
Parlakimedi Light ... ..	...	...	...	...	...	...	...	...
Powayan Light* ... ..	...	...	...	...	...	...	...	...
Pulgaon Arvi	Included	with the Ellichpur-Yeotmal Railway	...	...	...	...	...	...
Shabdara (Delhi)-Sahasapur Light	8	...	...	...	...	...	...	...
Tezporo-Balipara Light ... ..	...	3	...	...	...	...	...	...
Tras-Indus (Kalabagh-Bannu)	12	...	...	...	...	...	24	5
Total	162	3	...	8	9	1	173	39
<i>2' 0" gauge.</i>								
Darjeeling-Himalayan ... ..	...	...	...	...	...	...	...	7
Gwalior Light... ..	...	...	...	...	...	...	...	1
Howrah-Amta Light	13	...	...	...	...	...	...	...
Howrah-Sheakhala Light	1	...	...	...	...	...	...	...
Jagadhri Light	1	...	...	...	...	...	...	...
Jorhat (Provincial) ... ..	...	...	1	...	1	...	18	...
Kulasekarapatnam Light ... ..	...	...	...	...	...	...	36	...
Matheran Light ... ..	...	...	...	...	...	...	...	...
Pipar-Bilara Light	1	...	...	...	1	...	2	...
Mysore Light ... ..	...	...	...	...	2	...	1	...
Tumear-Tirodi Light ... ..	...	...	...	...	...	...	12	...
Total	16	...	1	...	4	...	69	8
GRAND TOTAL	5,012	4	974	90	457	20	4,428	336

* Temporarily dismantled.

DIX 16.—concl'd.

railway on the 31st March 1921.

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	1	...	...	...	1
78	1	...	...	...	1
48
192	3	2	...	...	5
66
647	1	...	...	...	1
71
40	1	...	...	...	1
91
84	1	...	...	...	1
109
81	1	...	...	...	1
17
95
147
28
1,504	1	...	...	...	1
372	1	...	...	...	1
43
53
146	...	3	1	...	...	...	4
57
50
78	1	...	...	...	1
62
20
27
13
18
...
...
209	1	...	...	...	1
93	...	2	...	...	...	...	2
291	2	...	...	...	2
4,865	...	5	16	2	...	...	23
414	...	1	...	...	...	...	1
339	2	1	2	...	...	...	5
90
14
8
109
86	7	...	...	...	...	...	7
26	...	1	...	...	...	...	1
10
16
400
1,512	9	3	2	...	...	...	14
203,362	13	19	84	37	...	38	191

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

Railway.	ENGI						
	Number at close of 1919-20.	Number added in 1920-21.	Total No. of locomotives on the 31st March 1921.	Number of all classes per mile of line open on 31st March 1921, 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	516	44	560	0.30	25,010	69	18,750
Bombay, Baroda and Central India...	861	16	877	0.31	26,349	72	21,400
Eastern Bengal	812	-17	295	0.48	23,959	64	15,891
East Indian	1,257	38	1,295	0.47	23,559	81	20,763
Great Indian Peninsula	1,235	28	1,263	0.40	21,841	60	18,083
Madras and Southern Mahratta	271	21	292	0.27	21,952	60	18,024
Nizam's Guaranteed State	581	5	86	0.24	19,966	55	16,639
North Western	1,454	96	1,550	0.30	†16,419	†15	†12,144
Ondh and Rohilkhand	276	11	287	0.18	20,499	56	18,281
South Indian	142	1	143	0.25	19,406	53	16,934
Total	5,905	243	6,148	...	...	...	...
<i>3' 3½" gauge.</i>							
Assam-Bengal	144	...	144	0.14	22,840	63	18,153
Bengal and North-Western	326	2	328	0.15	22,438	61	18,039
Bengal Dooars	16	...	16	0.10	21,557	59	19,550
Bhavnagar State	23	...	23	0.11	23,153	69	19,769
Bombay, Baroda and Central India	584	12	596	†0.22	†22,079	†60	†18,960
Burma	320	...	320	0.20	25,365	69	20,180
Dibru-Sadiya	27	8	30	0.33	14,474	40	6,172
Eastern Bengal	230	25	264	0.24	18,858	52	19,936
Gondal	19	3	22	0.10	28,751	79	24,636
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	63	15	78	0.14	19,801	54	16,629
Jamnagar	6	...	6	0.11	16,600	45	13,236
Jodhpur-Bikaner	104	-1	103	0.08	25,523	70	22,857
Junagad State	13	...	13	0.09	20,795	57	18,016
Madras and Southern Mahratta	307	24	331	0.17	23,457	64	20,319
Norvi	12	2	14	0.19	15,707	43	15,367
Mysore, Birur-Shimoga and Chikjajur-Chitaldrug	23	1	24	0.09	23,118	63	21,786
Rohilkhand and Kumaon	62	11	73	0.13	19,197	53	14,589
South Indian	315	19	334	0.26	21,964	60	19,279
Udaipur Chitorgarh	4	...	4	0.06	20,350	61	18,309
Total	2,607	116	2,723	...	...	...	...

* 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 one steam crane tank.

‡ The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotives.

DIX 17.

during the financial year 1920-21 (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 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
51	3,801,539	31.61	828,483	7.93	10,347	9.12	4,14.56	21,929
59	1,799,155	22.00	214,100	3.00	10,525	11.41	1,90.94	15,620
43	2,116,583	46.88	12,359	0.27	6,920	19.14	1,36.30	22,147
57	7,015,334	28.05	1,781,008	6.1	12,733	8.65	6,40.21	23,167
50	4,192,570	18.31	1,501,065	6.68	8,393	19.61	6,43.70	20,624
49	971,594	17.73	157,056	2.87	8,549	16.44	1,39.25	12,909
46	203,630	14.37	49,613	3.55	6,329	10.90	33.58	10,914
*33	*6,445,380	*34.24	*1,609,616	*8.55	6,658	115.35	8,53.47	10,585
50	936,867	17.92	162,440	8.11	8,091	19.49	1,43.51	9,011
46	320,735	13.83	46,200	1.99	5,321	22.38	57.46	12,775
...	27,273,387	...	6,361,840	...	...	...	32,57.98	...
50	626,565	24.13	32,218	1.24	4,589	7.34	53.65	5,188
49	1,390,528	23.50	14,651	0.25	4,950	20.60	99.29	4,813
54	21,948	7.02	10,156	3.25	...	14.25	5.10	3,224
54	117,242	25.79	2,571	0.57	4,419	10.17	7.84	3,007
†52	†1,604,872	†16.09	†334,150	†3.35	†5,042	13.13	1,13.98	4,854
55	1,571,518	24.57	103,642	1.62	5,940	6.87	1,14.88	7,080
17	125,490	50.03	...	...	...	19.23	...	...
38	1,236,923	33.62	5,755	0.16	4,133	19.37	132.92	17,389
67	30,533	16.70	8,144	1.50	4,588	23.45	8.01	3,468
46	160,428	12.22	5,931	0.41	4,311	7.18	34.40	6,331
36	19,981	25.16	1,308	1.65	2,520	15.66	1.52	2,801
63	269,953	11.47	36,636	1.56	5,907	18.14	50.27	3,777
49	80,753	13.13	684	0.29	8,335	19.77	2.95	2,100
56	903,767	13.40	147,239	2.18	4,593	14.20	\$1,10.02	55,797
43	4,755	2.21	7,264	3.38	...	14.28	3.87	5,241
60	31,977	6.12	12,498	2.39	...	8.33	8.26	3,147
40	381,416	31.12	42,003	3.94	3,870	10.41	27.41	4,768
53	824,899	12.93	23,946	0.38	4,443	17.96	89.09	6,832
51	6,164	8.19	...	...	3,615	23.50	1.29	1,917
...	9,369,712	...	788,196	...	...	...	8,14.75	...

* The calculations have been arrived at without taking into account one steam crane tank.

† 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.	ENGL						
	Number at close of 1919-20. †	Number added in 1920-21.	Total number of locomotives on the 31st March 1921.	Number of all classes per mile of line open on 31st March 1921, 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	30,921	85	24,818
Arakan Light	3	...	3	0.16	9,291	25	6,723
Arrah-Sasaram Light	5	...	5	0.08	20,121	55	18,390
Bankura-Damoodar River	6	...	6	0.10	24,152	68	19,325
Baraset-Basirhat Light	7	...	7	0.15	18,092	50	17,169
Barsi Light	17	...	17	0.14	16,504	57	14,116
Bengal Provincial	7	...	7	0.19	58,610	48	14,438
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaokwar, Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State,	28	...	28	0.08	1,266	50	14,955
Bukhtiarpur-Bihar Light	4	1	5	0.15	19,284	56	12,905
Burdwan-Katwa	4	...	4	0.12	22,750	62	19,784
Champamer-Shivrajpur-Pani Light	4	...	4	0.12	13,290	36	12,152
Catch State	3	...	3	0.08	11,356	31	9,020
Dohri-Rohtas Light	4	1	5	0.21	10,526	29	10,526
Dholpur-Bari	4	1	5	0.09	15,991	44	11,947
Dhond-Baramati	2	...	2	0.07	24,181	66	24,030
Eastern Bengal	10	...	10	0.18	12,040	33	9,914
Ellichpur-Yeotmal	13	...	13	0.09	21,493	59	19,182
Godhra-Lunavada	2	...	2	0.07	22,193	61	18,908
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Banchi and Raipur Dhamtari,	111	5	116	0.15	18,868	52	14,471
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai,	27	...	27	0.15	112,005	138	17,976
Jessore-Jhenidah	6	...	6	0.16	20,008	55	13,408
Kalighat-Falta	5	...	5	0.19	31,961	88	18,280
Kalka-Simla	22	...	22	0.37	23,152	63	15,589
Kolar District and Bangalore-Chickballapur Light,	7	...	7	0.07	20,523	56	17,041
Madaya Light	5	3	7	0.44	...	...	...
Mayurbhanj	3	...	3	0.04	12,776	35	10,912
Morappur-Hosur and Tirupattur-Krishnagiri	3	...	3	0.08	21,036	58	20,820
Morvi	5	...	5	0.26	7,858	22	7,333
Nadiad-Kapadvanj... ..	3	...	3	0.09	16,024	44	13,811
Paohora-Jaunpur	2	...	2	0.06	28,859	79	28,732
Parlakimedi Light	3	...	3	0.12	10,141	28	6,470
Powayan Light* ... ..	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	8	...	8	0.08	15,226	42	14,651
Tespora-Balipara Light	4	1	5	0.25	...	...	6,511
Trans-Indus (Kalabagh-Bannu)	26	...	26	0.19	21,075	58	11,423
Total	872	13	885	...	...	...	...
<i>2' 0" gauge.</i>							
Derjeeling-Himalayan	26	...	26	0.16	20,782	56	18,892
Gwalior Light	21	...	21	0.08	13,156	36	11,690
Howrah-Amra Light	16	1	17	0.39	12,814	35	12,143
Howrah-Sheakhala Light	2	1	3	0.15	18,153	52	16,175
Jagadhri Light	2	...	2	0.60	6,555	18	6,555
Jorbat (Provincial)	9	1	10	0.31	5,120	14	5,120
Kulasekarapatnam Light	6	...	6	0.19	7,783	21	7,783
Matheran Light	5	...	5	0.39	...	...	...
Mysore Light	4	...	4	0.15	7,558	21	4,935
Pipar-Bilara Light	2	...	2	0.08	11,389	31	11,389
Tumsar-Tirodi Light	13	...	13	0.29	...	...	...
Total	106	3	109	...	...	...	...
GRAND TOTAL	8,990	375	9,365	...	...	...	...

* Temporarily dismantled.

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

‡ Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

LIX 17—contd.

during the financial year 1920-21 (except where otherwise stated).

NES—contd.

Train mileage per engine per <i>dim.</i>	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 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
68	6,043	8.12	1,999	2.70	...	25.00	66	1,993
18	3,422	16.45	151	0.75	...	66.66	1.31	7,198
50	6,402	6.96	156	0.16	...	20.00	1.37	1,941
58	29,330	25.21	291	0.25	...	16.66	1.70	2,538
47	...	...	6,194	4.50	...	12.50	1.67	3,195
39	32,124	15.17	3,542	1.67	...	11.76	6.04	5,116
39	8,980	7.77	6,066	5.26	...	37.50	1.39	3,337
41	82,336	19.66	910	0.22	...	17.86	3.92	1,091
85	9,442	14.74	434	0.67	...	40.00	99	3,007
54	6,418	8.11	73	0.07	...	25.00	1.06	3,215
33	4,553	9.87	...	...	1,876	18.25	81	2,508
25	7,008	25.89	117	0.43	...	33.33	79	2,159
29	...	...	...	...	...	20.00	1.32	5,523
33	15,160	25.88	5,059	8.47	...	...	1.02	1,983
66	255	0.58	...	...	...	...	71	2,612
27	21,192	21.35	...	...	...	10.00	...	...
53	26,315	11.48	184	0.08	...	23.08	4.85	3,479
52	6,570	17.37	...	...	2,046	...	46	1,816
40	405,985	29.83	28,625	2.08	2,493	10.12	45.38	5,665
†22	†108,710	†50.48	†8,086	†3.75	†793	14.81	5.88	8,287
37	19,350	20.88	84	0.09	...	16.66	...	...
59	43,731	47.80	1,779	1.94	...	...	1.75	3,746
43	138,425	39.03	12,258	8.59	1,412	13.64	6.96	11,620
47	24,374	20.43	937	0.79	...	14.29	1.23	1,208
...	...	...	...	...	...	29.57	90	5,625
30	9,083	16.66	552	1.01	1,049	12.33	56	797
57	1,584	0.95	95	0.06	2,233	12.50	4.81	4,372
21	2,626	7.18	76	0.21	...	20.00	97	5,199
38	6,638	16.02	...	...	1,993	...	71	2,855
79	255	0.44	...	...	...	...	22	636
18	10,962	56.48	118	0.61	771	2.67	1.01	4,115
...
40	11,521	9.83	108	0.09	...	12.50	3.76	3,984
19	...	...	...	...	...	40.00	1.39	6,964
31	250,390	84.30	9,005	3.03	2,086	7.69	14.74	10,887
...	1,294,364	...	86,902	...	...	...	1,18.77	...
51	49,131	10.00	14,550	2.90	...	15.38	5.89	4,023
32	29,466	13.01	3,490	1.39	...	23.81	7.57	3,080
33	7,833	3.73	2,660	1.28	...	23.63	3.12	7,114
44	1,958	4.03	665	1.16	...	33.33	48	2,415
18	1,092	8.32	...	...	...	50.00	20	6,636
14	...	...	...	...	...	20.00	...	...
21	...	...	...	...	...	83.33	64	2,019
...
14	10,491	53.14	32	0.16	...	...	64	2,877
31	...	...	...	...	319	...	19	769
...	...	...	...	...	...	23.09	...	...
...	99,991	...	21,337	...	...	...	18.73	...
...	38,037,454	...	7,258,275	...	...	...	42,10.23	...

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

† Results are based on the mileage excluding that of the Jacobabad-Kashmir railway which was closed during the year.

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

Railway.	COACHING							
	Number at close of 1919-20.*	Number added in 1920-21.	Number at close of 1920-21.	Number of all classes per mile of line open on 31st March 1921, 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 1921.
18	19	20	21	22	23	24	25	26
<i>5' 6" gauge.</i>								
Bengal-Nagpur	1,104	16	1,114	0.59	49,486	136	17.77	†1,57.17
Bombay, Baroda and Central India	933	14	947	0.72	9,557	136	16.05	†1,85.38
Eastern Bengal	893	11	904	1.49	52,434	144	10.88	†96.43
East Indian	2,389	...	2,389	0.84	51,405	141	12.47	†3,13.36
Great Indian Peninsula	2,373	56	2,429	0.76	49,907	137	13.05	†2,84.37
Madras and Southern Mahratta	883	-2	881	0.82	48,510	133	18.27	†92.14
Nizam's Guaranteed State	164	...	164	0.47	...	...	13.01	16.35
North-Western	3,315	-26	3,289	0.64	54,638	150	16.48	†5,23.86
Ondh and Rohilkhand	1,109	1	1,110	0.69	38,400	105	18.53	††
South Indian	364	...	364	0.63	82,215	88	21.15	†41.84
Total	13,527	64	13,591	...	...	...	...	16,61.39
<i>5' 3 1/2" gauge.</i>								
Assam-Bengal	477	...	477	0.46	34,846	95	7.13	†60.72
Bengal and North-Western	1,079	25	1,104	0.51	75,125	206	15.00	††
Bengal Doocars	54	6	60	0.38	...	...	4.27	3.96
Bhavnagar State	121	7	128	0.82	48,203	132	10.80	†6.76
Bombay, Baroda and Central India	1,578	11	1,589	0.68	43,134	118	15.65	1,63.04
Burma	1,152	-18	1,134	0.70	31,808	87	7.98	†97.12
Dibru-Sadiya	50	1	51	0.56	...	...	12.00	...
Eastern Bengal	1,005	50	1,055	0.99	39,948	109	5.66	††97.68
Gondal	102	...	102	0.44	44,528	122	16.25	†5.81
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal	185	...	185	0.34	...	...	12.25	15.23
Jamnagar	32	...	32	0.64	35,358	97	0.56	†1.11
Jodhpur-Bikaner	283	17	300	0.23	77,201	212	8.12	†23.99
Junagad State	66	4	70	0.50	32,559	89	8.81	†4.66
Madras and Southern Mahratta	1,195	13	1,207	0.62	34,144	94	12.01	†69.93
Morvi	73	1	74	1.00	...	...	16.21	4.02
Mysore, Birur-Shimoga and Chickjaur-Chitaldrug	102	9	111	0.42	28,837	79	1.80	††
Rohilkund and Kumaon	248	3	251	0.44	44,243	121	13.69	†21.28
South Indian	1,479	23	1,502	1.15	26,529	73	12.05	†1,34.66
Udaipur-Chitorgarh	37	...	37	0.55	...	...	2.70	†2.11
Total	9,318	151	9,469	...	...	...	...	7,12.68

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

† Includes the outlay on motor cars.

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

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

††† Included with the outlay on goods stock.

DIX 17—contd.

during the financial year 1920-21 (except where otherwise stated).

Stock.	Goods Stock.									
	Number at close of 1919-20.					Number added in 1920-21.				
	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
+8,814	6,503	8,372	344	760	15,979	349	916	240	-160	1,345
+11,074	5,477	3,638	2	634	9,751	219	...	...	10	229
+15,871	5,878	1,127	103	529	7,637	1,089	...	-27	13	1,075
+11,328	21,552	18,053	200	1,515	36,320	540	-605	...	619	554
+9,111	12,254	5,095	283	1,254	18,886	-44	-3	...	...	-47
+8,542	2,873	1,473	132	384	4,862	418	...	-3	...	407
4,625	518	1,245	14	60	1,832	190	54	-3	...	152
+10,180	22,548	5,408	541	922	28,415	440	12	-1	42	493
††	7,300	592	166	148	8,206	935	-24	-17	35	379
+9,302	924	501	232	92	1,739	59	5	...	...	64
...	85,820	40,502	2,007	6,298	134,627	3,455	355	189	552	4,551
+5,815	3,056	837	104	107	4,104	536	§ -21	...	1	516
††	7,066	*669	292	325	8,352	460	2	...	-2	460
2,506	367	48	32	20	467	-6	...	...	...	-5
...	176	...	...	...	...	...	...	...	...	...
+3,109	6,443	302	10	17	505	7	-2	...	...	5
6,942	...	2,282	47	382	8,954	-72	-296	...	114	-254
...	5,158	...	...	...	...	...	...	...	...	...
+5,966	332	1,664	461	345	7,628	130	47	51	44	372
...	...	773	88	83	1,276	...	42	-16	-59	-33
...
+13,705	3,877	662	147	531	5,017	48	7	208	-200	58
+2,517	137	239	9	65	450	...	...	...	...	...
2,803	625	322	21	52	1,080	...	11	-1	4	14
...
+2,055	40	40	...	...	80	...	...	...	...	...
+1,802	1,763	344	...	133	2,230	165	-40	...	4	129
...
+3,317	57	150	3	4	214	19	...	...	...	19
33,685	4,894	1,250	149	317	6,610	125	41	5	-25	-146
6,350	32	87	...	8	122	...	...	...	...	...
...
††	194	101	11	12	318	8	-3	20	4	19
+3,702	1,742	160	76	79	2,057	108	89	...	3	197
+19,327	2,472	1,429	119	291	4,311	110	27	...	19	156
+3,134	41	10	...	5	56	...	...	...	...	...
...	88,072	11,429	1,569	2,761	53,431	1,736	-96	262	-94	1,808

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

† Includes the outlay on motor cars.

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

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

|| 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 1919-20. †	Number added in 1920-21.	Number at close of 1920-21.	Number of all classes per mile of line open on 31st March 1921, 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 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
18	19	20	21	22	23	24	25	26	27
<i>2' 6" gauge.</i>									
Ahmadpur-Katwa	19	...	19	0.58	...	...	...	89	2,706
Arakan Light	10	...	10	0.54	...	...	10.00	64	3,537
Arrah-Sasaram Light	23	...	23	0.35	...	...	4.34	†1,30	†2,002
Bankura-Damodar River	27	...	27	0.45	...	...	...	†1,32	†2,202
Baraset-Basirhat Light	48	-3	45	0.86	...	...	6.68	††	††
Barsi Light	49	...	49	0.42	...	...	10.20	...	...
Bengal Provincial	31	...	31	0.74	...	...	12.90	1.05	2,539
Bilimora-Kalamba, Bodeli-Chota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvar, Petlad-Vaso and Rajpipla State.	122	1	123	0.34	...	...	0.81	†6.33	†1,783
Bukhtiarpur-Bihar Light	22	-3	19	0.58	...	...	10.52	††	††
Burdwan-Katwa	22	...	22	0.64	...	...	...	†1.05	†3,191
Champaner-Shivrajpur-Pani Light	4	...	4	0.11	...	...	...	39	1,165
Cutch State	7	...	7	0.19	...	...	...	†50	†1,354
Dehri-Rohas Light	10	...	10	0.42	...	...	...	19	806
Dholpur-Bari	9	-1	8	0.15	...	...	...	†93	†1,798
Dhond-Baramati	5	...	5	0.18	...	...	...	48	1,770
Eastern Bengal	69	2	71	1.29	14,748	40	2.32	**	**
Ellichpur-Yeotmal	33	1	34	0.24	...	...	...	3.43	2,461
Godhra-Lनावada	6	...	6	0.23	...	...	...	51	1,993
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Furulia-Ranchi and Raipur-Dhantari.	363	...	363	0.45	48,513	133	9.93	27.22	3,411
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	105	...	105	0.59	59,759	527	5.08	†4.76	†2,659
Jessore-Jhenidah	21	...	21	0.56	...	...	...	...	...
Kalighat-Falta	38	...	38	1.46	...	...	...	2.12	8,154
Kalka-Simla	97	...	97	1.62	16,415	45	7.40	†9.71	†16,308
Kolar District and Bangalore-Chik Ballapur Light	20	...	20	0.19	...	...	5.00	††	††
Madaya Light	11	1	12	0.75	...	...	...	81	5,062
Mayurbhanj	11	...	11	0.15	23,541	90	3.27	††	††
Merappur-Hosur and Tirupattur-Krishnagiri	35	...	35	0.35	28,417	78	8.57	†1.88	†1,903
Morvi	42	...	42	2.22	...	...	11.90	1.29	6,841
Nadiad-Kapadvanj	7	...	7	0.23	...	...	...	91	3,022
Pachora-Jannar	8	...	3	0.09	...	...	...	31	909
Parlakimedi Light	12	...	12	0.49	22,387	61	23.67	††	††
Powayan Light* ... ..	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-Yeotmal	Railway.	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	43	...	43	0.46	...	...	2.32	†1.69	†1,830
Tespore-Balipara Light	14	...	14	0.70	...	...	...	†63	†3,406
Trans-Indus (Kalabagh-Banna)	84	...	84	0.62	23,533	64	2.60	†7.91	†5,840
Total	1,422	-2	1,420	...	...	...	...	78.30	...
<i>2' 0" gauge.</i>									
Darjeeling-Himalayan	138	...	138	0.94	...	...	20.28	††	††
Gwalior Light	88	-1	87	0.35	...	...	...	...	...
Howrah-Amta Light	118	-7	111	2.53	...	...	5.40	††	††
Howrah-Sheakhala Light	31	-1	30	1.52	...	...	6.68	††	††
Jagadhri Light	4	...	4	1.21	...	...	...	8	2,468
Jorhat (Provincial)	34	...	34	1.05	...	...	14.70	...	...
Kulasekarapatnam Light	19	-1	18	0.60	...	...	...	1.04	†3,262
Matheran Light	35	4	39	3.09	...	...	...	...	...
Mysore Light	3	1	4	0.15	...	...	25.00	††	††
Pipar-Bilara Light	5	...	5	0.20	...	...	18.00	††	††
Tumsar-Tirodi Light	1	...	1	0.02	...	...	...	...	...
Total	476	-5	471	...	...	...	...	1.12	...
GRAND TOTAL	24,743	208	24,951	...	...	...	...	24,53.49	...

* Temporarily dismantled.

† Includes the 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' 3½" gauge section.

†† Included with the outlay on goods stock.

§ Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

DIX 17—contd.

during the financial year 1920-21 (except where otherwise stated).

Goods Stock.									
Number at close of 1919-20.					Number added in 1920-21.				
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	...	...	...	...	...
35	35	2	6	78	...	...	...	...	...
6	39	...	...	45	...	...	...	9	9
127	56	...	9	192	...	...	...	...	...
25	41	...	...	66	...	...	...	...	...
218	397	...	24	639	...	8	...	...	8
18	50	...	...	68	...	...	...	9	9
23	11	...	4	40	...	...	...	...	...
6	77	...	4	87	...	4	...	...	4
5	28	...	2	35	...	-1	...	...	-1
37	72	...	...	109	...	...	...	...	...
8	70	...	2	80	...	...	...	1	1
9	6	...	2	17	...	...	...	...	...
69	11	...	4	84	...	7	...	4	11
90	46	...	3	139	...	5	...	3	8
9	17	...	2	28	...	...	...	...	...
678	703	48	55	1,474	-5	35	...	...	80
159	64	7	142	372	...	...	...	...	...
26	12	2	3	43	...	...	...	...	...
30	15	...	8	53	...	...	...	...	...
73	46	4	23	146	...	...	...	...	...
24	19	2	4	49	5	3	...	...	...
23	6	4	14	47	2	...	...	1	3
8	11	...	1	20	...	...	...	...	...
30	48	...	...	78	...	...	...	...	...
12	47	...	3	62	...	...	...	...	...
13	16	...	2	31	...	-4	...	...	-4
10	...	2	1	13	...	...	...	...	...
4	14	...	...	18	...	...	...	...	...
...
...
168	36	2	3	209	...	...	...	...	...
46	39	5	3	98	...	...	...	...	...
-168	78	6	34	284	...	...	...	7	7
2,189	2,150	79	366	4,784	2	57	...	29	81
294	100	9	3	406	18	16	...	4	38
287	101	...	1	339	...	...	...	...	...
14	63	...	...	77	...	...	...	13	13
9	4	...	...	18	...	...	...	1	1
1	6	...	1	8	...	...	...	...	...
55	42	4	8	109	...	...	...	...	...
...	36	...	...	36	...	...	...	...	...
7	15	...	3	25	1	...	...	...	1
2	...	8	26	86	-2	...	14	-12	...
1	7	...	2	10	...	...	...	...	...
...	400	...	...	400	...	...	...	...	...
620	774	21	44	1,459	17	16	14	6	53
126,701	54,655	3,676	9,469	194,701	5,210	332	465	486	6,493

* 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 1920-21.					Number of all classes per mile of line open on 31st March 1921, 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	6,852	9,288	584	600	17,324	9.12	12,509	34
Bombay, Baroda and Central India ...	5,896	3,638	2	644	9,980	7.56	14,499	40
Eastern Bengal	6,967	1,127	76	542	8,712	14.12	12,830	35
East Indian	22,092	12,448	200	2,134	36,874	12.93	16,831	46
Great Indian Peninsula	12,210	5,082	283	1,254	18,839	5.92	12,402	34
Madras and Southern Mahratta	3,281	1,473	129	376	5,269	4.88	14,424	40
Nizam's Guaranteed State	613	1,299	11	61	1,984	5.64	...	...
North Western	22,986	5,418	540	964	29,908	5.81	11,070	30
Oudh and Rohilkhand	7,585	568	149	183	8,485	5.28	11,737	32
South Indian	983	508	222	92	1,803	3.10	8,832	24
Total	89,275	40,857	2,196	6,850	139,178	...	...	...
<i>8' 3 3/4" gauge.</i>								
Assam-Bengal	3,592	816	104	108	4,620	4.42	6,490	18
Bengal and North-Western	7,526	4,671	292	323	8,812	4.03	11,998	33
Bengal Doocars	361	43	32	20	461	2.91	...	...
Bhavnagar State	183	300	10	17	510	2.45	6,750	18
Bombay, Baroda and Central India ...	6,171	1,986	47	496	8,700	3.71	16,107	44
Burma	5,388	1,711	512	389	8,000	4.93	12,815	35
Dibru-Sadiya	332	815	72	24	1,243	13.62	...	...
Eastern Bengal	3,725	669	350	331	5,075	4.70	9,268	25
Gondal	137	239	9	65	450	1.95	7,718	21
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	625	393	20	56	1,084	2.01	...	...
Jamnagar	40	40	...	...	80	1.48	3,899	11
Jodhpur-Bikaner	1,928	304	...	127	2,359	1.77	9,098	25
Junagad State	76	150	3	4	233	1.66	9,183	25
Madras and Southern Mahratta	5,019	1,291	154	292	6,756	3.47	13,401	37
Morvi	32	87	...	3	122	1.65	...	...
Mysore, Birur-Shimoga, and Chiockajur-Chitaldrug.	202	98	31	16	347	1.32	...	...
Rohilkund and Kumsan	1,848	249	76	81	2,254	3.91	8,373	23
South Indian	2,582	1,456	119	310	4,467	3.43	10,806	36
Udaipur-Chitorgarh... ..	41	10	...	5	56	0.83	7,688	21
Total	89,808	11,933	1,831	2,667	55,639	...	...	...

* 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 1920-21 (except where otherwise stated).

Stock—concl'd.

Average tare in tons.		Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands.	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 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1921.	Grand total value of rolling-stock per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.	Covered wagons.	Open wagons.						
47	48	49	50	51	52	53	54	55	56
8.49	8.89	18.15	20.49	119	3.60	7,00.87	42,812	18,71.60	72,535
8.57	8.31	19.87	19.18	105	4.56	3,18.48	20,052	6,44.60	52,716
9.04	7.63	16.68	17.70	...	3.97	3,42.57	55,662	5,75.29	91,680
8.18	7.70	18.06	17.33	153	3.05	13,58.72	49,041	23,12.79	83,476
9.08	8.10	18.20	17.12	157	3.90	5,69.04	19,194	15,27.11	48,919
8.34	7.71	18.61	17.09	116	7.67	1,96.78	18,242	4,28.17	59,693
8.59	...	19.98	...	...	6.86	60.17	17,022	1,15.10	32,561
8.54	7.88	21.44	16.90	107	3.38	9,50.41	18,469	23,27.74	45,234
8.14	6.79	18.55	13.40	81	8.93	13,91.56	14,588	5,35.07	33,509
8.27	7.67	18.52	19.05	60	8.15	61.08	13,580	1,60.38	35,657
...	...	...	...	...	...	50,78.68	...	99,98.05	...
5.57	3.85	10.77	8.20	29	4.53	1,24.40	11,929	2,08.86	22,876
4.53	3.37	11.29	8.48	44	6.25	1,99.26	19,657	2,98.55	14,470
4.28	3.49	9.79	9.94	...	4.76	8.85	5,597	17.91	11,327
4.00	8.11	7.35	7.57	39	10.31	6.25	2,878	20.85	9,594
4.66	4.92	10.60	13.39	82	5.59	1,15.91	4,935	3,92.93	16,731
4.86	3.95	11.43	9.51	64	6.16	1,54.51	9,522	8,66.51	29,589
4.00	...	10.00	...	...	11.42	...	...	1,30.74	14,204
7.58	3.46	12.94	9.19	...	7.43	51,24.15	51,063	58,04.75	527,157
8.89	3.27	7.56	8.01	46	3.98	5.72	2,475	19.54	8,460
4.69	...	11.68	...	...	4.64	23.43	4,311	73.06	13,445
4.25	4.11	7.35	7.35	24	...	1.72	3,177	4.35	8,033
5.31	5.02	9.52	13.30	63	2.30	47.94	3,580	1,21.90	9,159
4.22	3.93	8.09	7.44	31	6.75	4.24	3,020	11.65	8,467
3.90	4.43	8.28	9.96	51	3.85	1,03.84	5,735	2,88.79	15,218
4.60	5.50	7.40	9.00	...	10.65	2.63	3,821	11.32	15,312
...	...	...	...	...	...	122.66	18,712	31.12	11,559
4.94	3.79	13.43	10.90	35	3.59	46.11	8,018	94.80	16,486
6.64	4.81	13.05	10.01	63	5.10	13.81	7,194	3,17.56	24,353
4.04	3.19	8.92	7.40	...	1.80	85	1,262	4.15	6,318
...	...	...	...	...	...	10,9.47	...	26,58.64	...

* 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 the outlay on coaching stock and motor cars.

‡ Includes the outlay on coaching stock.

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

¶ Includes the outlay by the Ledo and Tikak-Margherita Colliery railway.

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

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

Railway.	Goods									
	Number at close of 1920-21.					Number of all classes per mile of line open on 31st March 1921, 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.
38	39	40	41	42	43	44	45	46	47	48
<i>2' 6" gauge.</i>										
Ahmadpur-Katwa ...	6	16	...	4	26	0.80	...	...	3.50	2.75
Arakau Light ...	2	6	...	...	8	0.44	...	...	3.00	3.00
Arrah-Sugaram Light ...	27	20	...	4	51	0.78	...	...	3.20	2.95
Bankura-Damoodar River ...	35	35	2	6	78	1.30	...	...	3.50	2.75
Baraset-Basirhat Light ...	6	39	...	3	48	0.92	...	...	2.75	2.75
Barsi Light ...	127	56	...	9	192	1.63	...	...	6.59	4.78
Bengal Provincial ...	25	41	...	...	66	1.58	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	218	405	...	24	647	1.80	...	...	3.00	4.17
Bukhtiarpur-Bihar Light ...	18	50	...	3	71	2.15	...	...	2.75	2.50
Bardwan-Katwa ...	25	11	...	4	40	1.23	...	...	3.50	2.75
Champuner Shivrajpur-Pani Light ...	6	81	...	4	91	2.71	...	...	6.37	4.08
Cutch State ...	5	27	...	2	34	0.92	...	...	4.50	6.83
Dehri-Rohas Light ...	37	72	...	...	109	4.57	...	...	...	...
Dholpur-Bari ...	8	70	...	3	81	1.57	...	...	6.50	2.72
Dhond-Baramati ...	9	6	...	2	17	0.62	...	...	6.70	5.30
Eastern Bengal ...	69	18	...	8	95	1.73	...	...	3.34	1.97
Ellichpur-Yootmal ...	90	51	...	6	147	1.05	...	...	6.70	4.42
Godhra-Lunavada ...	9	17	...	2	28	1.10	...	...	6.61	5.00
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Paralia-Ranchi and Raipur-Dhamtari.	668	738	43	55	1,504	1.88	11,113	30	7.46	6.64
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	159	64	7	142	372	2.07	†7,247	†30	4.10	3.46
Jessore-Jhenidah ...	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 ...	73	48	4	23	148	2.43	9,410	26	6.51	6.92
Kolar District and Bangalore-Chik Dallypur Light.	29	22	2	4	57	0.56	...	...	...	...
Mudaya Light ...	25	6	4	15	50	3.12	...	...	...	...
Mayurbhanj ...	8	11	...	1	20	0.28	4,558	17	5.84	5.12
Morapur-Hosur and Tirupattar-Krishnagiri.	30	48	...	...	78	0.79	4,940	14	6.46	5.75
Morvi ...	12	47	...	3	62	3.28	...	...	3.00	3.00
Nadiad-Kapadvanj ...	13	12	...	2	27	0.69	...	...	6.80	6.25
Pachora-Jamner ...	10	...	2	1	13	0.38	...	...	6.70	...
Parlakimedi Light ...	4	14	...	...	18	0.73	4,892	13	7.8	4.06
Powayan Light* ...	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi ...	Included with the	...	...	...	...	...	...	...	...	...
Bhandara (Dolhi)-Saharanpur Light	168	36	2	3	209	2.26	...	...	3.70	3.40
Tespoore-Balipara Light	46	39	5	3	93	4.63	...	...	2.00	2.00
Trans Indus (Kalabagh-Bannu)	163	76	6	41	281	2.15	13,072	36	6.85	5.28
Total	2,191	2,207	79	388	4,865	...	...	...	...	...
<i>2' 6" gauge.</i>										
Darjeeling-Himalayan	312	116	9	7	444	3.03	...	...	...	...
Gwalior Light ...	237	101	...	1	33	1.36	...	...	...	...
Howrah-Amra Light ...	14	63	...	13	80	2.05	...	...	2.50	2.50
Howrah-Sheakhala Light ...	9	4	...	1	14	0.71	...	...	2.50	2.50
Jagadhri Light ...	1	6	...	1	8	2.42	...	...	3.30	2.47
Jorhat (Provincial) ...	55	42	4	8	109	3.36	...	...	...	...
Kulasekarapatnam Light ...	...	36	...	...	36	1.12	...	...	...	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	4,744	13	3.03	2.23
Tumsar-Tirodi Light ...	...	400	...	...	400	8.79	...	...	...	1.06
Total	637	790	95	50	1,512	...	...	...	...	...
GRAND TOTAL	131,911	55,187	4,141	9,955	201,194	...	...	...	...	...

* Temporarily dismantled.

† Rosts are based on the mileage excluding that of Jacobabad-Kashmor railway which was closed during the year.

DIX 17—concl'd.

during the financial year 1920-21 (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 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling stock, in thousands of rupees, on 31st March 1921.	Grand total value of rolling-stock per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.						
49	50	51	52	53	54	55	56
8:00	8:00	...	...	49	1,492	2,04	6,191
10:00	10:00	...	...	31	1,708	2,26	12,490
8:00	8:00	...	...	1,07	1,639	3,64	5,582
8:00	8:00	...	...	1,43	2,374	4,45	7,414
7:00	7:00	...	...	†2,89	†5,539	4,56	8,734
15:60	15:35	...	2:60	*14,52	*12,306	20,58	17,422
...	...	...	4:55	1,02	2,446	3,46	8,322
6:06	10:84	...	1:08	9,92	2,762	20,17	5,616
6:00	7:00	...	...	†2,49	†7,561	3,18	10,568
8:00	8:00	...	...	76	2,302	2,87	8,708
13:83	9:47	...	0:68	1,50	4,489	2,78	8,160
16:00	6:00	...	...	87	1,033	1,66	4,546
...	...	...	...	1,65	6,916	3,16	13,247
16:00	8:57	...	...	1,38	2,672	3,33	6,453
16:00	16:00	25	...	57	2,101	1,76	6,483
4:79	3:47	...	0:54	Included with the	Eastern Bengal railway (3'	3 1/2" gango section]	
16:00	12:10	46	0:68	5:30	3,797	13,58	9,737
14:55	11:65	...	...	59	2,341	1,56	6,144
16:01	16:21	35	3:75	50,46	6,323	1,23,08	15,419
8:15	8:50	17	4:11	7,16	4,007	17,80	9,933
8:00	8:00	...	...	...	...	2,84	...
8:00	8:00	...	...	1,06	4,094	4,93	18,994
14:14	17:72	38	3:75	3,41	5,691	20,08	33,519
...	...	...	...	†5,72	†5,593	6,95	6,801
...	...	...	...	1,27	7,981	2,98	19,618
13:10	11:64	...	13:05	†82	†1,164	1,38	1,961
9:50	10:00	16	6:41	2,46	2,492	8,65	8,747
4:50	7:00	...	6:45	1,17	6,205	3,43	18,155
15:00	16:00	...	...	74	2,458	2,36	7,880
16:00	...	25	...	38	1,084	91	2,629
12:64	7:38	14	7:00	†76	†3,102	1,77	7,217
...
...
8:00	8:00	...	1:43	4,95	5,351	9,40	10,165
4:00	4:00	...	...	77	3,854	2,84	14,224
15:59	13:25	45	3:17	13,57	10,027	36,22	26,754
...	...	...	...	1,40,98	...	8,40,89	...
...	...	...	8:33	*8,70	*5,984	14,59	9,957
...	...	...	...	...	...	7,57	3,030
5:00	5:00	...	...	†5,26	†12,034	8,33	19,148
5:00	5:00	...	...	†1,85	†9,358	2,33	11,773
7:00	7:00	...	12:50	11	3,386	39	11,892
...	...	...	7:34	...	...	3,71	11,410
...	4:00	...	11:11	53	1,657	2,21	6,938
...
...
5:00	5:71	6	19:00	†47	†1,757	1,11	4,134
...	2:56	...	21:75	†33	†1,320	52	2,079
...
...	...	...	...	17,25	...	40,81	...
...	...	...	...	63,25,34	...	1,80,38,89	...

* Includes the outlay on coaching stock and motor cars.

† Includes the outlay on coaching stock.

‡ Results are based on the mileage excluding that of the Jacobabad-Kashmir railway which was closed during the year.

Rolling-stock fitted with automatic brakes and vehicles

Railway system.	Locomotives.	Coaching vehicles including brake-vans used exclusively on passenger service.	
	Percentage of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4
5' 6" GAUGE.			
Bengal-Nagpur	87.50	96.86	3.14
Bombay, Baroda and Central India	94.16	99.68	0.32
Eastern Bengal	65.76	71.79	3.32
East Indian	89.49	89.74	2.72
Great Indian Peninsula	97.31	98.91	Nil
Madras and Southern Mahratta	93.49	100.00	Nil
Nizam's Guaranteed State	59.30	97.56	2.44
North Western	99.61	98.05	1.95
Oudh and Rohilkhand	96.86	97.12	2.34
South Indian	13.01	100.00	Nil
3' 3½" GAUGE.			
Assam-Bengal	88.19	96.44	3.56
Bengal and North-Western	49.70	57.98	19.29
Bengal Doonars	37.50	16.86	23.33
Bhavnagar State	60.87	45.31	29.69
Bombay, Baroda and Central India	92.59	97.07	0.63
Burma	78.75	62.88	3.78
Dibru-Sadiya	80.77	46.25	18.75
Eastern Bengal	96.59	78.39	15.26
Gondal	45.45	38.24	40.20
Hingoli Branch, Hyderabad-Gedavari Valley and Secunderabad Gadwal. } Jamnagar	65.38	98.92	0.54
Jodhpur-Bikaner	100.00	12.50	84.96
Junagadh State	4.83	1.67	10.67
Madras and Southern Mahratta	38.46	55.71	25.71
Madras and Southern Mahratta	48.64	57.75	7.37
Morvi	57.14	60.22	33.78
Mysore Railways	Nil	63.96	9.00
Rohilkund and Kumaon... } South Indian... ..	63.01	33.86	22.31
Udaipur-Chitorgarh	94.01	67.51	8.13
Udaipur-Chitorgarh	Nil	4.76	26.19
2' 6" & 2' 0" GAUGES.			
Darsi Light	94.12	100.00	Nil
Gondia-Chanda, Jabalpur-Gondia Extension, } Mayurbhanj Nagpur-Chhindwara, Par- lakimedi Light, Purulia-Ranchi, Raipur- Dhantari and Tumsar Tirodi. } Kalka-Simla	82.56	88.89	Nil
Trans Indus (Kalabagh-Bannu)	100.00	100.00	Nil
Other 2' 6" and 2' 0" gauge lines	100.00	100.00	Nil
Other 2' 6" and 2' 0" gauge lines	11.56	5.28	Nil

DIX 18.

lighted by gas or electricity on the 31st March 1921.

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.	RAILWAY SYSTEM.
Percentage of number braked on total.	Percentage of number piped on total.		
5	6	7	8
			5' 6" GAUGE.
61.16	8.20	100.00	Bengal-Nagpur.
65.31	5.03	100.00	Bombay, Baroda and Central India.
46.02	10.96	99.64	Eastern Bengal.
56.83	1.53	90.44	East Indian.
64.14	17.33	98.10	Great Indian Peninsula.
61.61	38.39	95.41	Madras and Southern Mahratta.
35.81	0.86	64.25	Nizam's Guaranteed State.
80.27	6.43	100.00	North Western.
47.31	24.87	84.55	Oudh and Rohilkhand.
72.75	10.96	90.21	South Indian.
			3' 3½" GAUGE.
73.39	6.78	98.87	Assam-Bengal.
1.32	0.43	91.78	Bengal and North-Western.
0.22	Nil	94.29	Bengal Dooms.
Nil	1.18	58.82	Bhavnagar State.
7.66	Nil	93.53	Bombay, Baroda and Central India.
89.24	0.21	55.36	Burma.
25.15	29.98	50.00	Dibru-Sadiya.
6.01	1.70	100.00	Eastern Bengal.
Nil	0.67	92.98	Gondal
14.53	0.74	70.37	Hingoli Branch, Hyderabad-Godavari Valley, and Secunderabad Gadwal.
Nil	Nil	96.83	Jamnagar.
Nil	Nil	92.43	Jodhpur-Bikaner.
Nil	3.45	60.29	Junagad State.
3.86	Nil	99.69	Madras and Southern Mahratta
Nil	Nil	Nil	Morvi.
21.04	7.78	96.40	Mysore Railways.
0.76	0.04	66.55	Rohilkhand and Kumaon.
2.90	3.86	91.78	South Indian.
Nil	Nil	97.82	Udaipur-Chitorgarh.
			2' 6" & 2' 0" GAUGES.
37.19	62.82	160.00	Barsi Light.
71.09	0.10	89.12	Gondia-Chanda, Jabulpore-Gondia Extension, Mayurbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, Raipur Dhamtari and Tumsar Tirodi.
98.62	1.33	93.81	Kalka-Simla.
75.60	13.75	92.86	Trans-Indus (Kalabagh-Bannu).
2.08	3.15	65.06	Other 2' 6" & 2' 0" gauge lines.

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1921.

RAILWAY SYSTEM.	Particulars.	Mail.	Passenger.	Mixed.	Total.	REMARKS.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	Total number of trains run ...	4	72	26	102	
	Total number of trains fitted with communication.	4	58	8	70	
Bombay, Baroda and Central India.	Total number of trains run ...	4	188	26	216	
	Total number of trains fitted with communication.	4	188	26	216	
Eastern Bengal	Total number of trains run ...	7	138	26	171	
	Total number of trains fitted with communication.	7	136	...	143	
East Indian	Total number of trains run ...	4	158	115	277	
	Total number of trains fitted with communication.	4	48	...	52	
Great Indian Peninsula.	Total number of trains run ...	17	188	68	273	
	Total number of trains fitted with communication.	17	188	...	205	
Madras and Southern Mah-ratta.	Total number of trains run ...	6	115	23	144	
	Total number of trains fitted with communication.	6	115	...	121	
Nizam's Guaranteed State.	Total number of trains run ...	2	24	2	28	
	Total number of trains fitted with communication.	2	24	...	26	
North Western	Total number of trains run ...	10	63	85	158	
	Total number of trains fitted with communication.	10	63	...	73	
Oudh and Rohilkhand.	Total number of trains run ...	2	25	28	55	
	Total number of trains fitted with communication.	2	25	20	47	
South Indian	Total number of trains run ...	4	24	62	90	
	Total number of trains fitted with communication.	4	23	*81	88	*Communication in 26 out of 61 trains is not used when goods vehicles are attached.
3' 3½" GAUGE.						
Assam-Bengal	Total number of trains run ...	...	...	58	58	
	Total number of trains fitted with communication.	...	...	47	47	
Bengal and North-Western.	Total number of trains run ...	...	6	169	175	
	Total number of trains fitted with communication.	...	6	...	6	
Bhavnagar State	Total number of trains run ...	2	6	14	22	
	Total number of trains fitted with communication.	2	4	...	6	
Bombay, Baroda and Central India.	Total number of trains run ...	4	91	81	176	
	Total number of trains fitted with communication.	4	91	66	161	
Burma	Total number of trains run ...	6	112	88	206	
	Total number of trains fitted with communication.	6	2	16	24	
Eastern Bengal	Total number of trains run ...	4	34	60	98	
	Total number of trains fitted with communication.	4	32	22	58	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	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 Mah-ratta.	Total number of trains run ...	†6	†20	86	112	†Trains which are not provided with communication are run at the speed of mixed trains.
	Total number of trains fitted with communication.	4	4	...	8	
Mysore‡	Total number of trains run ...	2	2	2	6	
	Total number of trains fitted with communication.	2	2	2	6	‡The information is for the Bangalore Mysore Section only.
South Indian	Total number of trains run ...	4	155	73	232	
	Total number of trains fitted with communication.	4	137	†67	208	†Communication in 57 out of 67 trains is not used when goods vehicles are attached.
2' 6" GAUGE.						
Arakan Light	Total number of trains run ...	...	...	4	4	
	Total number of trains fitted with communication.	...	...	4	4	
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Parulia-Ranchi and Raipur-Phamtari.	Total number of trains run ...	...	10	32	42	
	Total number of trains fitted with communication.	...	10	22	32	
Kalka-Simla	Total number of trains run ...	4	5	...	9	
	Total number of trains fitted with communication.	4	5	...	9	
Trans-Indus (Kalabagh-Bannu).	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 1921.

Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
	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
						Rs.	Rs.
5' 6" GAUGE.							
Bengal-Nagpur	329	22 224	Direct Interlocking Indirect Interlocking.	707 2,463	77 392	6,86,772 17,54,042	971 712
Bombay, Baroda and Central India	226	114 52	Direct Interlocking Indirect Interlocking.	3,591 750	554 27	32,08,400 4,72,600	899 680
Eastern Bengal	183	54 30	Direct Interlocking Indirect Interlocking.	1,643 537	406 38	18,19,197 1,76,767	808 329
East Indian	553	154 280	Direct Interlocking Indirect Interlocking.	5,955 9,146	675 185	26,45,940 9,00,390	444 286
Great Indian Peninsula	550	331 13	Direct Interlocking Indirect Interlocking.	11,380 130	2,498 26	78,20,861 47,580	687 366
Madras and Southern Mahratta	215	21 95	Direct Interlocking Indirect Interlocking.	861 1,162	118 31	4,86,460 5,33,556	565 450
Nizam's Guaranteed State	61	2 47	Direct Interlocking Indirect Interlocking.	97 448	21 24	45,813 2,43,105	472 548
North Western	814	147 344	Direct Interlocking Indirect Interlocking.	5,970 3,974	1,203 172	35,52,150 14,86,276	595 874
Oudh and Rohilkhand	289	35 197	Direct Interlocking Indirect Interlocking.	1,800 2,215	278 59	8,90,120 7,53,005	495 340
South Indian	83	2 71	Direct Interlocking Indirect Interlocking.	16 547	9 112	6,950 2,87,115	431 525
3' 3½" GAUGE.							
Assam-Bengal	184	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bengal Doars	32	...	...	...	...	...	...
Bhavnagar State	85	...	...	...	...	...	...
Bombay, Baroda and Central India	355	27 86	Direct Interlocking Indirect Interlocking.	1,208 861	47 3	4,56,925 2,40,567	378 279
Burma	325	20 125	Direct Interlocking Indirect Interlocking.	851 577	174 30	6,16,065 7,11,902	724 1,234
Dibru-Sadiya	86	...	...	...	...	...	...
Eastern Bengal	195	4 45	Direct Interlocking Indirect Interlocking.	195 648	46 44	1,84,394 2,48,268	946 368
Gondal	38	...	...	...	...	...	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal,	100	1 63	Direct Interlocking Indirect Interlocking.	51 358	6 3	40,295 2,29,713	790 642
Jamnagar	7	...	...	...	...	...	...
Jodhpur-Bikaner	178	...	...	...	...	...	...
Junagad State	21	...	...	...	...	...	...
Carried over	5,159	2,624	...	52,297	7,261	3,01,31,355	...

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

APPENDIX 20—concl'd.

Railways on which points and signals were interlocked on the 31st March 1921.

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 each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
Brought forward	5,159	2,624	...	52,297	7,261	Rs. 8,01,31,855	Rs. ...
3' 3½" GAUGE—concl'd.							
Madras and Southern Mahratta	294	3 113	Direct Interlocking Indirect Interlocking.	71 720	1 1	35,256 3,31,039	497 460
Morvi	13	...	...	...	...	...	...
Mysore, Birur-Shimoga and Chikmagalur-Chitaldrug.	45	...	...	...	...	...	...
Rohilkund and Kumaon	100	4 1	Direct Interlocking Indirect Interlocking.	15 ...	...	1,154 488	77 ...
South Indian	326	3	Direct Interlocking	113	16	1,09,650	970
Udaipur-Chitorgarh	12	188	Indirect Interlocking	1,970	378	7,16,215	543
2' 6" GAUGE.							
Ahmadpur-Katwa	11	...	...	...	...	...	...
Arakan Light	7	...	...	...	...	...	...
Arrah-Sasaram Light	15	...	...	...	...	...	...
Bangalore-Chik Ballapur Light and Kolar District.	20	...	...	...	...	...	...
Bankura-Damodar River	19	...	...	...	...	...	...
Baraset-Basirhat Light	29	1	Direct Interlocking	74	...	3,892	973
Barsi Light	25	...	...	...	...	...	...
Bengal Provincial	21	...	...	...	...	...	...
Bilimora-Kalamba, Bodoli-Chhota-Udaipur, Broach-Jambusar, Gaskwar's Dabhoi, Kosamba-Zankhvay, Petlad-Vaso and Rajpipla State.	94	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	13	...	...	...	...	...	...
Burdwan-Katwa	9	...	...	...	...	...	...
Champaner-Shivrajpur-Fari Light	9	...	...	...	...	...	...
Cutch State	6	...	...	...	...	...	...
Dehri-Rohas Light	6	...	...	...	...	...	...
Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,033
Dhond Baramati, Mlichpur-Yeotmal, Pachora-Jamner and Falgaon-Arvi.	32	...	...	...	...	...	...
Eastern Bengal	20	...	...	...	...	...	...
Godhra-Lunavada	5	...	...	...	...	...	...
Gondia-Chanda, Jabulpore-Gondia Extension, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhantari.	100	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	35	...	...	...	...	...	...
Jessore-Jhenidah	10	...	...	...	...	...	...
Kalighat-Falta	12	...	...	...	...	...	...
Kalka-Simla	49	1 3	Direct Interlocking Indirect Interlocking.	19 6	3	11,305 2,244	595 374
Madaya Light . . . . .	...	...	...	...	...	...	...
Mayurbhanj	14	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	15	...	...	...	...	...	...
Morvi	7	...	...	...	...	...	...
Nadiad-Kanadvanj	5	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	19	...	...	...	...	...	...
Tesore-Balipara Light	7	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	14	...	...	...	...	...	...
2' 0" GAUGE.							
Darjeeling-Himalayan	36	...	...	...	...	...	...
Gwalior Light	33	...	...	...	...	...	...
Howrah-Amta Light	25	2	Direct Interlocking	11	...	3,022	275
Howrah-Sheakhala Light	14	...	...	...	...	...	...
Jagadhri Light . . . . .	...	...	...	...	...	...	...
Jorhat (Provincial)	17	...	...	...	...	...	...
Kulasekarapatnam Light	14	...	...	...	...	...	...
Matheran Light	5	...	...	...	...	...	...
Pipar-Bilara Light	5	...	...	...	...	...	...
Mysore Light	6	...	...	...	...	...	...
Tumsar-Tirodi Light . . . . .	...	...	...	...	...	...	...
TOTAL	6,726	2,927	...	54,631	7,660	3,13,50,817	...

* Information not available.

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

APPENDIX 21.

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working exclud- ing repairs.	Cost per section	
1	2	3	4	5	6
5' 6" GAUGE. Bengal-Nagpur	233	Neale's, single line	Rs. 3,71,344	Rs. 1,594	
	11	Theobald's Train Key, single line.	9,425	857	
Bombay, Baroda and Central India.	25	Sykes' (L. & B.)	53,750	2,150	
	113	Tyer's Tablet, single line.	1,75,715	1,555	
Eastern Bengal ...	49	Tyer's three position, double line.	45,570	130	
	95	Neale's, single line	1,87,167	1,760	
	35	Pryce and Ferreira's (L. & B.)	84,285	2,408	
	28	Pryce and Ferreira's, double line.	40,035	1,430	
East Indian ...	132	East Indian railway's, double line.	1,11,358	844	
	38	East Indian railway's, double line. (L. & B.)	48,166	1,215	
	105	East Indian railway's, single line.	1,00,165	954	
	137	Neale's, single line	1,80,975	1,175	
	61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
	128	Train wire, single line. No token.	16,835	132	
Great Indian Pen- insula.	21	Tyer's Tablet, single line.	29,925	1,425	
	77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
	217	Neale's, single line	2,86,440	1,320	
	104	Preese's, double line	57,300	550	
	38	Preese's, single line. No token.	20,960	550	
Madras and South- ern Mahratta.	85	Train wire, single line. No token.	25,500	300	
	98	Tyer's three position, double line.	99,960	1,020	
	160	Theobald's Train Key, single line.	77,120	482	
Nizam's Guaranteed State.	90	Winter's, double line	7,200	360	
North Western ...	34	Webb and Thompson's, single line.	51,000	1,500	
Ondh and Rohil- khand.	36	Tyer's two position (L. & B.), double line.	1,17,000	3,250	
South Indian ...	14	Neale's, single line	26,385	1,825	
	70	Theobald's Train Key, single line.	80,500	1,150	
3' 3 1/2" GAUGE.	1	Train wire, single line. No token.	150	150	
Assam-Bengal ...	...	...	...	...
Bengal and North- Western.	3	Neale's token, single line	4,480	1,493	
Bengal Dooars ...	10	Tyer's Tablet, single line	15,519	1,552	
Bhavnagar State	...	...	...	...
Bombay, Baroda and Central India.	2	Theobald's Train Key, single line.	1,307	603	
Burma	239	Tyer's Tablet, single line	3,75,917	1,573	
	2	East Indian railway's, single line.	1,715	658	
	91	Neale's, single line	1,11,473	1,225	
	22	Syke's (L. & B.)	69,928	3,178	
	6	Theobald's Train Key, single line.	6,100	1,017	
	13	Train wire, double line. No token.	2,625	202	
Dibra-Sadiya.	141	Train wire, single line. No token.	29,236	207	
	8	Tyer's Tablet, single line	4,200	1,400	
	1	Tyer's Key token, single line.	1,450	1,450	
Eastern Bengal	...	...	...	...
Carried over ...	91	Neale's, single line	1,47,734	1,623	
	2	Pryce and Ferreira's, double line.	4,400	2,200	
Carried over ...	2,791	...	81,67,185	...	

APPENDIX 21—contd.

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6
			Rs.	Rs.	
Brought forward ...	2,791	..	81,67,165	..	
3' 6" GAUGE—concl'd.					
Gondal . . . . .	..	..	..	..
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	30	Webb and Thompson's, single line.	45,000	1,500	
Jamnagar . . . . .	..	..	..	..
Jodhpur-Bikaner . . . . .	..	..	..	..
Junagad State. . . . .	..	..	..	..
Madras and Southern Mahratta.	188	Robert's, single line	1,89,684	748	
	5	Theobald's Train Key, single line.	2,305	461	
	80	Train wire, single line. No token.	21,200	265	
Morvi . . . . .	..	..	..	..
Mysore, Birur-Shimoga and Chickjajur-Chitaldrug	13	Robert's, single line.	..	..	*Information not available.
	22	Train wire, single line. No token.	..	..
Rohilkund and Kumaon . . . . .	..	..	..	..
South Indian	160	Theobald's Train Key, single line.	1,84,000	1,150	
	92	Train wire, single line. No token.	19,800	150	
Udaipur-Chitorgarh . . . . .	..	..	..	..
2' 6" GAUGE.					
Ahmadpur-Katwa	8	Train wire, single line. No token.	..	..
Arakan Light . . . . .	..	..	..	..
Arrah-Sasaram Light	9	Train wire, single line. No token.	2,496	277	
Bangalore, Chik-Ballapur Light and Kolar District	1	Roberts' single line . . . . .	..	..
	17	Train wire, single line. No token.	..	..
Bankura-Damoodar River	16	Train wire, single line. No token.	..	..
Baraset-Bairhat Light . . . . .	..	..	..	..
Barsi Light . . . . .	..	..	..	..
Bengal Provincial . . . . .	..	..	..	..
Bilimora-Kalamba, Bodoli-Chhota-Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhyav, Petlad-Vaso and Rajpipla State.	..	..	..	..
Bukhtiarpur-Bihar Light . . . . .	..	..	..	..
Burdwan-Katwa	7	Train wire, single line. No token.	..	..
Carried over ...	3,439	.....	35,75,650	..	

APPENDIX 21—concl'd.

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	BLOCK SECTIONS ON WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING.				REMARKS.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	
1	2	3	4	5	6
Brought forward ...	3,439	...	Rs. 35,75,650	Rs. ...	
<i>2' 6" GAUGE—concl'd.</i>					
Champaner-Shivrajpur-Pani Light . . .	...	...	...	...
Cutch State . . .	...	...	...	...
Dehri-Bohtas Light . . .	...	...	...	...
Dholpur-Bari . . .	8	Through wire, single line. No token.	800	100	
Dhond-Baramati . . .	2	Train wire, single line. No token.	600	300	
Eastern Bengal . . .	...	...	...	...
Ellichpur-Yectmal . . .	18	Train wire, single line. No token.	5,400	300	
Godhra-Lunavada . . .	...	...	...	...
Gondia-Chanda, Jubbulpore Gondia-Extension, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Banchi and Raipur-Dhamtari ...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai ...	...	...	...	...
Jessore-Jhenidah . . .	5	Train wire, single line. No token.	•	•	• Information not available.
Kalighat-Falta . . .	11	Train wire, single line. No token.	•	•	
Kalka-Simla . . .	...	...	...	...
Madaya Light . . .	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri. . .	19	Train wire, single line. No token.	1,950	150	
Morvi . . .	...	...	...	...
Mayurbhanj . . .	...	...	...	...
Nadiad-Kapadvanj . . .	...	...	...	...
Pachora-Jamner . . .	4	Train wire, single line. No token.	1,440	360	
Pulgaon-Arvi . . .	8	Train wire, single line. No token.	1,080	360	
Shahdara (Delhi)-Saharanpur Light, Tezpur-Balipara Light . . .	...	...	...	...
Trans-Indus (Kalabagh-Banna.)	...	...	...	...
<i>2' 0" GAUGE.</i>					
Darjeeling-Himalayan . . .	...	...	...	...
Gwalior Light . . .	...	...	...	...
Howrah-Amta Light . . .	...	...	...	...
Howrah-Sheakhala Light . . .	...	...	...	...
Jagadhri Light . . .	...	...	...	...
Jorhat (Provincial). . .	...	...	...	...
Kulasekarapatnam Light . . .	...	...	...	...
Matheran Light . . .	•	•	•	•	
Mysore Light . . .	...	...	...	...
Pipar-Bilara Light . . .	...	...	...	...
Tumsar-Tirodi Light . . .	...	...	...	...
Total . . .	3,503	...	35,86,520	...	

APPEN

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, stone, bricks, lime,

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	65	12	4	...	...	67
(B) Engineer's plant, excluding petty tools.	2	3	1	21	73	6	17	18	...
(C) Workshop Machinery and Heavy Tools.	2,78	54	...	14	3,51	3	10	1,25	2
(D) Permanent-way :—									
(a) Rails ..	...	3	37	3,53	...	8,45	11	...	4,12
(b) Steel sleepers ...	4,09	...	...	...	...	...	...	...	...
(c) Cast iron sleepers	...	...	...	...	...	70	...	...	...
(d) Wooden sleepers	...	...	...	...	...	25,85	...	...	13,18
(e) Chairs and Fastenings	98	1,65	92	12,53	1,52	3,45	12	10	18
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	76,43	1,19	30	8,02	1,43	4,51	33,99	83	2
(b) Coaching stock ..	1,73	...	...	8,68	39	...	4,86	...	...
(c) Goods stock ...	76,33	...	...	39,37	...	...	20,52	...	5,95
(d) Spare parts, Coaching and Goods stock.	15,70	11,04	2,77	2,12	4,66	8,17	7,90	1,02	56
(e) Motor cars ...	...	...	...	53	10	...	...	...	...
(F) Building and Station Materials and Fencing.	21	39	2	44	4,33	34	4	2,19	1,37
(G) Tools and Stores :—									
(a) Tools and Cutlery	68	1,30	6	1,41	2,68	56	74	1,73	26
(b) Steel (excluding permanent-way materials).	56	3,81	8	9,09	9,63	27	1,10	3,33	45
(c) Iron (excluding permanent-way materials).	2,73	5,37	62	3,11	3,70	1,71	2,63	3,98	3,57
(d) Other metals ...	25	1,27	...	74	3,45	33	51	1,04	20
(e) Timber ...	...	...	...	...	...	4,77	...	8	9,48
(f) Oils ...	...	10,73	1,30	...	6,18	11,04	...	6,23	3,80
(g) Portland cement...	...	42	26	...	2	1,00	1,16	31	56
(h) All other stores...	3,52	17,07	6,27	5,15	27,91	17,11	8,08	11,18	6,23
(H) Electrical plant and materials	4,19	3,59	4	2,20	10,34	1	1,08	4,72	55
Total ...	1,90,50	58,73	13,02	92,93	80,99	88,46	83,11	38,22	51,15

DIX 22.

financial year 1920-21 showing in thousands of rupees :—

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

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
...	...	...	1,78	...	...	2,23	...	...	6,58	...	1,39
1,60	41	...	61	1,97	24	42	11	...	1,11	†2,33	16
4,43	1,35	...	8,89	9,87	9	2,65	59	...	8,41	2,66	6
41,08	...	10	1,63	...	6,27	3,00	...	5,00	...	5	19,88
...	...	...	...	...	1	...	...	...	...	...	...
19	...	19	48,96	...	...	...	...	2,41	...	...	28,39
15,70	14,81	16,55	...	...	5,47	...	...	8,64	...	...	42,16
1,58	21	42	10,74	...	9†	2,05	12	64	18,54	9	1,88
42,58	...	...	1,64,88	17,47	19	81,44	25	7	1,94,80	1,07	6
...	...	...	...	...	...	5,96	17	1,18	...	...	1,28
*80,31	*3,69	...	40, 3	...	...	20,85	...	42,98	...	...	20,35
...	...	...	68,90	5,18	20,00	4,11	39	29	60,72	2,42	61
...	53	...	...	36	...	...	...	...	5	2	...
90	87	1,32	6,58	9,71	2,90	69	88	9	1,64	†3,18	4,48
2,70	46	...	2,69	2,01	81	1,21	56	15	2,75	†86	50
2,97	93	7,52	4,33	4,66	83	1,91	1,46	29	9,46	5,97	14
4,01	6,67	80,84	2,61	41	2,32	2,55	5,03	61	...	3,86	6,26
1,60	4,58	2,99	1,41	2,06	3,86	2,99	1,16	48	...	1,89	2
...	27	7,49	...	89	44,70	...	...	6,54	...	...	1,88
...	21,35	4,74	...	18,12	8,49	3	8,84	1,22	...	9,93	11,43
90	58	2,04	...	87	2	...	1,66	9	...	64	21
14,53	25,55	55,71	13,60	17,54	1,46,07	4,63	5,86	8,89	7,41	4,25	6,28
2,41	2,59	...	6,36	6,20	1,17	9,53	1,56	...	6,98	†2,87	24
2,17,40	84,75	1,29,91	3,84,53	96,82	2,45,35	1,43,21	28,08	79,65	3,17,40	42,09	1,42,48

* Including E (b), coaching stock and E (d), spare parts of coaching and goods stock.

† Including expenditure on stores purchased for Delhi (new capital) Railway works scheme.

APPEN

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, stone, bricks, lime,

Classes.	Oudh and Rohilkhand.			South Indian.			Assam-Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	1,24	3	33	1,48	11	...	6,43	3	3
(B) Engineer's plant excluding petty tools.	...	33	6	15	94	...	21	34	8
(C) Workshop Machinery and Heavy Tools.	...	1,62	...	1,07	36	11	52	49	1
(D) Permanent-way :—									
(a) Rails ...	...	...	78	33	...	...	1,09	...	66
(b) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(c) Cast iron sleepers	...	...	25	9	60	...	...	...	...
(d) Wooden sleepers	...	...	16,48	...	...	9,50	...	...	2,31
(e) Chairs and Fastenings.	73	2	18	33	8	94	20	...	51
(E) Rolling-stock :—									
(a) Locomotives and spare parts.	10,27	16	...	30,31	42	1	2,74	63	8
(b) Coaching stock ...	2,64	...	...	11,65	...	...	...	...	...
(c) Goods stock ...	5,85	2,03	...	23,96	...	...	17,31	...	...
(d) Spare parts Coaching and Goods stock.	15,77	1,22	6	5,03	1,72	5	4,56	11	7
(e) Motor cars ...	...	...	...	1	...	...	...	...	...
(F) Building and Station Materials and Fencing.	...	1,01	41	44	2,39	8	92	60	66
(G) Tools and Stores :—									
(a) Tools and Cutlery	4	88	10	16	1,02	6	4	39	8
(b) Steel (excluding permanent-way materials).	90	1,99	1,33	55	1,41	...	23	98	9
(c) Iron (excluding permanent-way materials).	16	58	1,11	1,66	2,30	9	5	37	5
(d) Other metals ...	1	67	22	46	52	37	...	34	...
(e) Timber ...	...	...	2,33	...	1	4,60	...	...	1,01
(f) Oil ..	...	2,26	2,00	...	4,03	4,13	...	1,13	80
(g) Portland cement...	...	...	12	...	55	...	...	18	42
(h) All other stores ...	29	4,10	3,62	2,43	4,20	41,40	20	3,27	1,80
(H) Electrical plant and materials.	1,26	1,74	...	3,00	65	18	52	76	...
Total ...	39,16	18,56	30,53	83,11	21,51	61,52	35,34	9,57	8,66

DIX 22—concl'd.

financial year 1920-21 showing in thousands of rupees:—

imported direct.

Stores purchased in India.

Indian manufacture or of indigenous origin.

ballast, etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1920-21.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	12,22	33	2	...	...	...	32,59	62	238
...	...	1	...	58	...	...	...	...	4,50	5,00	64
...	4	...	15	1,65	...	42	1	...	29,56	23,74	32
...	...	3,05	...	...	7,09	...	...	4,69	50,77	8	62,45
...	...	...	...	...	...	...	...	...	4,09	...	1
...	...	...	...	...	...	...	...	...	49,15	60	27,00
...	...	7,04	...	...	7,03	...	...	1,98	15,70	14,81	1,56,17
20	...	29	1,86	...	91	43	4	12	50,23	3,43	1,48
3,04	3	...	1,39	15	36	4,34	11	8	6,54,18	23,74	5,60
...	...	...	...	...	...	5	18	1	30,57	74	2,42
3,7	18	4	3,72	123	...	98	5	...	3,60,60	6,15	69,32
...	...	...	1,34	...	...	87	2	...	1,87,34	27,75	32,51
...	...	...	...	...	...	23	51	...	32	1,61	...
2	9	18	18	66	59	...	13	...	12,05	26,43	12,39
11	17	5	13	76	...	...	16	4	12,68	12,08	2,17
5	9	...	82	89	...	3	10	...	32,30	35,30	11,60
1,03	98	43	6	12	...	2	57	...	20,62	33,92	47,69
1	27	...	21	46	...	...	27	5	8,19	17,98	8,92
...	...	86	...	...	80	...	...	91	...	75	65,97
...	2,39	77	...	1,02	3,61	...	76	24	3	92,97	63,97
...	1	1	1,28	...	...	...	...	1	3,34	5,19	4,74
5	1,52	2,75	2,96	4,39	5,01	5	5	1,34	62,87	1,28,23	3,02,46
41	24	5	16	36	...	15	24	...	31,20	36,06	2,34
5,69	5,99	15,43	26,47	11,60	25,39	7,57	3,65	9,42	16,23,41	5,01,11	3,01,07

* Including E(b), coaching stock.

† Including E(d), spare parts of coaching and goods stock.

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

RAILWAY SYSTEM.	NUMBER OF SERVANTS EMPLOYED.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	617	647	989	1,074	53,050	55,555	54,656	57,276
Bombay, Baroda and Central India	671	683	725	793	65,300	70,323	66,696	71,799
Eastern Bengal	338	329	527	549	43,946	46,972	44,806	47,950
East Indian	1,569	1,423	1,506	1,580	118,705	118,435	1,21,780	121,438
Great Indian Peninsula	1,425	1,417	1,430	1,526	102,729	114,85	1,05,584	117,328
Madras and Southern Mahratta	250	253	1,824	2,002	44,276	47,579	46,950	49,924
Nizam's Guaranteed State	87	96	546	365	13,460	13,777	13,893	14,238
North Western	1,108	1,124	873	993	107,765	114,794	109,751	116,901
Ondh and Rohilkhand	245	264	336	355	27,698	27,166	28,279	27,715
South Indian	181	188	1,172	1,306	128,028	29,326	29,381	30,820
Assam-Bengal	76	80	244	239	11,146	11,405	11,466	11,724
Bengal and North-Western	117	123	195	201	23,974	24,210	24,286	24,535
Bengal Dooars	7	7	2	2	1,509	1,587	1,518	1,596
Bhavnagar State	1	3	13	18	2,029	2,080	2,043	2,111
Burma	139	140	515	536	19,889	21,150	20,534	21,828
Dibru-Sadiya	15	15	...	...	2,062	2,126	2,077	2,141
Gondal	1	1	11	11	1,846	1,908	1,858	1,920
Jamnagar	1	1	...	...	380	341	381	342
Jodhpur-Bikaner	18	19	18	19	8,185	9,745	8,221	9,783
Junagad State	1	1	4	5	674	957	879	963
Morvi	...	1	...	...	621	647	621	648
Mysore†	13	3	131	28	12,587	2,686	12,621	2,717
Rohilkhand and Kumaon	31	32	30	27	5,143	5,591	5,204	5,650
Udaipur-Chitorgarh	1	1	...	...	366	378	367	379
Ahmadpur Katwa	...	...	...	...	186	199	186	199
Arakan Light	...	...	...	1	150	171	150	172
Arrah-Sasaram Light	1	1	3	3	303	305	307	309
Bangalore-Chik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	3	3	...	1	404	352	407	356
Barasat-Bairhat Light	...	...	...	1	410	429	410	430
Barai Light	5	5	23	26	904	968	937	989
Bengal Provincial	...	...	1	1	294	295	295	296
Bukhtiarpur-Bihar Light	...	...	1	1	236	214	237	215
Burdwan-Katwa	...	...	1	...	280	295	281	295
Champaner-Shivrajpur-Pani Light§	2	1	...	...	515	515	517	516
Cutch State	1	1	...	...	215	195	216	196
Dehri-Rohas Light	...	...	2	2	240	261	242	263
Dholpur-Bari	1	1	...	...	282	302	283	303
Godhra-Lunavada ¶	...	...	...	...	...	...	...	...
Jeosore-Jhenidah	...	...	1	1	208	233	209	224
Kalighat-Falta	...	...	...	...	248	274	248	274
Kolar District††	...	...	...	2	73	133	73	135
Madaya Light	...	...	...	...	...	...	...	...
Nadiad-Kapadvanj ¶	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	4	4	...	...	731	770	735	774
Tospore-Balipara Light	3	3	1	1	253	248	257	252
Darjeeling-Himalayan	36	33	20	18	1,924	1,908	1,970	1,944
Gwalior Light	3	3	2	1	524	536	529	549
Howrah-Aulta Light	4	4	8	7	734	825	745	836
Howrah-Sheekhala Light	...	...	...	...	190	197	190	197
Jagadhri Light	...	...	...	...	48	46	46	46
Jorhat (Provincial)	1	1	...	...	210	214	211	215
Kulasekarapatnam Light	1	1	2	4	141	139	144	144
Mysore Light ††
TOTAL	16,943	6,901	110,866	11,699	1,695,269	733,152	713,078	751,752

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amounts deposited by them in the Provident Fund at the close of the financial year 1920-21.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1921, 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.	
1,024	12,083	2,47,267	68,01,114	64,74,994	1,35,23,403	
514	17,232	1,44,148	1,07,04,140	1,04,11,697	2,12,61,935	
711	12,136	91,762	57,74,689	51,17,620	1,09,84,021	
6,882	25,618	†	*	*	3,27,03,647	* Amounts under voluntary and compulsory deposits and bonus given by railway are not available.
...	26,619	...	*	*	3,00,25,000	
...	17,460	...	90,26,448	58,17,142	1,49,43,590	
...	8,370	...	15,50,346	15,01,855	30,52,201	
680	17,747	1,49,245	1,20,74,795	1,16,64,015	2,38,88,055	
189	4,774	36,799	30,69,223	19,72,116	61,78,138	
56	10,726	16,553	44,44,320	42,27,563	86,93,736	† Revised.
...	5,349	...	16,51,591	13,19,700	29,41,381	
10	4,611	736	29,81,725	29,25,438	41,97,569	
...	809	...	1,01,618	1,36,509	2,38,125	
192	476	29,283	1,75,215	1,57,598	3,33,406	
...	4,826	...	98,66,995	35,99,612	71,86,607	
...	
20	307	2,965	87,163	80,033	1,71,067	
7	73	4,318	26,684	24,600	55,624	
101	1,679	15,286	4,03,087	4,33,677	9,02,640	
69	220	7,482	55,734	57,787	1,17,803	
...	570	...	40,013	7,131	47,444	
6	72	609	1,94,076	41,967	2,36,653	† Includes the Bangalore-Chik Ballapur Light, Kolar district and Mysore Light railways.
8	953	331	5,25,221	5,20,145	10,49,697	
...	51	...	26,817	25,932	52,719	
...	79	...	3,243	3,156	6,431	
...	47	...	17,419	14,701	31,200	
...	...	...	...	...	...	†† Included with the Mysore railway.
...	
...	96	...	15,373	11,667	30,240	
...	3-3	...	85,661	77,104	1,62,765	
...	95	...	14,122	7,635	21,757	
...	45	...	6,320	6,955	12,105	
...	135	...	20,592	15,243	35,834	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	
...	67	...	1,961	2,096	4,057	
...	...	...	...	...	...	¶ Included with the Champaner-Shivrajpur-Pani Light railway.
...	
...	
...	177	...	49,811	48,443	94,754	
...	
...	363	...	2,16,291	††2,29,547	4,45,838	†† Includes interest on compulsory deposits and bonus.
...	80	...	8,558	9,887	18,475	
...	291	...	78,083	76,789	1,54,872	
...	15	...	5,294	4,743	10,041	
...	74	1,014	34,623	24,430	60,266	
8	...	...	...	...	...
...	
10,473	171,678	7,50,338	6,33,76,973	5,71,43,184	18,39,59,145	

APPENDIX 24.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1920-21.

RAILWAY SYSTEM.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	PORTION OF THE TOTAL ANNUAL COST BORNE BY THE RAILWAY ADMINISTRATION.			COST OF TOTAL FORCE TO THE RAILWAY ADMINISTRATION.		REMARKS.	
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.		Per train mile.
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur			27,268	1,62,172	5,571	1,95,011	72.53	0.62	
Bombay, Baroda and Central India	192	2,969	1,42,446	3,87,455	12,976	5,42,877	130.42	0.03	
Eastern Bengal	183	1,446	...	1,26,607	15,514	1,42,121	81.98	0.02	
East Indian	16	2,129	2,22,291	3,29,533	63,563	6,15,387	222.11	0.02	
Great Indian Peninsula	*	*	2,27,002	1,96,870	21,795	4,45,667	142.79	0.02	
Madras and Southern Mahratta	18	1,120	2,14,559	1,74,916	16,147	4,05,621	133.98	0.03	
Nizam's Guaranteed State	70	527	68,812	1,15,866	25,294	2,09,972	234.00	0.08	
North Western . . . . .	...	3,014	...	6,90,225	1,276	6,91,501	125.26	0.04	
Oudh and Rohilkhand . . . . .	...	730	...	93,298	7,202	1,00,500	63.11	0.02	
South Indian . . . . .	...	474	...	2,56,502	...	2,56,502	138.46	0.03	
Assam-Bengal	*	285	43,644	58,380	4,191	1,06,215	104.04	0.04	
Bengal and North-Western	1	614	†-23,794	12,205	†-1,006	†-12,595	†-6.10	†-0.002	
Bengal Dooars	1	31	...	3,434	...	3,434	21.71	0.01	
Bhavnagar State . . . . .	...	75	...	28,862	...	28,862	133.57	0.06	
Burma	48	614	1,28,000	54,198	2,951	1,85,147	114.10	0.03	
Dibru-Sadiya	1	9	1,680	4,020	60	5,760	63.12	0.02	
Gondal	16	67	...	18,563	...	18,563	80.37	0.03	
Jamnagar	1	12	...	3,431	...	3,431	68.23	0.04	
Jodhpur-Bikaner	8	241	23,390	16,440	158	39,988	30.04	0.02	
Junagad State . . . . .	...	14	3,091	7,898	700	11,689	83.84	0.06	
Morvi	5	20	...	11,108	...	11,108	119.65	0.04	
Mysore and Birur-Shimoga	15	110	1,693	30,083	441	32,217	133.37	0.06	
Rohilkund and Kumaon	10	261	2,813	33,932	1,680	38,225	66.47	0.04	
Arakan Light . . . . .	...	1	...	192	...	192	1.05	0.01	
Arrah-Sasaram Light . . . . .	...	9	...	1,068	...	1,068	16.43	0.01	
Bangalore-Chik Ballapur Light, and Kolar District	6	50	605	11,009	300	11,914	92.39	0.08	
Baraset-Basirhat Light . . . . .	...	8	...	1,478	...	1,478	34.08	0.01	
Barsi Light . . . . .	...	43	...	5,802	...	5,802	49.38	0.03	
Bukhtiarpur-Bihar Light . . . . .	...	11	...	1,546	...	1,546	46.84	0.02	
Champamer-Shivrajpur-Pani Light . . . . .	...	5	...	1,325	...	1,325	39.56	0.03	
Dehri-Bohtas Light . . . . .	...	8	1,020	...	...	1,020	42.80	0.02	
Dholpur-Bari . . . . .	...	7	...	509	15	524	10.15	0.01	
Godhra-Lunavada . . . . .	...	4	...	1,278	...	1,278	50.22	0.03	
Madsya Light ... . . . .	...	5	...	1,332	...	1,332	83.25	0.04	
Nadiad-Kapadvanj . . . . .	...	8	...	8,870	...	8,870	128.74	0.09	
Shabdara (Delhi)-Saharanpur Light . . . . .	...	31	...	3,157	...	3,157	34.13	0.03	
Darjeeling-Himalayan . . . . .	...	4	...	1,087	...	1,087	7.42	...	
Gwalior Light	5	47	6,456	...	304	6,760	27.04	0.02	
Howrah-Amra Light . . . . .	...	17	...	3,001	...	3,001	68.59	0.01	
Howrah-Sheakhala Light . . . . .	...	2	...	360	...	360	17.00	0.01	
Jagadhri Light . . . . .	...	5	...	660	...	660	199.57	0.04	

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

†The minus figures are chiefly due to adjustments on account of adoption of the revised method of appointment of the cost of "crime and order" police and "watch and ward" staff between Government and the Company.

APPENDIX 25.

Transactions of the Fine Funds for the financial year 1920-21.

RAILWAY SYSTEM.	ASSETS.				DISBURSEMENTS.						Balance on 31st March 1921.
	Balance on 31st March 1920.	Fines and bonus forfeited during 1920-21.	Interest on balance.	Total.	Hospitals for sick employ-ees.	Compas-sionate allow-ances.	Schools.	Recrea-tion clubs.	Miscel-laneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	90,820	50,015	1,488	1,42,323	1,727	8,585	11,610	22,828	2,861	42,611	92,712
Bombay, Baroda and Central India	81,544	23,718	1,019	56,281	...	1,269	...	5,905	1,487	8,661	47,620
Eastern Bengal	6,180	14,088	211	20,479	...	...	...	9,640	3,069	13,309	7,170
East Indian	1,85,485	1,11,986	8,666	8,06,136	1,100	3,022	15,907	25,411	49,257	94,097	2,11,439
Great Indian Peninsula	56,907	54,953	1,028	1,12,888	...	...	2,280	19,690	18,759	40,729	72,159
Madras and Southern Mahratta	55,103	10,938	2,351	63,392	...	901	133	1,574	7,161	9,772	58,620
Nizam's Guaranteed State	31,184	3,895	2,525	37,554	5,455	...	...	4,563	998	11,011	26,543
North Western	1,10,722	46,547	934	1,58,203	...	...	10,309	26,511	18,740	55,560	1,02,613
Oudh and Rohilkhand	12,144	10,214	374	22,732	...	...	2,025	1,420	11,629	15,074	7,058
South Indian	81,184	11,682	3,079	95,945	...	75	...	5,761	9,077	14,918	81,032
Assam-Bengal	16,097	14,189	752	31,038	...	...	7,812	5,473	1,803	14,888	16,150
Bengal and North-Western	11,690	14,371	...	26,061	234	362	3,369	6,000	5,058	15,023	11,038
Bengal Doocars	2,908	1,199	84	4,191	...	...	720	330	119	1,169	3,022
Bhavnagar State	754	1,452	49	2,255	...	189	50	250	715	1,204	1,051
Burma	6,173	16,169	...	22,362	...	...	2,128	9,989	2,080	14,177	8,185
Gondal	2,080	791	71	2,942	...	...	...	350	40	590	2,553
Jamnagar	642	22	21	685	...	...	...	...	...	...	685
Jodhpur-Bikaner	3,047	7,734	116	10,897	795	100	3,343	1,574	1,125	6,937	3,960
Janagad State	959	147	25	1,131	...	...	...	210	11	231	910
Morvi	1,889	327	...	2,316	...	...	225	...	...	225	1,991
Rohilkand and Kumaon	55,260	26,569	1,696	83,525	...	...	1,368	2,470	21,668	25,501	58,024
Udaipur-Chitorgarh	1,119	43	...	1,162	...	...	...	...	...	...	1,162
Arakan Light	61	43	...	104	...	...	...	...	...	...	104
Arrah-Sasaram Light	189	97	...	286	...	...	...	...	...	...	286
Mysore, including Birur-Shimoga, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,394	548	48	1,990	...	...	...	235	...	205	1,785
Baraset-Basirhat Light	74	83	...	157	...	...	...	...	4	4	158
Barsi Light	1,558	355	...	1,908	...	...	...	116	4	120	1,788
Bengal Provincial . . . . .	...	43	...	43	43	...	...	...	...	43	...
Bukhtiarpur-Bihar Light	44	50	...	94	...	...	...	...	6	6	83
Champaner-Shivrajpur-Pani Light, Godhra-Lunavada and Nadiad-Kapadvanj.	630	264	...	894	...	...	...	...	...	...	894
Dehri-Rohtas Light	307	46	...	353	...	...	...	...	...	...	353
Dholpur-Bari	288	139	...	377	...	...	...	...	204	204	178
Shahdara (Delhi)-Saharanpur Light	1,241	281	12	1,484	...	...	...	...	...	...	1,484
Tezpor-Balipara Light	263	73	...	356	...	...	...	...	...	...	356
Darjeeling-Himalayan	1,656	69	29	1,754	...	...	...	600	2	602	1,152
Howrah-Amra Light	78	139	...	312	...	...	...	...	4	4	208
Howrah-Sheakhala Light	6	6	...	12	...	...	...	...	1	1	11
Jagadhri Light	226	45	...	271	...	...	...	...	...	...	271
Jorhat (Provincial)	579	27	15	621	...	...	...	300	...	300	21

Number of persons reported, during the twelve months ended the 31st March 1921, 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 Injured	4 24	26 41	1 ...	... 10
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
	From falling between trains and platforms ...	Killed Injured ... ..	... 6	8 12	... ...	24 28
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed Injured	2 3	7 31	... 1	2 31
3	Whilst crossing the line at stations ...	Killed Injured	1 3	6 4	1 ...	10 3
4	By closing of carriage doors ...	Killed Injured ... ..	... 1	... 5	......	......
5	Falling or jumping out of carriages during the travelling of trains.	Killed Injured	11 47	15 141	9 16	21 60
6	Other accidents ...	Killed Injured ... ..	... ...	2 24	... ...	9 11
	TOTAL ...	Killed Injured	14 60	58 217	10 17	66 133
	TOTAL PASSENGERS ...	Killed Injured	18 84	64 238	11 17	68 143
SERVANTS.						
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed Injured	7 22	... 9	1 6	1 44
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	Whilst coupling or uncoupling vehicles ...	Killed Injured	2 8	5 11	... 2	2 12
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed Injured	2 3	......	......	......
3	Whilst passing over or standing upon buffers during shunting.	Killed Injured	1 1	......	......	......
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed Injured ... ..	... 3	... 4	... ...	2 4
5	Whilst braking, spragging, or chocking wheels	Killed Injured ... ..	... ...	... ...	... ...	... 3
6	Whilst attending to ground points, marshalling trains, etc.	Killed Injured ... ..	... 2	... ...	... ...	... 1
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed Injured ... ..	... 1	... ...	... ...	... 2
8	By other accidents during shunting operations not included in the preceding.	Killed Injured	1 5	... 1	3 3	2 3
	Carried over ...	Killed Injured	6 23	5 16	3 10	6 25

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.	Assam-Bengal	Bengal and North-Western.	Serial number.
2	13	...	1	42	47	...	4	}
20	20	...	9	65	34	8	18	
7	2	...	33	4	1	...	...	1
4	1	...	26	3	1	...	...	2
6	5	...	7	4	11	...	5	3
3	8	...	7	11	17	...	2	4
7	3	...	2	...	1	...	1	5
...	1	...	2	2	...	...	2	6
...	...	...	10	...	...	...	...	7
...	...	...	6	...	...	...	...	8
25	12	...	103	12	12	2	...	9
40	60	37	205	35	59	11	54	10
8	...	...	...	1	...	...	1	11
8	...	1	...	3	5	1	...	12
53	22	...	155	21	25	2	7	13
55	70	38	245	54	82	12	58	14
55	35	...	156	63	72	2	11	15
75	90	38	255	119	118	20	78	16
7	...	...	16	1	1	2	...	17
58	1	...	26	1	10	2	5	18
2	...	...	13	...	...	...	...	19
13	1	5	22	1	6	3	1	20
...	...	...	...	2	...	...	1	21
...	...	...	...	...	...	...	...	22
...	...	1	...	1	1	...	...	23
2	2	...	...	...	1	...	...	24
7	1	...	7	1	...	2	1	25
...	...	...	1	...	...	...	...	26
6	...	2	1	...	1	...	...	27
1	...	...	...	1	...	...	...	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	1	...	...	30
...	...	2	...	...	...	...	...	31
5	2	1	11	1	1	...	...	32
21	1	2	14	...	13	...	2	33
10	4	1	25	2	3	...	...	34
47	3	12	44	5	20	5	5	35

APPEN

Number of persons reported, during the twelve months ended the 31st March 1921, 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 - conclud.						
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—concl.						
	Brought forward	Killed	6	5	3	6
		Injured	23	16	10	25
9	From falling off engines, etc., during the travelling of trains.	Killed ... ..	...	...	...	1
		Injured	2	8	5	10
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ... ..	...	...	...	...
		Injured	2	...	...	1
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	2	1	4	1
		Injured	5	3	2	20
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ... ..	...	2	...	1
		Injured ... ..	...	3	1	7
13	Whilst working on the permanent-way, sidings, etc.	Killed ... ..	...	1	2	11
		Injured ... ..	...	...	...	7
14	Whilst attending to gates at level-crossings	Killed	1	5	1	4
		Injured ... ..	...	4	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	9	18	1	41
		Injured	18	23	2	26
16	From being caught between vehicles	Killed ... ..	...	...	...	13
		Injured ... ..	...	...	...	4
17	From falling or being caught between trains and platforms, walls, etc.	Killed	3	...	...	2
		Injured	11	...	...	10
18	Whilst walking, etc., on the line on the way home or to work.	Killed ... ..	...	6	...	8
		Injured ... ..	...	4	...	8
19	Miscellaneous	Killed	2	9	3	5
		Injured	9	25	6	7
	TOTAL	Killed	23	47	14	93
		Injured	70	83	26	125
	TOTAL SERVANTS	Killed	80	47	15	94
		Injured	92	95	29	160
OTHERS.						
1	Whilst passing over the railway at level crossings.	Killed	11	9	1	6
		Injured	5	11	3	8
2	Troppers	Killed	96	153	160	233
		Injured	48	88	48	51
3	Suicides	Killed	28	12	...	59
		Injured	3	...	...	...
4	Miscellaneous	Killed	88	4	...	7
		Injured	22	4	...	9
	TOTAL OTHERS	Killed	223	178	161	305
		Injured	78	19	51	68
	TOTAL ALL CLASSES	Killed	271	289	187	465
		Injured	254	451	97	250

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.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
10	4	1	15	2	3	...	...	}
47	3	12	44	5	20	5	5	
8	8	1	13	1	1	...	...	}
8	10	...	26	1	4	...	2	
...	...	1	...	...	...	...	...	}
6	...	1	...	...	...	...	...
7	1	...	6	1	2	...	...	}
17	...	1	9	5	2	1	...	
...	}
29	...	...	3	2	8	...	...
6	...	2	2	...	...	...	...	}
1	2	3	4	1	...	...	...
2	1	2	2	1	...	...	...	}
1	...	...	3	...	...	...	2	
32	1	2	37	6	...	...	...	}
17	1	...	20	10	3	2	...	
2	...	1	...	1	...	...	...	}
3	1	...	...	...	...	1	...	
4	4	...	...	...	...	...	...	}
1	2	1	1	...	...	...	1	
7	...	1	2	4	1	...	...	}
3	2	...	1	2	...	...	...
4	3	1	2	...	...	1	...	}
10	7	19	3	1	8	2	...	
77	22	12	89	16	7	1	...	}
143	28	84	114	27	45	11	10	
81	22	12	105	17	8	3	...	}
201	29	81	140	28	55	13	15	
5	5	...	2	...	1	...	1	}
3	5	...	1	...	5	...	...
109	116	18	173	64	79	31	116	}
37	33	5	49	15	20	20	39	
27	17	1	11	34	25	4	2	}
1	...	...	...	3	3	2	1	
2	...	...	...	1	9	9	1	}
1	...	2	...	2	5	4	3	
233	138	19	186	99	114	44	120	}
42	37	7	50	20	39	26	43	
372	105	31	447	179	194	49	131	}
818	156	79	415	167	204	59	124	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Dooars.	Bhav-nagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
PASSENGERS.								
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	From falling between trains and platforms ...	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	2	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
3	Whilst crossing the line at stations	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
4	By closing of carriage doors ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed ...	...	...	5	...	...	...
		Injured ...	...	1	25	...	2	2
6	Other accidents ...	Killed ...	10	...	...	...	...	...
		Injured ...	1	1	...	...	1	...
	TOTAL ...	Killed ...	10	...	8	...	...	...
		Injured ...	1	2	30	...	3	2
	TOTAL PASSENGERS ...	Killed ...	10	...	8	...	...	...
		Injured ...	1	2	30	...	3	2
SERVANTS.								
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.								
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	6	...	...	...
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 ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	8	...	1	...
5	Whilst braking, spragging, or shocking wheels	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
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 ...	...	...	1	...	...	...
		Injured ...	...	...	5	1	...	...
	Carried over ...	Killed ...	...	...	3	1	...	...
		Injured ...	...	...	27	1	2	...

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.	Junagad State.	Morvi.	Mysore Railways.	Rohilkund 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.	1920-21.	1919-20.	
...	8	...	...	6	143	85	}
...	16	...	10	18	275	241	
...	81	75	} 1
...	63	115	
...	2	...	1	...	52	25	} 2
1	1	...	1	1	120	132	
...	32	40	} 3
...	17	88	
...	10	8	} 4
...	12	10	
...	8	...	...	...	230	291	} 5
20	5	1	4	14	...	6	8	645	800	
...	2	...	33	38	} 6
1	1	...	...	8	58	47	
...	5	...	3	...	439	325	} 7
22	5	1	4	16	...	7	12	1,135	1,154	
...	8	...	3	6	582	470	} 8
22	5	1	4	32	...	17	30	1,410	1,395	
...	1	...	...	...	37	49	} 9
1	4	17	158	223	
...	25	22	} 1
1	1	...	...	...	93	98	
...	3	2	} 2
...	7	4	
...	1	1	} 3
...	7	5	
1	9	8	} 4
1	1	...	...	1	...	42	42	
...	1	5	} 5
...	15	13	
...	1	...	...	...	8	2	} 6
...	6	10	
...	1	2	} 7
...	5	1	
1	1	1	...	...	...	31	32	} 8
5	...	1	...	...	...	...	...	81	69	
2	1	2	...	...	...	74	7	} 9
7	...	1	1	1	...	1	...	256	262	

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Doonars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
SERVANTS—concl'd.								
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—concl'd.								
	Brought forward	Killed	...	...	8	1	...	...
		Injured	...	...	27	1	2	...
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	2	...	...	...
		Injured	...	...	3	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	...	...	...
		Injured	...	...	11	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	...	2	...	1	...
		Injured	...	...	8	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...	...	...
		Injured	...	...	8	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	2	...	...	...
		Injured	...	...	3	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed	...	...	...	...	1	...
		Injured	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	...	...	3	...	...	...
		Injured	...	...	3	...	...	...
16	From being caught between vehicles	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	...	2	1	...	...
		Injured	...	...	...	...	...	...
19	Miscellaneous	Killed	...	...	1	...	...	...
		Injured	...	1	6	...	...	...
	TOTAL	Killed	...	...	15	2	2	...
		Injured	...	1	50	1	2	...
	TOTAL SERVANTS	Killed	...	...	15	2	2	...
		Injured	...	1	52	1	2	...
OTHERS.								
1	Whilst passing over the railway at level crossings.	Killed	1	...	5	...	1	...
		Injured	...	...	4	...	...	...
2	Trespassers	Killed	9	1	55	9	...	...
		Injured	1	...	46	8	2	...
3	Suicides	Killed	...	...	3	...	...	1
		Injured	...	...	...	...	...	...
4	Miscellaneous	Killed	...	...	...	...	1	...
		Injured	...	...	8	...	...	...
	TOTAL OTHERS	Killed	10	1	65	9	2	1
		Injured	1	...	53	8	2	...
	TOTAL—ALL CLASSES	Killed	20	1	88	11	4	1
		Injured	2	2	135	4	7	2

DIX 26—concl.

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.	Rohilkand and Kumaon.	Udaipur-Chitorgarh.	3' 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.	1920-21 1919-20	1919-20 1918-19	
2	1	2	...	...	...	74	72	}
7	...	1	1	1	...	1	...	256	263	
...	2	80	80	}
1	2	6	82	66	
...	1	5	}
...	11	7	
...	1	...	29	29	}
...	8	2	71	91	
...	8	4	}
...	56	55	
...	26	26	}
...	1	...	22	16	
...	20	16	}
...	10	10	
...	1	...	1	...	152	139	}
2	1	127	119	
...	17	11	}
...	1	...	10	16	
...	1	...	...	...	14	14	}
1	1	...	...	...	80	22	
...	62	20	}
1	1	...	22	22	
...	1	...	...	...	32	46	}
...	1	8	102	114	
2	1	5	...	2	2	430	401	}
12	...	1	1	2	...	10	12	739	800	
2	1	6	...	2	2	467	450	}
13	...	1	1	2	...	14	29	987	1,023	
...	48	47	}
...	45	32	
11	2	1	2	13	...	16	17	1,557	1,750	}
9	...	2	...	4	...	12	11	526	572	
...	1	...	9	10	236	285	}
...	1	13	17	
...	1	...	3	...	126	169	}
...	2	...	1	3	58	69	
11	2	1	2	15	...	28	27	1,967	2,251	}
9	...	2	...	6	...	13	15	642	690	
13	2	1	2	29	...	33	35	3,016	3,171	}
44	5	4	5	40	...	44	74	3,069	3,198	

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

Description.	BENGAL-NAGPUR.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	3	3	...	3	...	...	...	3
3. Collisions between goods trains or parts of goods trains.	...	39	39	...	6	...	2	...	8
4. Collisions between light engines	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	10	12	4	8	1	...	5	8
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	69	69	...	...	1	2	1	2
7. Trains or engines travelling in the wrong direction through points.	...	39	39	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	34	34	...	...	...	1	...	1
9. Trains running over cattle on the line.	...	139	139	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	65	65	...	...	...	8	...	8
11. Trains running through gates at level-crossings.	...	10	10	5	4	...	...	5	4
12. The bursting of boilers of engines
13. (a). The bursting of tubes, etc., of engines.	...	12	12	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres
15. Ditto of wheels	1	1	...	...	...	...	...	...
16. Ditto of axles	10	10	...	...	...	3	...	3
17. Ditto of brake apparatus	3	3	...	...	...	...	...	...
18. Ditto of couplings	427	427	...	...	...	4	...	4
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	2	3	...	...	4	...	4	...
20. Broken rails	52	52	...	...	...	...	...	...
21. The flooding of portions of permanent way.	1	1	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	1	12	13	...	7	1	...	1	7
23. Fire in trains	28	28	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	82	32	...	...	...	1	...	1
25. Other accidents	50	50	1	1	...	1	1	2
Total all classes ...	5	1,037	1,042	10	129	7	22	17	51

* Not passenger(s).

† Of these 6 were not passengers.

‡ Of these 5 were not passengers.

DIX 27.

ended the 31st March 1921, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.										EASTERN BENGAL.								Number of 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	4	5	26	41	...	...	26	41	2	...	2	...	...	...	...	...	2
1	48	49	...	...	...	5	...	5	...	9	9	...	...	...	...	...	3
...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
1	49	50	...	...	...	...	...	...	11	...	11	1	...	1	3	2	5
7	911	918	...	...	...	...	...	...	...	28	28	...	...	...	...	...	6
...	10	10	...	...	...	...	...	...	...	1	1	...	...	...	...	...	7
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	817	817	...	...	...	...	...	...	...	284	284	...	...	...	...	...	9
6	22	28	...	*3	...	...	...	3	3	11	13	...	*3	...	...	3	10
...	4	4	...	...	...	1	...	1	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	26	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	351	351	...	...	...	...	...	...	...	52	52	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	7	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	16
...	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	376	376	...	...	...	...	...	...	...	104	104	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	55	55	...	...	...	...	...	...	...	9	9	...	...	...	...	...	20
2	9	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	46	47	...	...	...	2	...	2	...	6	6	...	...	...	...	...	23
...	9	9	...	...	...	...	...	...	1	5	6	...	...	...	...	...	24
...	132	132	...	...	...	1	...	1	...	1	1	...	...	...	...	...	25
20	2,888	2,908	26	†44	...	9	26	33	16	512	528	1	*3	1	3	2	6	

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

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

Description.	EAST INDIAN.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	6	2	8	...	10	1	14	1	24
3. Collisions between goods trains or parts of goods trains.	2	4	6	...	...	...	2	...	2
4. Collisions between light engines ...	3	2	5	...	...	...	2	...	3
5. Passenger trains or parts of passenger trains leaving the rails.	2	7	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	6	17	23	...	...	...	8	...	8
7. Trains or engines travelling in the wrong direction through points.	...	9	9	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	688	688	...	...	...	...	...	...
10. Trains running over obstructions on the line.	5	23	28	*3	*7	...	...	3	7
11. Trains running through gates at level-crossings.	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	1	1	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	47	47	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	129	129	...	...	...	...	...	...
14. The failure of tyres ...	...	2	2	...	...	...	...	...	...
15. Ditto of wheels ...	...	2	2	...	...	...	...	...	...
16. Ditto of axles ...	4	29	33	...	...	...	2	...	2
17. Ditto of brake apparatus ...	...	5	5	...	...	...	...	...	...
18. Ditto of couplings ...	2	781	783	...	...	...	5	...	5
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	7	7	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	1	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	2	2	...	...	...	...	...	...
23. Fire in trains ...	3	42	45	...	...	...	1	...	1
24. Fire at stations, or involving injury to bridges or viaducts.	2	...	2	...	...	...	3	...	3
25. Other accidents ...	5	100	105	...	...	...	6	...	6
Total all classes	41	1,901	1,942	*3	†17	1	44	4	61

* Not passengers.

† Of these 7 were not passengers.

DIX 27—contd.

ended the 31st March 1921, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	13	14	...	5	...	7	...	12	...	1	1	...	...	...	...	...	...	2
2	37	39	...	...	2	20	2	20	2	5	7	...	...	...	...	...	...	3
...	5	5	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	26	26	...	...	...	...	...	...	2	7	9	18	20	...	...	13	20	5
2	834	836	...	...	...	6	...	6	2	13	15	...	...	...	...	...	...	6
1	30	31	...	2	...	...	...	2	...	5	5	...	...	...	...	...	...	7
1	15	16	...	...	1	4	1	4	...	1	1	...	...	...	...	...	...	8
...	763	768	...	...	...	...	...	...	2	708	705	*3	*1	...	...	8	1	9
4	21	25	*5	8	8	6	8	14	8	7	15	...	*8	...	...	...	8	10
...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	109	109	...	...	...	1	...	1	...	86	88	...	...	...	...	...	...	13 (a)
...	450	450	...	...	...	...	...	...	...	269	269	...	...	...	...	...	...	13
...	5	5	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	15
1	94	95	...	...	...	...	...	...	1	15	16	...	...	...	...	...	...	16
...	20	20	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	17
1	888	884	...	...	...	3	...	3	1	35	36	...	...	...	1	...	1	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	25	25	...	...	...	...	...	...	...	61	61	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	230	231	...	...	...	...	...	...	7	20	27	...	...	...	...	...	...	23
1	21	22	...	...	1	10	1	10	1	8	9	...	...	...	...	...	...	24
1	205	206	2	58	...	1	2	9	...	57	57	...	...	...	...	...	...	25
16	3,797	3,813	†7	‡23	7	58	14	81	27	1,313	1,340	§16	‡4	...	1	16	25	

* Not passenger (a)
 † Of these five were not passengers.

‡ Of these four were not passengers.
 § Of these three were not passengers.

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

Description.	NIZAM'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	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	108	108	...	...	...	...	...	...
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.	...	496	496	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	1	1	...	...	...	...	...	...
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines	1	1	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines.	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	44	44	...	...	...	...	...	...
14. The failure of tyres	1	1	...	...	...	...	...	...
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings	35	35	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments
23. Fire in trains	3	3	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	3	3	...	...	...	...	...	...
25. Other accidents	1	1	...	...	...	...	...	...
Total all classes	...	701	701	...	...	...	...	...	...

DIX 27—contd.

ended the 31st March 1921, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

NORTH WESTERN.									ODDH AND ROHILKHAND.									Number of bookings.
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
4	3	7	...	6	1	...	1	6	2	2	4	41	65	1	1	42	66	2
4	28	32	...	1	4	15	4	16	...	3	3	...	...	...	...	...	...	3
...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
5	23	28	1	1	...	1	1	2	1	3	4	...	...	...	...	...	...	5
4	1,005	1,009	...	1	3	7	3	8	...	20	20	...	...	...	...	...	...	6
...	9	9	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	534	534	...	...	...	...	...	...	...	320	320	...	...	...	...	...	...	9
2	8	10	2	...	6	3	8	3	...	4	...	...	...	...	...	...	...	10
...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	79	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	141	141	...	...	...	...	...	...	...	44	44	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	196	197	...	...	...	...	...	...	...	58	58	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	32	32	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	23	23	...	...	...	...	...	...	1	...	1	1	...	...	...	1	...	23
1	27	28	...	...	2	...	2	...	...	1	1	...	...	...	...	...	...	24
...	62	62	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	25
21	2,302	2,223	73	9	16	26	19	35	4	466	470	42	65	1	1	43	66	

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

APPEN

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

Description.	SOUTH INDIAN.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	1	5	47	80	...	5	47	85
3. Collisions between goods trains or parts of goods trains.	1	2	3	...	...	...	...	...	...
4. Collisions between light engines ...	...	5	5	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	6	...	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	9	9	18	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	1	...	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,479	1,479	...	...	...	...	...	...
10. Trains running over obstructions on the line.	17	...	17	*1	*4	...	...	1	4
11. Trains running through gates at level-crossings.	2	...	2	...	...	...	...	...	...
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.	...	236	236	...	...	...	...	...	...
14. The failure of tyres ...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels... ..	...	...	...	...	...	...	...	...	...
16. Ditto of axles ... ..	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	23	2	25	...	...	...	3	...	3
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	7	2	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	28	...	28	...	...	1	2	1	2
22. Slips in cuttings or embankments ...	13	10	23	...	...	...	...	...	...
23. Fire in trains	1	12	13	...	4	...	...	...	4
24. Fire at stations, or involving injury to bridges or viaducts.	7	5	12	...	...	...	...	...	...
25. Other accidents	4	...	4	...	...	...	...	...	...
Total all classes	124	1,764	1,888	14	788	1	10	49	48

* Not passengers.

† Four of these were not passengers.

‡ One of these was not a passenger.

DIX 27—contd.

ended the 31st March 1921, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

ASSAM-BENGAL.									BENGAL AND NORTH-WESTERN.								Number of headings.	
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Ki-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.		In-jured.
...	1	1	...	8	...	...	...	8	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	1	...	1	4	15	...	...	4	15	2
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	3	3
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
1	2	3	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	6
...	3	3	...	...	...	...	...	...	...	10	10	...	...	...	2	...	2	7
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	77	77	...	...	...	...	...	...	...	154	154	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	3	...	3	12
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	15	15	...	...	...	...	...	...	...	39	39	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	9	9	...	...	...	...	...	...	...	30	30	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	20
...	8	8	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	4	4	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	23
...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	25
1	7	8	*1	...	2	2	3	2	...	3	3	...	...	...	...	...	...	25
2	138	140	*1	8	2	2	3	10	2	276	278	4	†18	...	5	4	23	

* Not passenger(s)
 † Three of them were not passengers.

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

Description.	BENGAL DOOARS.								
	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.	...	5	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
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.	...	22	22	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	3	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.
12. The bursting of boilers of engines
12(a). The bursting of tubes, etc., of engines.
13. The failure of machinery, springs, etc., of engines.	...	4	4	...	...	...	...	...	...
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	1	1	...	...	...	...	...	...
Total all classes	39	39	...	...	...	...	...	...

DIX 27—contd.

ended the 31st March 1921, 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 headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	8	...	8	...	...	...	...	...	...	5
...	10	10	...	...	...	...	...	...	...	54	54	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	2	22	24	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	8
...	28	28	...	...	...	...	...	...	4	160	164	...	...	...	2	...	2	9
...	2	2	...	...	...	...	...	...	...	28	28	*1	*1	...	...	1	1	10
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12 (a)
...	9	9	...	...	...	...	...	...	...	52	52	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	1	1	...	...	...	...	...	...	2	85	87	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	2	12	14	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	89	89	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	24
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	1	1	...	...	...	...	...	...	...	113	113	...	*2	...	...	...	2	25
...	56	56	...	...	...	...	...	...	19	658	677	*1	*3	...	2	1	5	

*Not passengers.

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

Description.	DIBRU-SADIYA.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.	...	3	3	...	...	...	...	...	...
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.	...	1	1	...	...	...	...	...	...
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.	...	3	3	...	...	...	...	...	...
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	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.
25. Other accidents
Total all classes	...	8	8	...	...	...	...	...	...

DIX 27—contd.

ended the 31st March 1921, 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.		
			Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	26	26	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	16	16	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	9
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	13
...	19	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	1	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
3	9)	93	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...

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

Description.	JODHPUR-BIKANER.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
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 ...	...	1	1	...	...	...	1	...	1
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.	6	...	6	...	...	...	...	...	...
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.	3	254	257	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	3	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	10	10	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	36	36	...	...	...	...	...	...
14. The failure of tyres ...	1	1	2	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	1	5	6	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	7	7	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	88	88	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	1	...	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents ...	...	34	34	...	*1	...	...	...	1
Total all classes ...	25	439	464	...	*1	...	1	...	2

* Not a passenger.

DIX 27--contd.

ended the 31st March 1921, as having occurred on the several railways open for traffic in and others, and of railway servants, killed or injured in each class of accident.

JUNAGAD STATE.									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.	Killed.	Injured.			
...	1
...	2
...	3
...	4
...	5
...	6
...	1	1	...	...	...	...	...	...	7
...	8
...	12	12	...	...	...	...	...	...	9
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
...	11
...	12
...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12(a)
...	13	13	...	...	...	...	...	...	13
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	15
...	16
...	1	1	...	...	...	...	...	...	17
...	18
...	19
...	20
...	7	7	...	...	...	...	...	...	21
...	22
...	23
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	25
...
...	18	18	...	...	...	...	...	...	...	51	51	...	...	...	...	...	...	...

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

Description.	MYSORE RAILWAYS.								ROHILKUND AND							
	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.	
				Kill-ed.	In-jured.	Kill-ed.	In-jured.	Kill-ed.	In-jured.				Kill-ed.	In-jured.		
1. Collisions between passenger trains or parts of passenger-trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	4	...	...	...	...
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	32	33	3	16	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	...	...	...	6	6	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	5	5	...	...	...	...	...	...	8	8	...	...	...	...
9. Trains running over cattle on the line.	...	75	75	...	...	...	...	...	...	82	82	...	...	...	...
10. Trains running over obstructions on the line.	4	4	...	...	...	...
11. Trains running through gates at level-crossings.	1	4	5	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	
13(a). The bursting of tubes, etc., of engines.	...	7	7	...	...	...	...	...	...	2	2	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	21	21	...	...	...	...	...	...	22	22	...	...	...	...
14. The failure of tyres	
15. Ditto of wheels	
16. Ditto of axles	
17. Ditto of brake apparatus	2	2	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	4	4	...	...	...	...	...	...	17	17	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts,	
20. Broken rails.	1	1	...	...	...	...	...	...	5	5	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...	1	1	...	...	...	...
22. Slips in cuttings or embankments	
23. Fire in trains	4	4	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	...	1	...	...	1	...	
25. Other accidents	1	15	26	...	...	...	...	...	...	4	4	...	...	...	...
Total all classes	2	164	166	...	...	...	...	...	...	3	188	190	3	16	1

DIX 27—concl'd.

ended the 31st March 1921, 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.

KUMAON.		UDAIPUR CHITORGARRH.										TOTAL. 2' 6" and 2' 0" GAUGES.						Number of headings.	
Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	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.	Kill-ed.		In-jured.
...	1	...	1	...	1	...	...	...	1	1
...	6	2	8	...	8	...	2	...	10	2
...	3
...	1	1	...	...	...	...	...	...	4
3	16	...	...	...	...	...	...	...	...	82	17	99	...	...	...	1	...	1	5
...	4	55	59	...	...	...	...	...	...	6
...	2	3	5	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	2	4	6	...	...	...	...	...	...	8
...	18	18	...	...	...	...	...	3	40	43	...	...	...	...	...	...	9
...	3	17	20	2	...	...	1	2	1	10
...	11
...	1	1	...	...	...	...	...	...	12
...	5	5	...	...	...	...	...	...	12 (a)
...	5	57	62	...	...	...	...	...	...	13
...	2	2	...	...	...	...	...	...	14
...	2	...	2	...	...	...	...	...	...	15
...	5	...	5	...	...	...	...	...	...	16
...	1	1	2	...	...	...	...	...	...	17
...	9	4	13	...	...	...	...	...	...	18
...	1	1	...	...	...	...	...	...	19
...	1	4	5	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	1	1	2	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
1	12	7	19	5	†5	...	...	5	5	25
4	16	...	21	21	...	...	...	...	...	140	226	366	7	†14	...	4	7	18	

* Not (a) passenger(s).
† Of these 4 were not passengers.

APPEN

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

Description.	Number of accidents reported to local Governments under section 83 of the Indian Railways Act, No. IX of 1890, i.e., serious accidents.		Number of other accidents.		Total number of accidents.	
	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.
1. Collisions between passenger trains or parts of passenger trains	13	1	3	6	16	7
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	31	27	71	41	102	68
3. Collisions between goods trains or parts of goods trains	22	12	162	188	184	200
4. Collisions between light engines	3	3	53	41	60	44
5. Passenger trains or parts of passenger trains leaving the rails	158	134	253	183	411	317
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	17	40	1,956	3,192	1,973	3,232
7. Trains or engines travelling in the wrong direction through points	9	7	159	150	168	157
8. Trains running into stations or sidings at too high a speed	1	4	74	75	75	79
9. Trains running over cattle on the line	6	12	7,085	7,180	7,093	7,192
10. Trains running over obstructions on the line	58	47	282	229	340	276
11. Trains running through gates at level-crossings	6	5	37	39	43	42
12. The bursting of boilers of engines	1	...	9	4	10	4
12 (a). The bursting of tubes, etc., of engines	...	...	471	401	471	401
13. The failure of machinery, springs, etc., of engines	4	5	1,951	2,019	1,955	2,024
14. The failure of tyres	1	1	10	20	11	21
15. Ditto of wheels	2	2	4	10	6	12
16. Ditto of axles	8	14	123	170	131	184
17. Ditto of brake apparatus	1	1	37	36	38	37
18. Ditto of couplings	48	40	2,773	3,058	2,821	3,088
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	2	1	6	3	8	4
20. Broken rails	9	8	393	383	402	391
21. The flooding of portions of permanent-way	64	37	79	46	143	83
22. Slips in cuttings or embankments	7	16	26	33	33	49
23. Fire in trains	18	16	415	518	433	534
24. Fire at stations, or involving injury to bridges or viaducts	23	14	91	124	114	139
25. Other accidents	37	24	873	811	910	835
Total	550	469	17,401	18,960	17,951	19,429

Mean mileage worked	37,137
Number of servants employed	751,752
Train-mileage of all descriptions	181,802,000
Number of passengers carried	559,246,100
Passenger-mileage	20,985,008,000
Per mean mile open—	
Train-mileage of all descriptions	4,357
Number of passengers carried	15,059
Passenger mileage	565,070
Total passengers—	
Killed per million of passengers	0.256
Injured per million of passengers	0.490
Killed per million of passenger-mile	0.007
Injured per million of passenger-mile	0.013

DIX 28.

1919-20 and 1920-21, 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.		
1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	
...	...	7	9	1	...	5	...	1	...	12	9	1
§59	118	††141	181	10	3	86	29	63	121	177	212	2
...	...	§21	††10	8	6	53	44	8	6	74	54	3
...	...	...	...	2	...	4	4	2	...	4	4	4
||7	22	***7	45	10	2	60	5	17	24	67	50	5
...	...	*1	1	...	4	12	23	...	4	8	24	6
...	...	3	2	...	...	4	2	...	...	7	4	7
...	...	1	...	...	1	...	5	...	1	1	5	8
*1	*3	...	*1	...	...	...	2	1	3	...	8	9
†17	*14	†††19	††29	1	9	7	18	18	28	26	47	10
*1	*5	*2	*4	1	...	...	1	2	5	3	5	11
...	...	...	...	2	...	...	3	2	...	...	3	12
...	...	...	...	...	...	...	1	...	...	...	1	12 (a)
...	...	...	...	...	...	1	...	...	...	1	...	13
...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	5	...	...	...	5	15
...	...	...	...	...	...	3	...	...	...	2	...	17
...	...	...	...	...	...	14	16	4	...	16	16	18
...	...	2	...	4	...	...	...	...	...	...	...	19
...	...	...	...	...	4	...	...	...	4	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	1	...	...	1	...	2	...	1	1	2	21
18	...	36	7	1	1	...	...	19	1	86	7	21
...	1	8	4	...	...	2	3	...	1	10	7	23
...	...	*2	...	1	4	6	14	1	4	8	14	24
5	§9	††25	†17	8	2	17	11	13	11	42	28	25
**108	†172	†††277	|||312	49	37	223	188	157	209	600	500	

* Not (a) passenger (s).
 †† Of these twenty-one were not passengers.
 † Of these six were not passengers.
 || Of these thirty-seven were not passengers.
 † Of these eight were not passengers.
 †† Of these three were not passengers.
 ** Of these twenty-three were not passengers.
 § Of these seven were not passengers.
 ††† Of these thirty-six were not passengers.
 † Of these twenty-nine were not passengers.
 † Of these thirteen were not passengers.
 ††† Of these fifteen were not passengers.
 *** Of these one was not a passenger.
 †† Of these eight were not passengers.