

**EXPLANATORY MEMORANDUM ON THE RAILWAY BUDGET
FOR 1923-24.**

In accordance with the undertaking given by Government last year in the debate on the Resolution regarding the adoption of the Railway Finance Committee's proposals in respect to the separation of the Railway Budget, this memorandum has been prepared in order to bring out and explain the main features of the railway budget as embodied in the Statements of Demands presented to the Legislature.

PART I.—CAPITAL.

HEAD OF ACCOUNT "53—CONSTRUCTION OF STATE RAILWAYS."

2. In pursuance of the recommendation of the Railway Finance Committee composed of members selected from the Legislative Assembly and the Council of State, it was decided by the Legislative Assembly in March 1922 that the capital programme of railway expenditure should be fixed for five years in advance, provision being made for an expenditure of Rs. 30 crores per annum or a total of Rs. 150 crores during the quinquennium. The programme was to be strictly adhered to subject to the understanding that a war or other unforeseen contingency radically disturbing the money market might render it necessary to curtail the operations of any one year. The whole of this sum was to be devoted to the rehabilitation and improvement of the existing lines, special stress being laid on the improvement of the conditions of travel of third class passengers, and to the completion of lines already in hand. It was also decided that there was to be no lapse of money voted for any one year but not spent within the year, such sums being carried to the credit of the Railway Administrations from year to year to the end of the quinquennium. In accordance with this decision the programme for capital expenditure for the current year was framed for Rs. 30 crores. Owing principally to delay in the delivery of materials and to a smaller extent to fall in prices, the expenditure during the year is expected to fall short of the allotment made. In the latest estimate the expenditure is placed at Rs. 21.36 crores and the sum of Rs. 8.64 crores will accordingly be re-allotted during the next year. Apart from the special causes already mentioned, the failure to utilise the full grant available in the first year of the new policy is in a large measure attributable to the fact that Railway Administrations had insufficient time to frame their programmes and send forward the necessary orders for material. To this extent it is hoped that measures which have since been taken will provide for the grant being fully utilised in future. The current year's lapse has, as stated, been added to the next year's grant which has been fixed at Rs. 38.64 crores made up of—

	Rs.
(i) Ordinary grant for the year	30.00 crores.
(ii) Carried forward from current year	8.64 „
Total	38.64 „

3. The details of the total capital expenditure on State Railways worked by the State and Companies in each of the three years from 1921-22 to 1923-24 are as follows:—

Items.	Actuals, 1921-1922.	1922-1923.		1923-1924. Budget.
		Budget.	Revised.	
(a) England	£ 13,564,663	18,460,000	10,448,000	19,000,000
	R 13,56,46,629	18,46,00,000	10,44,80,000	19,00,00,000
(b) India	R 2,42,12,734	2,31,00,000	5,68,95,000	10,13,95,000
	R 15,98,59,363	20,77,00,000	16,13,65,000	29,13,95,000
Exchange	R 6,97,79,572	9,23,00,000	5,22,40,000	9,50,00,000
Total	R 22,96,38,935	30,00,00,000	21,36,05,000	38,63,95,000

4. The following table compares the allotments made for open lines and lines under construction in 1923-24 with figures for previous years:—

Items.	Actuals, 1921-22.	Revised, 1922-23.	Budget, 1923-24.
	R	R	R
(1) Open lines including rolling stock	14,55,97,363	14,07,30,000	26,33,48,000
(2) Lines under construction—			
(a) Started in previous years	1,40,38,000	1,95,71,000	2,80,47,000
(b) Started in current year	2,24,000	10,64,000	...
	15,98,59,363	16,13,65,000	29,13,95,000
Exchange	6,97,79,572	5,22,40,000	9,50,00,000
Total	22,96,38,935	21,36,05,000	38,63,95,000

5. The details of the budget grant for 1923-24 by railways are shown below :—

[In thousands of rupees.]

Railway.	OPEN LINES.			CONSTRUCTION OF	
	Rolling Stock.	Other items.	Total.	Lines in progress.	New lines.
STATE RAILWAYS WORKED BY STATE.					
	Rs.	Rs.	Rs.	Rs.	Rs.
1. North-Western Railway :—					
(i) Main line	1,94,81	75,67	2,70,48		
(ii) Nuehki extension	...	6,00	6,00		
(iii) Khyber Railway	...	...	...	53,37	
2. Delhi (New Capital) Railway Works Scheme	...	26,00	26,00		
3. Eastern Bengal	61,00	40,00	1,01,00		
4. Oudh and Rohilkhand	55,83	37,33	93,16		
5. Aden Railway	31	39	70		
6. Jodhpur-Hyderabad (British Section)	...	2,87	2,87		
7. Stores Transactions	...	...	...
TOTAL	3,11,95	1,88,26	5,00,21	53,37	
STATE RAILWAYS WORKED BY COMPANIES.					
9. Assam Bengal (including land)	39,13	—1,67	37,46		
10. Bengal-Nagpur :—					
(i) Open line	1,18,50	1,34,92	2,53,42		
(ii) Amda-Jamda	...	...	...	28,33	
(iii) Bermo Duneya Section	...	...	...	3,53	
(iv) South Karanpura Coal Fields	...	...	...	11,41	
(v) Talchir Coal Fields	...	...	...	45,00	
(vi) Hesia Chandil	...	...	...	45,00	
11. Dezwada Extension.	...	3,86	3,86		
12. Bombay Baroda and Central India :—					
(i) Main line	1,01,93	1,46,57	2,48,50		
(ii) Dholka-Dhanduka	...	...	...	4,76	
13. Burma :—					
(i) Main line	14,69	15,04	29,73		
(ii) Pegu Moulmein and Henzada Krangin Extensions.	21,53	1,25	22,78		
(iii) Southern Shan States Railway	...	75	75		
14. East Indian :—					
(i) Open line	2,48,56	42,05	2,90,61		
(ii) Bermo Duneya Section	...	...	...	2,52	
(iii) South Karanpura Coal Fields	...	...	...	10,34	
15. Great Indian Peninsula :—					
(i) Main line	2,23,78	53	2,24,31		
(ii) Agra-Delhi Chord	...	1,92	1,92		
(iii) Bhopal State	...	2,48	2,48		
(iv) Cawnpore-Banda	...	95	95		
(v) Baran Kotah	...	10	10		
(vi) Itarsi-Nagpur	...	...	...	45,36	
(vii) Harbour Branch	...	...	...	16,55	
(viii) Majri-Rajur	...	...	...	14,20	
16. South Indian—					
(i) Main line	48,39	64,90	1,13,29		
(ii) Coonoor-Ootacamund	71	81	1,52		
(iii) Tinnevely-Quilon—British Section	...	1,10	1,10		
(iv) Du. Indian State Section	90	20	1,10		
17. Tirhoot	6,85	3,68	10,53		
18. Lucknow-Bareilly	57	1,18	1,75		
19. Madras and Southern Mahratta :—					
(i) Open line	97,48	47,42	1,44,90		
(ii) Guntur Tenali	...	5	5		
(iii) Dhone Kurnool	...	5	5		
	9,23,02	4,68,14	13,91,16	2,27,10	...
Reserve	...	78,16	78,16	...	...
	12,81,97	7,34,56	19,69,53	2,80,47	...
Exchange	...	...	7,49,37	63	...
TOTAL	...	...	27,18,90	2,81,10	...
Carry forward from 1922-23 to be reallotted in 1923-24.	...	...	8,63,95	...	...
GRAND TOTAL	...	...	35,82,85	2,81,10	...

6 The above figures explain the distribution of the 30 crore allotment for 1923-24. The balance of Rs. 8.64 crores which is carried forward from current year represents the incomplete portion of the programme to which the Legislature has already accorded approval and which need not therefore be further explained. The distribution of Rs. 30 crores over open line works, rolling stock and new construction is shown below :—

	Rs.
Open line facilities	18,23.38 lakhs.
Rolling stock	12,84.97 „
New construction	2,81.10 „
Suspense	-3,89.45 „
Total	<u>30,00.00 „</u>

7. *Improved facilities.*—It will be seen that over half the total grant is to be devoted to the improvement of general open line facilities. Under this heading are included larger yards, longer platforms, extensions to stations, double lines and many similar improvements which are so urgently required on every railway in India. Taking the main heads the distribution proposed is as follows :—

	Rs.
(a) Doubling and quadrupling	1,72.56 lakhs.
(b) Improved rails and sleepers	1,08.20 „
(c) Strengthening of bridges	87.10 „
(d) Remodelling of station yards	2,97.64 „
(e) Additional quarters for staff	1,75.72 „
(f) Workshops and stores buildings	2,53.12 „
(g) Plant and machinery	1,71.00 „
(h) Sidings, diversions, links, etc.	86.07 „
(i) Other works	4,73.97 „
Total	<u>18,23.38 „</u>

Of the doubling and quadrupling some of the most important items are on the Bengal Nagpur Railway where it is proposed to spend Rs. 35 lakhs on doubling the Anara-Kandra, Sini-Goilkera, Mohuda-Bhojudih-Gowai and Khargpur Cossye sections in order to provide additional facilities for movement of coal traffic and thereby improve the capacity of the line for all other traffic. Apart from this the Bombay, Baroda and Central India Railway proposes to devote Rs. 40 lakhs to the quadrupling of their suburban section from Grant Road to Borivli where there has been congestion for some time. The East Indian Railway proposes to spend about half a crore of rupees mostly on the Grand Chord doubling which will considerably relieve the congestion now occurring all over the main line. The North-Western Railway will double the sections between Deona and Chak Pirana, also from Dina to Domeli and Mandra to Gujar Khan and propose to spend Rs. 14 lakhs on these works. The South Indian Railway will spend Rs. 9½ lakhs on the doubling of Madras-Tambaram section. The Burma Railways propose to spend Rs. 19 lakhs on the doubling of the line between Pyuntaza and Kyungon.

The second item is one of very great importance since the existing track is on many lines below the standard required for modern heavy traffic. The work to be done in this respect extends to every line in the country. A similar remark applies with even more force to the third item “strengthening of bridges” as many of our existing bridges are below the standard required by modern heavy locomotives and stock and this restricts the movement of traffic.

The remodelling of yards and stations represents a very urgent necessity both in the interests of movement of traffic and the economic use of stock.

(d) Remodelling of station yards.

The more important extensions necessary are terminal arrangements at Grant Road, Bombay (45 lakhs), Ahmedabad (12 lakhs), Bulsar (4 lakhs), Bandra (5 lakhs), Victoria Terminus (6 lakhs), Mazgaon (5.81 lakhs), Poona (7 lakhs), Nagpur (6 lakhs), Gwalior (4.80 lakhs), Bhojudi (7.30 lakhs), Tatanagar (7 lakhs), Anara (10.75 lakhs), Moghalserai (10 lakhs), and Peshawar (8 lakhs).

The necessity for additional quarters for the staff is represented by every line in India, and in the interests of the hardworked employees who are at

(e) Additional quarters for staff.

present in many cases housed in inadequate and unsuitable quarters or who have to make their own arrangements in circumstances of great difficulty, it is imperative that a liberal sum shall be spent on this object with the least possible delay.

The extension of workshops and stores buildings and the provision of additional plant and machinery at a cost

(f) Workshops and Stores buildings.

(g) Plant and Machinery.

of Rs. 4 $\frac{1}{4}$ crores have been rendered necessary in order to deal adequately and expeditiously with the existing rolling stock and the anticipated increase in numbers. The most important item under this head is the South Indian Railway shops at Trichinopoly; the construction of these workshops which are intended to deal with both broad and metre gauge stock is estimated to cost over Rs. 3 crores and a sum of Rs. 112.09 lakhs is proposed to be spent on it next year. The Great Indian Peninsula Railway propose to spend Rs. 48.25 lakhs on the electrification of their suburban sections.

Before leaving the subject of improved traffic facilities, mention may be made of the progress made in relaying the lines dismantled during the war. Of the 420 miles of railway lines dismantled 141 miles have already been restored, leaving 279 miles to be yet relaid. Of these the most important is the Sutlej Valley Railway, 208 miles in length, which is being relaid, and it is anticipated that the Kasur Pakpattan section will be opened in the course of the next few months. During the next year the relaying of the Bhagalpur Bausi Railway, 32 miles long, will be taken in hand and will be completed as soon as second-hand materials are available.

8 *Rolling stock*.—A total sum of Rs. 12.35 crores is proposed to be spent on the provision of additional stock and on the improvement of the existing stock. The distribution of this amount between the various items is shown below :—

	Rs. lakhs.
Engines	3,01.09
Coaches	2,91.74
Wagons	5,00.72
Miscellaneous	1,38.42
Total	<u>12,34.97</u>

This expenditure covers both additional vehicles and engines and the cost of improvements to existing stock. It is anticipated that the railways will be able to place on the line during the next year 189 extra engines, 1,270 additional coaches and 8,567 wagons (in terms of four wheelers). It is hoped that the addition of these numbers to the existing stock, coupled with the provision of improved facilities for the movement of the existing stock, will effect a sensible improvement in the existing conditions of travel and transport.

9. *New construction*.—No new lines are proposed to be started but an expenditure of Rs. 281.10 lakhs is required for those now under construction.

Of this Rs. 132·10 lakhs will be spent on the following lines which serve important coal areas :—

	Rs. lakhs.
(1) Bokaro-Ramgarh Extension	8·15
(2) South Karanpura	21·75
(3) Talchir Coalfields Railway	45·00
(4) Hesia Chandil	45·00
(5) Majri-Rajur	14·20
Total	<u>132·10</u>

A sum of Rs. 54 lakhs has been allotted for the Khyber Railway. Rs. 45·36 lakhs will be spent on the completion of the remaining portion of the Itarsi Nagpur Railway—an important line which has for unavoidable reasons taken an unusually long time to construct. The Amda Jamda Railway which will serve rich iron ore deposits in the province of Bihar and Orissa will shortly be ready for opening, and it is proposed to spend Rs. 28·33 lakhs on the completion of works in hand. In Bombay a short overhead line is being constructed to provide for the suburban traffic and the provision made is Rs. 16·55 lakhs.

10. *Facilities for third class passengers.*—Great public interest naturally attaches to works which will directly or indirectly benefit the conditions of travel of the lower class passengers. To a considerable extent the third class passenger shares in the benefits which will follow from the general improvement in stock and facilities which will render possible a more extended service. And this is particularly the case in respect to overcrowding which can only be alleviated by more frequent and commodious trains than are at present possible owing to insufficiency of stock, congested lines, short platforms and all the other various disabilities which hinder the provision of facilities for travel, the necessity for which is fully realised. Apart, however, from these indirect measures of improvement special attention has been paid in framing the programmes of all lines to measures which will afford direct relief.

11. Taking first the provision of carriages. The number of third class carriages on all railways on 31st March 1922 was 17,868 in terms of four wheelers. The number of additional vehicles which it is hoped will be placed on the line by the end of the current year is 1,058. The result of the present programme will be to add further 1,091, bringing the total number up to 20,017 by the end of the next year. Apart from the increase in numbers, improvements in design are being simultaneously effected. A few facts in respect of the improved type of third class stock may not be without interest. On the Great Indian Peninsula Railway 59 carriages of an improved type are being provided in the current year and 47 more will be put on the line next year, the cost being about Rs. 22 lakhs. These coaches will be bogies each 68 feet long by 10 feet wide to accommodate 83 passengers; the seats will run lengthways; each carriage will be fitted with four latrines of a new and greatly improved design. An illustration of this carriage was reproduced in the Administration Report for 1921-22. On the East Indian Railway arrangements are being made to complete the fitting up of a rake of third class carriages which embody a novelty in providing drinking water equipment. These carriages will be put into service as a regular passenger train as early as possible. This experiment of having drinking water for the third class travelling public on the train itself will be watched with interest. The Eastern Bengal Railway is also experimenting with a new type. This railway is constructing 11 bogie coaches which will accommodate 1,037 third class passengers. Each of these carriages will be divided into four compartments with latrine accommodation for each compartment; for water supply roof tanks holding a total capacity of 80 gallons are provided; washhand basins are fitted in each lavatory. For suburban traffic this railway is providing coaches with seats arranged laterally with half backs, with a view to allow free circulation of air. These coaches will be built with turn-under sides, thus increasing the seating accommodation.

12. Apart from rolling stock a great deal of attention is now being devoted on all lines to the question of general facilities of travel with special reference to third class passengers. Under orders of the Railway Board special reports on this matter have been submitted by all Government Inspectors and arrangements are being made wherever possible to give effect to their suggestions for improvement. On some lines, notably the Great Indian Peninsula Railway, further special investigation has been initiated by the railways themselves. It is impossible within the compass of this Memorandum to give a comprehensive description of all that is contemplated in this direction, but in view of the interest taken in this matter a few details of the schemes which have been initiated on some of the principal lines as the result of the investigation are embodied in appendix No. I to this Memorandum.

PART II.—REVENUE.

HEADS OF ACCOUNT "XI AND XII AND 10 TO 12—RAILWAY REVENUE ACCOUNT."

13. The statement below brings out the main features of the railway revenue budget:—

	Actuals, 1921-22.	Revised, 1922-23.	Budget, 1923-24.
	₹	₹	₹
STATE RAILWAYS—			
Gross Receipts	81,69,27,377	92,07,26,000	95,57,24,000
<i>Deduct—</i>			
Working Expenses	65,66,78,003	66,33,85,000	66,51,50,000
Surplus profits paid to Companies, etc.	1,06,40,122	68,07,000	98,77,000
Net Receipts	14,96,09,252	25,05,34,000	28,06,97,000
Interest and capital redemption charges—			
Annuities in purchase of Railways	5,07,83,728	5,03,62,000	5,03,62,000
Sinking Funds	43,35,431	46,11,000	49,10,000
Interest on Debt	15,63,48,047	16,96,83,000	18,77,90,000
Interest on Capital contributed by Companies	3,35,17,355	3,32,04,000	3,22,30,000
	24,49,84,561	25,78,60,000	27,52,92,000
Net Result	—9,53,75,309	—73,26,000	+54,05,000
Other Receipts	24,73,577	25,97,000	19,61,000
Other Charges	—20,01,989	45,31,000	38,40,000
Net Result	44,75,566	—19,34,000	—18,79,000
TOTAL NET RESULT	—9,08,99,743	—92,60,000	35,26,000
Redemption of capital from revenue	1,13,74,610	1,17,65,000	1,21,70,000
Capital at charge at end of each year	5,44,30,50,333	5,64,12,73,000	6,01,19,52,000
Miles open on the 1st April	26,799	26,951	27,108

14. *Receipts 1922-23.*—In framing the budget estimate for 1922-23, the gross traffic receipts were placed at Rs. 99½ crores, being 17¾ crores in excess of the revised estimate for 1921-22. This figure was intended to cover the equivalent of freight tax to be obtained by an all-round enhancement in rates on goods, an increase of Rs. 6 crores in passenger fares which was to be brought about by an increase in fares by about 25 per cent., besides the usual improvement in receipts on account of the normal growth of traffic from year to year.

It was not possible to bring the enhancements in passengers' fares into force with effect from the commencement of the year and as a matter of fact they were brought into force by the several railway administrations with effect from different dates. To end of December 1922, *i. e.*, for the first nine months of the year, the number of passengers carried and the receipts realised from them compare as follows with those for the corresponding period of last year.

(In thousands.)

Passengers.	1921-22.		1922-23.		INCREASE+ DECREASE—	
	Number.	Earnings. Rs.	Number.	Earnings. Rs.	Number.	Earnings. Rs.
I class passengers	1,019	96,17	890	99,03	—129	+2,86
II „ „	7,155	1,67,52	6,515	1,62,27	—640	—5,25
Inter „ „	7,781	1,14,22	6,826	1,08,29	—955	—5,93
III „ „	358,596	20,31,89	357,914	22,37,28	—652	+2,05,39
Total	374,551	24,09,80	372,175	26,06,87	—2,376	+1,97,07

It will be seen that the number of passengers has decreased by 2,376 thousands, *i. e.*, about 63 per cent. of the number carried last year, though there has been an increase of Rs. 1.97 crores in the receipts. It has been suggested that this reduction is to some extent due to the increase in fares, but the falling off in the normal rate of increase of passengers was apparent before the fares were increased and it is probable therefore that the general economic factors of poor trade and increased cost of living have been largely responsible for the decrease.

For similar reasons the goods traffic has not come up to expectations. The total weight of traffic carried was 58.051 millions of tons during the first nine months of the year as compared with 57.639 millions of tons during the corresponding period of last year, the increase being 412,000 tons. The total receipts were Rs. 38.91 crores as compared with Rs. 34.80 crores realised during last year, the increase being Rs. 4.11 crores. Making allowance for the freight tax which was accounted for separately last year and is now merged in the goods receipts, there has not been any appreciable increase in the total receipts so far.

The traffic has during the last few weeks shown indications of improvement and taking all the factors into consideration the revised estimate has been placed at Rs. 92 crores, being Rs. 7½ crores less than the budget estimate.

15. *Receipts 1923-24.*—The gross receipts for next year have been estimated at Rs. 95½ crores, being Rs. 3½ crores more than the revised estimate for the current year. This is based on the fact that the enhanced fares will be in force throughout the year and on the assumption based on present favourable indications that trade may be expected in some degree at any rate to revive.

16. *Working Expenses.*—The budget estimate for working expenses of State-owned railways during the current year was placed at Rs. 68.06 crores and the revised estimate now proposed is Rs. 66.34 crores involving a saving of Rs. 1.72 crores. For 1923-24 the budget provision has been fixed at Rs. 66.52 crores, made up as follows :—

	Rs. lakhs.
(a) Ordinary expense (excluding fuel)	49,88.11
(b) Fuel	8,68.57
(c) Programme revenue	11,50.00
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	70,06.68
Deduct non-budget lines	3,38.98
Suspense	—16.20
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	66,51.50
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The above figures represent the amount which would ordinarily be necessary for working expenses of railways. The Retrenchment Committee has, however, recommended that in view of the general financial position a reduction should be made in railway working expenses. The Government of India have decided to accept this recommendation, and a reduction in the estimates of 3 crores of rupees will accordingly be necessary. The allocation of this retrenchment over railways and heads of Revenue Expenditure will, however, need very careful consideration, and for the present the distribution cannot be shown. The explanations given below have reference, therefore, to the figures in the original estimates and do not take into account reductions which must be made to bring the retrenchment into effect.

17. *Ordinary expenses.*—Excluding fuel, which is dealt with in the next paragraph, the total ordinary expenses are expected to amount to over Rs. 51 crores in the current year. This is Rs. 59 lakhs in excess of the actual expenditure in last year and Rs. 1½ crores more than the budget provision for the current year. In the next year it is proposed to provide for an expenditure of over Rs. 49¾ crores which is considerably less than the actuals of last year and the revised estimate for the current year. The distribution of the expenditure between the three main sub-divisions of this head is shown below :—

	Actual expenditure in 1921-22.	Revised estimate, 1922-23.	Budget estimate, 1923-24.
	Rs. crores.	Rs. crores.	Rs. crores.
(a) Maintenance	17.49	17.14	16.76
(b) General superintendence	7.54	7.86	8.00
(c) Running expenses and general charges, etc.	25.48	26.10	25.12
Total	50.51	51.10	49.88

The gradual reduction of expenditure on ordinary repairs and maintenance of the property is mainly due to fall in prices of materials and to economical methods introduced as a result of the economy campaign which has been carried on by all railway administrations during the current year. The rise in the cost of General Superintendence from Rs. 7.54 crores in 1921-22 to Rs. 7.86 crores in the current year and to Rs. 8 crores in the next year is mainly due to annual increments due for approved service of employees, the great majority of whom now are on time-scales of pay. No revisions of any great importance in the scales of pay were sanctioned this year, nor are any contemplated next year; slight changes may, however, possibly be made where it is considered absolutely necessary to do so. The numbers of superior staff have on some railways been slightly reduced, while on others the cadres have had to be strengthened to keep abreast with increased work. Increases of this class are, however, but very carefully scrutinised and are only permitted where clearly unavoidable.

The increase of expenditure under the head "running expenses and general charges" in the current year is made up of a number of items. About half of the excess is due to payments by the East Indian Railway to other railways for the use of rolling stock taken on hire. The annual increments granted to drivers and firemen, station and train staff and the consequential increase in the provident fund bonus allowed are also responsible for increased expenditure. Next year it is proposed to provide for an expenditure of Rs. 25.12 crores under this head which is about Rs. 1 crore less than the current year's provision.

18. *Fuel.*—The provision in the budget for fuel in the current year was placed at Rs. 10.02 crores as compared with the actual expenditure of Rs. 9.79 crores in 1921-22. In the revised estimate it has been reduced to Rs. 9.64 crores due to a smaller quantity of imported coal having been purchased. The budget for 1923-24 provides Rs. 8.69 crores. The only railway which proposes to purchase imported coal during 1923-24 is the Madras and Southern Marhatta Railway and its orders will amount to 60,000 tons. This purchase is justified by the fact that the price per ton of the foreign supply compares favourably with the price of Bengal coal with freight charges included. All the other railways expect to use Indian coal only and there is consequently a

reduction of about 1 crore of rupees in expenditure as compared with the revised estimate for the current year, in spite of the fact that the contract price of Indian coal for supply during next year is somewhat higher than during the current year.

It may be stated here that steps are contemplated with a view to increase local supplies and avoid recourse to import of coal. In order to increase the output from the Kargali colliery, which is worked by the Great Indian Peninsula Railway, it has been proposed to work it by means of electricity and an estimate for Rs. 24.76 lakhs has been submitted to the Secretary of State for sanction. The ultimate output will be increased to one million tons of coal per annum representing more than 75 per cent. of the present day requirements of this railway and the saving in the fuel bill is estimated at about Rs. 40 lakhs per annum. Steps are also being taken to acquire additional collieries for railway purposes. In the southern portion of the Karanpura coalfields an area of 6,800 bighas has been investigated and proved by a prospecting survey to contain at least 150 million tons of coal. A mining lease of this area has been acquired at a cost of Rs. 11.90 lakhs and it is proposed to work it as a State colliery for the use of the three State-worked railways. The Secretary of State has sanctioned an expenditure of Rs. 49.54 lakhs for the acquisition and development of Jairangdih colliery for the joint use of the Bombay, Baroda and Central India and the Madras and Southern Mahratta Railways. The output of coal is estimated at 650,000 tons by the third year of development, increasing by degrees to 1,300,000 tons per annum from the fifteenth year. The Bengal-Nagpur Railway is carrying out prospecting surveys in the Talchir and Karanpura coalfields, and the Madras and Southern Mahratta Railway also proposes to investigate an area in the former field. Negotiations are in progress with a view to the Burma Railways obtaining their coal supply from the Kalaw coalfields which have been leased and are being surveyed by a private company.

The new coal lines already referred to which have been taken in hand in the current year will also help in this direction.

As a measure of general economy Coal Saving Committees have been constituted on all lines with a view to exploring every possible avenue of saving.

19. *Programme Revenue*.—The budget provision for 1922-23 under the head "Programme Revenue" was Rs. 11.81 crores and the revised estimate provides for an expenditure of Rs. 9.47 crores. The deficiency is mostly due to the non-arrival of necessary materials and also to some extent to fall in prices. The budget for next year has been framed for a net expenditure of 11½ crores allowing for a possible saving in the estimate of 1 crore as below.

	Crores.
	Rs.
(1) Renewal of rails	5.18
(2) „ bridges	1.18
(3) „ loco engines and boilers	1.66
(4) „ coaches . . . . .	.95
(5) „ wagons	1.23
(6) Other items	2.30
(7) Deduct saving anticipated	—1.00
Total	<u>11.50</u>

The expenditure on these heads is intended primarily to make good wear and tear of the property; to provide for the renewal of rails, sleepers, bridges and stock which are worn out or no longer suitable for present heavy traffic. The Railway Finance Committee considered this matter and recommended that early steps should be taken to calculate the rates of depreciation which should be allowed for the various classes of railway plant and material in order that the recurrence of the deterioration which had taken place in recent years might be avoided and depreciation of renewal and repairs provided for automatically. The question was also considered by the Central Advisory Council for Railways who expressed the opinion that, if a proper depreciation fund were started, adequate provision for the service of the fund should be a standing charge against the revenue budget. A committee of experienced officers has been at work examining the question and their report is expected shortly.

In view of the unavoidable depreciation of railway property which took place during the years of the war, this head of expenditure represents one of the most important items in the Railway Budget, for it has been made quite clear by all the evidence which was given before the Acworth Committee that the present condition of the railways, which exhibits decreased earning power and inability to deal adequately with the traffic offering, is largely due to the impossibility of providing adequate funds for regularly making good depreciated material, plant and equipment. Further it is important that the intimate connection between this part of the programme and capital should not be overlooked. In modern conditions nearly every renewal involves an element of betterment and if full use is to be made of the 30 crores per annum, which the Assembly has decided shall be spent on the improvement of railways, it is essential that the process of renewal on which the improvement is dependent shall be correspondingly financed.

20. *Surplus Profits paid to Companies.*—The increase of Rs. 8,07 lakhs in the revised estimate is due to the larger net earnings of some railways in the last quarter of 1921-22 than provided for in the revised estimate of that year upon which the budget estimate of surplus profits of the current year was based.

The large increase in the budget estimate for 1923-24 as compared with the revised estimate for the current year is due to the probable estimated net earnings of 1922-23, being larger than those of 1921-22.

21. *Interest charges, etc.*—The excess under Interest on debt is explained in Finance Department memorandum.

22. *Other receipts.*—The receipts shown under this head represent the Government share of surplus profits of the Rohilkund and Kumaon, Southern Punjab, Amritsar Patti, Hardwar Dehra, Kalighat Falta, Sialkot Narowal and Hoshiarpur Dcab Railways payable under the terms of their respective contracts. The improvement of Rs. 6,55,000 on the budget estimate of receipts in the current year is due mainly to the variations anticipated in the Government share of surplus profits of the Amritsar Patti and Rohilkund and Kumaon Railways and in the repayment of advances of interest by Tinnevelly Quilon Railway (Indian State section). The decrease of Rs. 6,36,000 provided for in the budget for 1923-24 is due mainly to variations anticipated in the Government share of surplus profits of the Rohilkund and Kumaon and Southern Punjab Railways and in the repayment of advances of interest by Tinnevelly Quilon Railway (Indian State section).

23. *Other charges.*—These consist of cost of land required by certain Railway Companies entitled under the terms of their contracts to free supply of land for the purposes of their railways and of miscellaneous items such as surveys and controlling establishments (including the Railway Board). A share of the cost of control is charged to the working expenses of each Railway Company and the recoveries thus made are adjusted by deduction from the miscellaneous expenditure. The figures are:—

Items.	1921-22.	1922-23.		1923-24.
	Actuals.	Budget.	Revised.	Budget.
	Rs.	Rs.	Rs.	Rs.
1. Subsidised Companies—Land and Subsidy	7,19,922	19,83,000	10,80,000	25,90,000
2. Miscellaneous Expenditure	—27,21,911	23,04,000	34,51,000	12,50,000
TOTAL	—20,01,989	42,87,000	45,31,000	38,40,000

24. *Land and Subsidy.*—The revised estimate shows a decrease of Rs. 9,03,000 over the budget estimate of the year which is mainly attributable to the fact that provision made for certain railways is not now required, as it has subsequently been decided to construct them from Programme funds and also to provision made for certain other lines not having been utilized due to postponement of works to next year. The budget estimate for 1923-24 has been

placed at Rs. 25,90,000 which is about Rs. 15 lakhs in excess of the revised estimate for 1922-23. The increase is chiefly due to provision made for land for new projects, *viz.*, Jharia-Jhanjail-Bagmara, Bagmara-Siju, Mukerian-Talwara, Sirhind Rupar Railways, District Board Lines in Madras Presidency, Hardwar Dehra and Rishikesh-Rishikesh Road Railways.

25. *Miscellaneous Expenditure.*—The increase of Rs. 11,47,000 in the revised estimate for 1922-23 as compared with the budget estimate of the year is chiefly due to provision made to cover the estimated amount of adjustments required to be made provisionally with other departments on behalf of railways in the Accountant General, Railways' auxiliary accounts as well as to provide for the reversal entries in respect of certain credits adjusted in those accounts for 1921-22 to be passed on to the railways in the accounts for 1922-23. It may be explained that the use of the Accountant General, Railways' auxiliary accounts is made to include in the railway accounts for a year all the railway transactions relating to that year which, owing to the individual accounts of railways for a year being closed early in May following, could not be adjusted in those accounts and would have remained outstanding at the end of a year but for adjustment through the auxiliary accounts. The budget for 1923-24 is made up as follows:—

	Rs.
Cost of surveys	8,00,000
Government supervision, audit and control:—	
Establishment of the Railway Board	10,00,000
" " Accountant General, Railways	2,39,000
Government Inspectors and Government Examiners of Accounts	6,78,000
Surplus Establishment and Miscellaneous Charges	2,10,000
Indian Railway Bridge Committee	5,000
State Railways. Miscellaneous expenditure in England	15,84,000
Exchange	7,82,000
Total	<u>53,08,000</u>
<i>Less</i> —Recoveries on account of supervision	—16,82,000
<i>Less</i> —Leave allowances, etc., of railway employes and miscellaneous charges adjustable against working expenses	—23,76,000
GRAND TOTAL	<u>12,50,000</u>

PART III—REVIEW OF FINANCIAL POSITION.

26. *1922-23, Revised Estimate.*—The following table shows the financial results expected in accordance with the latest estimates:—

	Rs.
Traffic receipts from Government Railways	92,07,26,000
Government share of surplus profits from Subsidised Companies' Railways	25,97,000
Total receipts	<u>92,33,23,000</u>
	Rs.
Working expenses	66,33,85,000
Surplus profits paid to Companies	68,07,000
Interest on Government debt	16,96,83,000
Interest on capital contributed by Companies	3,32,04,000
Annuities in purchase of Railways	5,03,82,000
Sinking Funds	46,11,000
Land and Subsidy to Companies	10,80,000
Miscellaneous	34,51,000
Total charges	<u>93,25,83,000</u>
Net loss	<u>92,60,000</u>

The total capital at charge of railways is Rs. 5,64,12,73,000 and after paying working expenses the net return on capital is expected to be Rs. 25,99,33,000 which is equivalent to 4.6 per cent. on capital.

The net loss after paying interest on borrowed capital and all other contingent liabilities connected with railways was Rs. 92,60,000 which compares favourably with the corresponding figure of Rs. 9,08,99,743 in 1921-22.

27. 1923-24, Budget Estimate.—The corresponding figures for 1923-24 based on estimates are expected to be as follows:—

	Rs.
Traffic receipts from Government Railways	95,57,24,000
Government share of surplus profits from Subsidised Companies' Railways	19,61,000
	<hr/>
Total receipts	95,76,85,000
	Rs.
Working expenses*	66,51,50,000
Surplus profits paid to Companies	98,77,000
Interest on Government debt	18,77,90,000
Interest on capital contributed by Companies	3,22,30,000
Annuities in purchase of Railways	5,03,62,000
Sinking Funds	49,10,000
Land and Subsidy to Companies	25,90,000
Miscellaneous	12,50,000
	<hr/>
Total charges	95,41,59,000
	<hr/>
Net gain	35,26,000

The total capital at charge of railways at the end of the next financial year is expected to be Rs. 6,01,19,52,000 and after paying working expenses the net return on capital will be Rs. 29,25,35,000 which is equivalent to 4.86 per cent. on capital.

28. It will be seen from the above that the position is rapidly improving, and there is every expectation that in 1923-24 railways will again bring in a net profit to the State. The unfavourable results in the past years since the war have been due to variety of causes, most of which are now showing signs of passing away. Difficulties similar to those which have affected railways in India have been apparent in every form of business in the country. Working expenses have risen to an unprecedented degree, and the earning power of the lines has not responded for the reason that trade was almost at a standstill and even passenger traffic languished or failed to increase, in sympathy with the financial condition of the people. There is, however, no reason to imagine that these conditions represent other than a temporary phase similar to what is apparent in every other part of the world.

29. On every line in India Retrenchment Committees are now endeavouring to reduce working expenses by introducing more economical methods and by getting rid of all classes of liabilities which do not represent matters absolutely essential to working. Trade is now beginning to show signs of recovery and it may confidently be hoped that railway receipts will rise in sympathy. It is the first essential at present, therefore, to push forward the rehabilitation of all lines so that they may be placed in a position to meet the public demand for transport without difficulty, and at the same time to endeavour by every means possible to reduce the working expenses to the minimum compatible with efficiency.

*N.B.—The figure of working expenses does not take into account the retrenchment of Rs. 3 crores, which is to be carried out in accordance with the recommendation of the Retrenchment Committee.

C. D. M. HINDLEY,

Chief Commissioner of Railways.

Dated the 1st March 1923.

Appendix No. I.

MEASURES DESIGNED TO IMPROVE CONDITIONS OF TRAVEL FOR 3RD CLASS PASSENGERS.

Water supply for passengers.

Every line is paying particular attention to this requirement. Mention is made in the memorandum to which this is appended of the experiments in providing supply in the train itself but apart from this arrangements are being made to extend and improve the ordinary station supplies for passengers. On the Great Indian Peninsula Railway 43 stations are put down for this improvement and provision is being made for standpipes both on platforms and in 3rd class waiting sheds. The North Western Railway which traverses some very hot tracts besides providing additional supply at many stations is conducting experiments in cool storage by building special drinking water tanks. These installations cost Rs. 2,000 each and pending the result of the trial temporary arrangements are being made to improve the water supply at a large number of stations. The Burma Railway proposes to devote about Rs. 50,000 to provision of extra hydrants though arrangements on this line in this respect are reported to be generally good.

The Bengal Nagpur Railway besides minor improvements at less important stations has 11 large schemes for providing new water supply at stations. The Bengal and North Western, Rohilkund and Kumaon, Oudh and Rohilkhand, Madras and Southern Mahratta and South Indian Railways all propose to increase substantially the number of hydrants and improve supply of water. On the Eastern Bengal Railway 24 new stations are being equipped with hydrants and 12 tube wells are to be sunk. About a lakh of rupees is to be spent on these objects.

The above are merely examples of what is being done. Works of this nature are not by themselves individually impressive but in the aggregate tend to improve on passengers' comfort.

Waiting sheds and rooms.

Very particular attention has been devoted to this matter in all programmes.

The Great Indian Peninsula Railway is providing new waiting accommodation at 58 stations and extending existing accommodation at 15 more besides providing additional seating accommodation, the total expenditure on these works being Rs. 3.85 lakhs. The Bengal and North Western Railway is spending Rs. 56,000 in providing new 3rd class waiting accommodation with separate rooms for Indian ladies at 10 stations. The East Indian Railway has a number of smaller schemes of this nature and large ones at Jammawan, Kulti, Delhi and Burdwan. The North Western Railway is providing new waiting halls at Karachi, Bhalwal, Shorkot Road, Sangla Hill, Khanewal, and other stations numbering 13 in all, the total expenditure being about Rs. 3 lakhs.

The Oudh and Rohilkhand Railway is spending Rs. 1,06,000 on extra waiting accommodation at 12 stations including a large scheme to meet mela traffic at Sitapur. The Bombay Baroda and Central India Railway has a considerable programme of this work including the rebuilding of the stations at Ahmedabad with very greatly improved 3rd class accommodation which is very badly required. The Bengal Nagpur Railway is extending the waiting shed for pilgrims at Puri and is also providing pilgrim serais at 4 stations at an estimated cost of about Rs. 1½ lakhs. The waiting halls at 14 other stations are to be extended and improved on this line. On the Rohilkund and Kumaon Railway an Indian waiting shed is being erected at Kathgodam. The Assam Bengal Railway is spending Rs. 70,000 on third class waiting halls at 18 stations. The South Indian Railway is providing improved waiting shed accommodation at 10 stations; Indian retiring room and festival waiting shed at 2 stations are also to be erected by this railway; increased accommodation in 3rd class waiting sheds is also being provided at 7 important stations which are being remodelled. On the Eastern Bengal Railway the present 3rd class sheds at Katihar are to be considerably increased in size; waiting halls at 12 stations are to be extended; large sheds at 6 stations and small ones at 13 stations are to be erected; and 3rd class ladies' waiting rooms at 4 stations are to be built. The Madras and Southern Mahratta Railway is providing waiting sheds at 42 stations at an estimated cost of Rs. 1,71,000.

Indian refreshment rooms.

The provision of Indian refreshment rooms presents a good many difficulties and all of the arrangements so far made are advisedly of an experimental nature, the object being to ascertain the kind of accommodation most suited to local requirements. Owing to the wide differences in caste and social habits of the different classes to be catered for in various parts of the country it is impossible to successfully adopt similar measures on all lines. But on every line an effort is now being made to find out how the wants of the public can be met and so far as possible to meet them. The East Indian Railway is providing Mohamedan and Hindu refreshment rooms at Howrah. The Great

Indian Peninsula Railway is erecting proper food stalls with cook houses at 43 stations at an estimated cost of about Rs. 2 lakhs; it is also supplying stalls for tea and sweetmeats at 13 stations and improving the existing arrangements at another 7 stations. The North Western Railway is putting up two rooms at Ferozepore; it is also providing vendors' stalls and tea shops at a number of stations. On the Oudh and Rohilkhand Railway vendors' shops have been fixed at 4 stations and others are being provided. On the South Indian Railway Indian refreshment rooms are being provided wherever found necessary. On the Eastern Bengal Railway refreshment rooms for Hindus and Mohamedans have already been provided at 3 junction stations and it is the intention to provide them at all big stations, junctions and termini where passengers wait in any number. During the next year at least 6 such combined Hindu and Mohamedan refreshment rooms will be built, and there will also be considerable refreshment facilities at Katihar station, the total cost being about Rs. 60,000. The Madras and Southern Mahratta Railway is providing new refreshment rooms or improving the existing ones at certain stations.

Latrines.

The travellers' needs in this respect are to a great extent being met by improved arrangements on the trains themselves, at the same time improvements at stations, especially the larger ones, are being attended to.

On the Great Indian Peninsula Railway new latrines are being provided at 22 stations at a cost of Rs. 34,000. The Oudh and Rohilkhand Railway is spending Rs. 13,000 on the improvement of sanitary arrangements for 3rd class latrines at Kashi. The South Indian Railway is erecting latrines at end of platforms with water conveniences and efficient drainage at 7 important stations as part of remodelling schemes. Latrines on station platforms at 35 stations on this line are also being provided at a cost of Rs. 17,500. During festivals temporary latrines are provided where necessary. A special staff of sweepers are engaged during such occasions for the removal of filth and rubbish from places resorted to by passengers. In the case of large festivals like the "Mahamagam" a senior medical officer with a sufficient medical and sanitary staff are placed in charge of festival arrangements.

Booking facilities, raised platforms, etc.

This heading covers a number of matters all affecting the convenience of passengers and in some cases presenting considerable difficulty in solution. The provision of adequate booking facilities to suit widely varying numbers at particular centres is a matter of very great difficulty but efforts are now being made on all lines to effect such improvement as is possible. The East Indian Railway is extending the booking hall at Cawnpore at a cost of Rs. 33,000. Raised platforms are being provided at 5 stations and overbridges are to be built at 4 stations at a cost of over a lakh of rupees. Improved booking arrangements for 3rd class passengers are also being provided at Howrah. The Great Indian Peninsula Railway propose to erect separate booking offices contiguous to the sheds at 14 stations at a cost of Rs. 90,000. It is also proposed to improve the existing arrangements at 8 stations. For the exclusion of beggars and loafers and the reservation of waiting sheds for the sole use of *bona fide* passengers it is proposed at 18 stations to erect unclimbable palisading to form an enclosure in which the waiting sheds, booking offices, food stalls and other facilities for waiting passengers will be situated, the total cost being about Rs. 50,000. The Oudh and Rohilkhand Railway is extending passenger platforms at 27 stations and is providing shed over island platform at Balamau and verandahs to flag stations at a total cost of over Rs. 80,000. The Assam Bengal Railway is providing raised platform, overbridge, and electric lights at Sitakund station and is covering the island platform at Lal-sam station, the total provision in next year's budget being Rs. 45,000. On the South Indian Railway covered platforms and foot overbridges with coverings are to be provided at 7 stations in connection with remodelling schemes; island and station platforms are also to be provided at these and other stations; at 3 stations platforms are to be raised; benches are to be provided at 50 stations and high power lamps installed at 25 stations. The Eastern Bengal Railway is enlarging platforms at 3 stations in the suburban area. On the Madras and Southern Mahratta Railway high power lamps and electric lights are to be provided at certain stations at a considerable cost. The above explanations in respect to the various classes of improvements do not of course pretend to be comprehensive but will indicate the progress which is being made in dealing with the 3rd class passenger traffic.

Appendix II.

Capital Expenditure on State Railways in 1921-1922, and Estimated Expenditure on such works in 1922-1923 and 1923-1924, and to end of 1923-1924.

RAILWAYS.	To end of 1920-1921.	Accounts, 1921-1922.	Revised Estimate, 1922-1923.	Budget Estimate, 1923-1924.	To end of 1923-1924.	Sanctioned outlay.	Balance remaining unspent.	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.								
State Railways Worked by State.								
Aden Railway	9,89,909	2,25,987	1,99,000	88,000	14,97,896			
Delhi (new Capital) Railway Works scheme.	3,63,993	11,77,156	27,32,000	26,00,000	68,73,149	...	...
Eastern Bengal	89,05,69,990	1,12,46,622	71,00,000	1,25,28,000	42,14,44,612	...	...
Jodhpur-Hyderabad (British Section)	46,17,925	40,951	2,86,000	3,00,000	52,44,876	...	...
North Western :—								
Commercial	97,79,82,296	2,86,15,879	1,37,12,000	3,21,11,000	1,05,24,20,675	...	...
Military								
Oudh and Rohilkhand	23,88,17,261	68,81,211	80,95,000	1,22,50,000	26,59,93,472	...	...
Stores	48,74,634	-34,04,228	44,68,000	1,02,14,000	1,61,52,406	...	...
Abandoned projects	32,86,316	...	...	...	32,86,316	...	...
Kharanpara coal field . . . . .	...	...	14,00,000	...	14,00,000	...	...
TOTAL STATE RAILWAYS WORKED BY STATE	1,62,15,02,324	4,64,04,166	4,31,35,000	7,17,71,000	1,78,28,12,490	...	...

Appendix II—continued.

RAILWAYS.	To end of 1920-1921.	Accounts, 1921-1922.	Revised Estimate, 1922-1923.	Budget Estimate, 1923-1924.	To end of 1923-1924.	Sanctioned outlay.	Balance remaining unspent.	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
OPEN LINES.								
State Railways Worked by Companies.								
Ahmedabad-Dholka	...	...	13,00,000	...	13,00,000	...	...
Agra-Delhi Chord	1,50,35,845	78,278	60,000	1,92,000	1,53,66,123	...	...
Assam-Bengal		6,714	45,000	25,000		...	...
	17,41,30,999	52,42,236	50,38,000	46,05,000	18,90,92,949	...	...
Baran-Kotah	49,50,604	9,197	2,000	10,000	49,71,801	...	...
Bengal-Nagpur Railway	48,45,04,356	3,90,19,317	3,15,87,000	3,20,00,000	58,71,10,673	...	...
Bezwada Extension	13,01,807	39,793	70,000	3,86,000	17,97,600	...	...
Bhopal	44,10,784	73,655	68,000	2,48,000	47,95,439	...	...
Bombay, Baroda and Central India	49,80,40,089	1,69,75,039	2,97,50,000	3,20,00,000	57,67,65,128	...	...
Burma		57,66,559	65,90,000	50,97,000		...	...
Burma Railway Extensions	20,38,72,355	74,484	19,12,000	22,78,000	22,55,90,398	...	...
Cawnpur-Banda	81,59,740	16,685	50,000	95,000	83,21,425	...	...
Coonoor-Ootacamund	47,42,664	1,81,086	39,000	1,52,000	51,14,750	...	...
Dhone-Kurnool	10,18,342	...	12,000	5,000	10,35,342	...	...
East Indian including South Behar.	76,05,85,313	2,40,87,918	1,77,80,000	3,04,65,000	83,29,18,231	...	...
Great Indian Peninsula Railway System	70,85,65,580	2,23,56,529	86,09,000	3,17,96,000	77,13,27,109	...	...
Lucknow-Bareilly	1,39,19,285	75,633	26,82,000	3,50,000	1,70,26,918	...	...
Madras and Southern Mahratta Railway	40,53,98,251	81,65,722	85,11,000	1,84,60,000	44,05,34,973	...	...
South Indian	16,66,75,770	1,40,96,625	1,51,44,000	1,66,28,000	21,25,44,395	...	...
Southern Shan States (Thazi Aungban)	1,63,17,450	4,36,244	1,34,000	75,000	1,69,62,694	...	...
Tinnevely Quilon (British Section)	43,67,521	5,228	50,000	1,10,000	45,32,749	...	...
Ditto (Indian State Section)	1,18,69,573	13,72,695	3,78,000	1,10,000	1,37,30,268	...	...
Tirhoot Railway and Extensions	8,20,77,267	12,89,641	17,70,000	15,00,000	8,66,36,908	...	...
Total State Railways worked by Companies	3,56,99,43,595	113,93,69,278	13,15,76,000	17,65,87,000	4,01,74,75,873	...	...
TOTAL OPEN LINES						...	...

Appendix II—continued.

RAILWAYS.	To end of 1920-1921.	Accounts, 1921-1922.	Revised Estimate, 1922-1923.	Budget Estimate, 1923-1924.	To end of 1923-1924.	Sanctioned Outlay.	Balance remaining unspent.	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
TOTAL OPEN LINES brought forward								
LINES UNDER CONSTRUCTION.								
State Railways worked by State.								
Khyber Railway (Military line)	10,39,707	61,72,587	69,87,000	54,00,000	1,95,99,294	1,96,85,820	86,526	
State Railways worked by Companies.								
Amda Jamda	28,33,492	29,47,249	38,07,000	28,33,000	1,24,20,741	78,17,636 (a)	...	(a) Revised Estimate awaited.
Bermo Duneya Section—								
East Indian Railway share	78,000	1,64,581	9,63,000	2,52,000	14,57,581	} 26,37,771 (a)		
Bengal Nagpur Railway share	98,199	5,88,050	9,63,000	3,63,000	20,12,249			
Bombay Harbour Branch Extension	35,85,058	12,99,481	13,95,000	16,55,000	79,34,539	71,97,901 (b)		(b) Estimate amounting to Rs. 97,66,289 is under consideration.
Vizagapatam Harbour	9,77,115	3,36,536	7,05,000	...	20,18,651	(c)		(c) Construction estimate not yet received.
Itarsi-Nagpur and branch to Pench Valley Coalfields	2,77,62,630	23,26,605	10,50,000	45,36,000	3,56,75,235	3,09,83,163 (d)		(d) A revised estimate for Division No. 4 is under consideration.
Kasta Branch	14,87,000	8,75,716	2,43,000	...	26,05,716	26,04,682	7,23,750	
Onlajori Badampahar Branch	12,59,316	8,86,529	2,46,000	...	23,91,845	30,15,595	37,21,165	(e) The project is at present in abeyance.
Parvatipore Singapore Road	3,00,426	9,468	...	...	3,09,894	40,31,059 (e)		
Majri Rajur	...	1,76,564	10,00,000	14,20,000	25,96,564	22,11,387 (f)		(f) Revised estimate amounting to Rs. 31,16,831 is under consideration.
South Kharanpura coal fields—								
Bengal Nagpur	...	76,222	2,84,000	11,41,000	15,01,222	} 31,63,385 (g)	1,58,026	
East Indian	...	6,137	4,64,000	10,34,000	15,04,137			27,698
Dholka-Dhanduka	5,73,767	5,26,209	15,00,000	4,76,000	30,75,976	31,03,674		(g) Revised estimate awaited.
Talehir coal fields	...	...	5,43,000	45,00,000	50,43,000			* Construction estimate awaited.
" prospecting survey	...	...	97,000	...	97,000	96,613*		
Hesla Chandil	...	...	2,00,000	45,00,000	47,00,000			
South Karanpara prospecting survey	...	...	2,24,000	...	2,24,000	2,21,376*		
Total Lines under construction	3,99,94,710	1,63,91,934	2,06,71,000	2,81,10,000	10,51,67,644			
Lapse in 1922-23, to be reallocated in 1923-24	...	...	...	8,63,95,000	8,63,95,000			
Reserve	...	...	28,41,000	78,16,000	1,06,57,000			
Readjustment of capital outlay in England of Railway Companies at the average rate	-26,12,021	1,20,56,347	...	...	94,44,326			
TOTAL	5,22,88,28,608	21,42,21,726	19,82,23,000	37,06,79,000	6,01,19,52,333			
Provincial—								
Jorhat	11,41,094	1,43,042	...	...	12,84,136			
United Provinces—Resin distillery	1,72,931	...	...	...	1,72,931			
Burma	19,51,576	35,19,690	...	...	54,71,266			
GRAND TOTAL	5,23,20,94,209	21,78,84,457	19,82,23,000	37,06,79,000	6,01,88,80,666			

Appendix II—concluded.

RAILWAYS.	To end of 1920-1921.	Accounts, 1921-1922.	Revised Estimate, 1922-1923.	Budget Estimate, 1923-1924.	To end of 1923-1924.	Sanctioned outlay.	Balance remaining unspent.	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Grand Total brought forward	5,23,20,94,209	21,78,84,457	19,82,23,000	37,06,79,000	6,01,88,80,666			
Distributed as under—								
CAPITAL EXPENDITURE ON RAILWAYS (not charged to Revenue)—								
53. Construction of Railways	3,84,00,86,214	22,96,38,935	21,36,05,000	38,63,95,000	4,66,97,25,149			
Total undischarged liability involved in the purchase by the State of the Capital of the Old Guaranteed Railway Companies.	1,24,91,47,240*	—1,54,17,210*	—1,53,82,000	—1,57,16,000	1,20,26,32,630			
CAPITAL EXPENDITURE ON RAILWAYS (charged to Revenue)—								
13. Construction of Railways—								
Central	13,31,95,909	...	...	...	13,31,95,909			
Provincial	96,64,846	36,62,732	...	...	1,33,27,578			
Total as above	5,23,20,94,209	21,78,84,457	19,82,23,000	37,06,79,000	6,01,88,80,666			

*

Class and name of Railway.	Total initial liabilities.	DEDUCT—		Total undischarged liabilities.
		Amount redeemed by annuities.	Amount redeemed by sinking fund.	
State Railways worked by the State—	Rs.	Rs.	Rs.	Rs.
Eastern Bengal Railway	4,92,01,450	58,87,060	28,82,270	4,04,32,120
North Western Railway	14,00,95,290	1,77,87,640	2,36,68,270	9,86,31,380
Ondh and Bohilkhand Railway	10,33,60,490	...	...	10,33,60,490
Total	29,26,57,230	2,36,74,700	2,05,50,540	24,24,31,990
State Railways worked by the Company—				
Bombay, Baroda and Central India Railway	14,48,04,460	...	...	14,48,04,460
East Indian Railway	37,51,10,740	5,84,17,300	4,04,16,880	27,62,76,660
Great Indian Peninsula Railway	47,51,06,840	9,54,80,010	...	37,96,26,830
Madras and Southern Mahratta Railway	14,96,43,590	1,59,78,800	...	13,36,64,790
South Indian Railway	5,69,25,570	...	...	5,69,25,570
Total	1,20,15,91,030	16,98,76,110	4,04,16,880	99,12,98,040
GRAND TOTAL	1,49,42,48,260	19,35,50,810	6,69,67,420	1,29,37,30,030

Appendix III.

Gross receipts, working expenses, and net receipts of State Railways for five years ending 1921-1922, with Revised Estimates for 1922-1923 and Budget Estimates for 1923-1924.

(Omitting 000, except in Accounts.)

STATE RAILWAYS.	ACCOUNTS					Revised Estimate, 1922-23.	Budget Estimate, 1923-24.
	1917-1918.	1918-1919.	1919-1920.	1920-1921.	1921-1922.		
Open mileage at beginning of year	M. 26,572	M. 26,464	M. 26,106	M. 26,580	M. 26,799	M. 26,952	M. 27,108
Gross Receipts.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
INDIA.							
STATE RAILWAYS WORKED BY THE STATE.							
Aden	1,43,485	2,00,020	—1,20,109	2,69,839	2,50,523	2,28	2,10
Eastern Bengal	3,48,74,771	3,82,07,444	4,45,45,072	4,61,08,642	4,42,96,689	5,32,27	5,38,00
North Western							
Commercial Lines	12,24,77,224	12,46,94,829	12,32,80,625	12,97,73,559	11,31,90,666	12,33,45	12,77,65
Military Lines					1,64,24,789	1,78,17	1,90,35
Udhd and Rohilkhand	2,82,00,370	3,29,48,935	3,14,64,244	3,26,48,785	3,31,34,469	3,54,62	3,60,00
STATE RAILWAYS WORKED BY COMPANIES.							
Assam-Bengal	72,64,284	79,08,099	1,04,20,975	1,02,65,216	85,15,384	1,16,00	1,20,00
Bengal-Nagpur	5,58,76,074	6,19,41,370	6,59,31,392	6,39,37,399	6,67,91,163	7,72,49	8,07,42
Bezwada Extension	5,13,179	5,22,461	5,47,023	5,29,380	6,20,598	6,28	6,65
Bombay, Baroda and Central India System	8,02,80,536	9,46,92,452	9,67,12,806	9,94,16,377	10,25,31,934	11,76,75	11,80,00
Burma	2,20,65,877	2,63,70,481	2,97,14,049				
Burma Railway Extensions	20,58,705	25,45,496	27,14,727	3,26,29,019	3,51,73,283	4,13,95	4,27,20
Southern Shan States	4,39,884	4,80,827	5,29,400				
East Indian	11,61,42,477	13,43,96,239	13,25,76,404	13,84,16,068	13,38,87,673	14,91,88	16,90,00
Great Indian Peninsula including Indian Midland	10,55,60,401	11,88,02,697	12,60,42,370	12,79,85,857	12,61,70,645		
Agra-Delhi Chord	33,67,179	44,50,953	46,98,873	50,30,667	47,07,55		
Bhopal	9,94,950	11,16,515	11,00,906	12,76,267	12,06,962	14,82,56	14,84,44
Baran-Kotah	1,61,978	1,83,314	1,88,936	1,62,889	1,77,242		
Cawnpore-Banda	3,03,939	3,20,819	3,73,187	3,89,254	4,50,307		
Coimbatore-Hyderabad (British Section)	19,53,656	19,90,444	15,81,739	18,78,972	19,14,178	18,10	18,35
Cochin-Bareilly	26,74,674	31,54,296	30,02,910	29,81,726	35,02,136	35,54	36,70
Madras and Southern Mahratta Railway	5,20,76,904	5,42,92,629	5,73,95,956	6,22,45,540	6,55,08,869	7,24,80	7,25,19
Mysore State lines	41,47,617	44,48,501	41,36,445	1,82,083	1,85,177		
Dhone-Kurnool	1,20,216	1,48,714	1,76,829				
South Indian	3,23,61,272	3,58,90,979	4,01,48,113	4,27,06,378	4,38,83,211	5,12,75	5,41,10
Tinnevely-Quilon	11,46,203	15,11,462	18,44,613		21,29,725		
Trichoot	92,55,829	1,09,19,483	1,11,33,060	1,09,91,316	1,20,23,949	1,48,11	1,44,85
Exchange . . . . .	...	...	...	...	...	2,42	2,41
Total Central	68,74,66,684	76,21,39,459	79,01,40,545	80,97,75,233	81,69,27,377	92,02,42	95,52,41
India				80,92,89,163	81,64,12,250	92,02,42	...
England	16,09,425	3,08,925	7,29,105	4,86,070	4,85,127	4,84	4,83
Total	68,90,76,109	76,24,48,384	79,08,69,650	80,97,75,233	81,69,27,377	92,07,26	95,57,24

Appendix III—continued.

STATE RAILWAYS.	ACCOUNTS					Revised Estimate, 1922-23.	Budget Estimate, 1923-24.
	1917-1918.	1918-1919.	1919-1920.	1920-1921.	1921-1922.		
Working Expenses.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
INDIA.							
STATE RAILWAYS WORKED BY THE STATE.							
Aden	1,75,253	2,56,014	—48,185	2,16,857	3,24,009	3,06	2,80
Eastern Bengal	2,01,05,680	2,25,04,170	3,02,66,454	2,98,24,284	3,76,49,787	4,31,03	4,31,77
North Western—							
Commercial lines	5,24,46,336	6,86,38,796	8,04,34,819	10,09,84,480	10,33,41,038	9,71,33	9,77,53
Military lines					2,46,08,721	2,28,75	2,35,81
Oudh and Rohilkhand	1,07,12,455	1,32,83,182	1,82,62,800	1,94,62,004	2,58,18,181	2,70,61	2,60,21
STATE RAILWAYS WORKED BY COMPANIES.							
Assam-Bengal	55,08,773	62,66,776	84,18,871	83,01,021	84,38,775	94,37	1,05,67
Bengal-Nagpur	2,63,97,566	3,03,67,272	3,88,42,829	4,38,60,570	5,33,17,921	4,40,95	4,98,15
Bezwada Extension	2,44,255	1,68,179	2,48,211	2,87,307	4,53,144	4,86	10,03
Bombay, Baroda and Central India System	3,50,50,406	4,19,55,223	5,33,70,406	6,75,12,138	7,99,28,942	8,65,00	8,13,00
Burma Railways	1,17,98,856	1,38,97,390	1,62,64,168	...	...	...	...
Burma Railway Extensions	11,19,275	14,27,905	17,16,303	2,21,87,533	2,47,26,298	2,50,57	2,51,62
Southern Shan States	4,16,935	4,53,119	5,29,640	...	...	...	...
East Indian	4,08,74,776	4,65,18,866	5,88,77,044	7,40,71,007	8,57,40,108	9,81,58	10,17,20
Great Indian Peninsula including Indian Midland	5,71,01,787	6,96,05,861	7,86,59,628	9,67,79,411	11,80,71,491	...	...
Agra-Delhi Chord	17,92,510	25,44,969	29,41,579	38,72,250	43,05,257	...	...
Bhopal	5,29,657	6,37,130	6,90,091	9,82,380	11,03,748	11,38,09	11,43,01
Baran-Kotah	80,959	91,657	94,468	1,62,889	1,16,928	...	...
Cawnpore-Banda	1,79,755	1,99,214	2,54,308	3,19,083	4,34,314	...	...
Jodhpur-Hyderabad (British Section)	8,87,890	9,37,398	10,00,697	12,48,456	15,13,210	17,93	18,08
Lucknow-Bareilly	11,01,609	13,29,501	16,91,503	19,96,187	17,56,898	20,28	19,19
Madras and Southern Mahratta Railway	2,46,21,576	2,68,03,903	3,17,82,724	4,17,61,942	4,59,12,876	4,77,95	5,32,75
Mysore State lines	19,91,442	22,00,032	22,76,326				
Dhone Kurnool	73,322	87,891	1,07,174	1,29,317	1,39,434	...	...
South Indian	1,52,01,322	1,57,04,971	2,18,16,709	2,56,95,051	3,18,07,948	3,69,07	3,72,08
Tinnevely Quilon	6,68,841	7,05,884	11,03,963					15,94,208
Tirhoot	43,76,248	40,64,400	49,49,391	54,83,297	55,71,764	65,42	62,57
Savings expected . . . . .	...	...	...	...	...	...	1,00,00
Total Central	31,34,57,514	37,06,49,703	45,45,55,861	54,51,37,464	65,66,78,003	66,33,85	66,51,50

Appendix III—continued.

STATE RAILWAYS.	ACCOUNTS					Revised Estimate, 1922-23.	Budget Estimate, 1923-24.
	1917-1918.	1918-1919.	1919-1920.	1920-1921.	1921-1922.		
Net Receipts.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
INDIA.							
STATE RAILWAYS WORKED BY THE STATE.							
Aden Tramway	—81,768	—55,994	—71,924	52,982	—73,486	—78	—70
Eastern Bengal	1,47,69,091	1,57,03,274	1,42,78,618	1,62,84,358	66,46,852	1,01,24	1,06,23
North-Western—							
Commercial lines	7,00,30,888	5,60,56,033	4,28,41,806	2,87,89,079	1,01,46,628	2,62,12	3,00,09
Military lines							
Oudh and Rohilkhand	1,74,87,915	1,96,65,753	1,32,01,444	1,31,86,781	—81,83,932	—50,58	—45,46
STATE RAILWAYS WORKED BY COMPANIES.					73,16,255	84,01	99,79
Assam-Bengal	17,55,511	16,41,323	20,02,104	19,64,195	76,609	21,63	14,33
Bengal-Nagpur	2,94,78,508	3,15,74,098	2,70,88,563	2,00,76,829	1,34,73,242	3,31,54	3,09,27
Bezwada Extension	2,68,924	3,54,282	2,98,812	2,42,073	1,67,454	1,42	—3,38
Bombay, Baroda and Central India System	4,52,30,130	5,27,37,229	4,33,42,400	3,19,04,239	2,26,02,992	3,11,75	3,67,00
Burma Railways	1,02,67,021	1,24,73,091	1,34,49,941				
Burma Railway Extensions	9,39,430	11,17,591	9,98,424	1,04,41,486	1,04,46,985	1,63,38	1,75,53
Southern Shan States	22,949	27,708	—240				
East Indian	7,52,67,701	8,78,77,373	7,36,99,360	6,43,45,061	4,81,47,565	5,07,30	6,72,80
Great Indian Peninsula including Indian Midland	4,84,58,614	4,91,96,836	4,73,82,742	3,11,56,446	80,99,154		
Agra-Delhi Chord	15,74,669	19,05,984	17,57,294	11,58,417	4,02,598		
Bhopal	4,65,293	4,79,385	4,10,815	2,93,887	1,03,214	3,44,47	3,41,43
Baran-Kotah	80,984	91,657	94,468	...	60,314		
Cawnpore-Banda	1,29,184	1,21,605	1,18,879	70,171	15,993		
Jodhpur-Hyderabad (British Section)	10,65,766	10,53,046	5,81,042	6,30,516	4,00,968	17	27
Lucknow-Bareilly	15,73,065	18,24,795	13,11,407	9,85,539	17,45,238	15,26	17,51
Madras and Southern Mahratta Railway	2,74,55,328	2,74,88,726	2,56,13,232				
Mysore State lines	21,56,175	22,48,469	18,60,119	2,04,83,598	1,95,95,923	2,46,85	1,92,44
Dhone-Kurnool	46,894	60,823	69,655	52,766	45,743		
South Indian	2,01,59,950	2,01,86,008	1,83,31,404				
Tinnevelly-Quilon	4,77,362	8,05,578	7,40,650	1,70,11,327	1,20,25,263	1,43,68	1,69,02
Tirhoot	48,79,581	68,55,083	61,83,669	55,08,019	5,35,517	82,69	82,28
Savings expected . . . . .	...	...	...	...	64,52,185	...	1,00,00
Exchange . . . . .	...	...	...	...	...	2,42	2,41
Total CENTRAL	37,40,09,170	39,14,89,756	33,55,84,684	26,46,37,769	16,02,49,374	25,68,57	29,00,91
England	16,09,425	3,08,925	7,29,105	...	...	4,84	4,83
Grand Total	37,56,18,595	39,17,98,681	33,63,13,789	26,46,37,769	16,02,49,374	25,73,41	29,05,74

Appendix IV.

Table IV.—Capital Account of Indian Branch Line Companies.

Railways.	ACTUALS, 1921-22.		REVISED ESTIMATE, 1922-23.		BUDGET ESTIMATE, 1923-24.	
	Receipts.	Withdrawals.	Receipts.	Withdrawals.	Receipts.	Withdrawals.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Ahmedabad-Parantij	1,000	926	...	...	...	...
Amritsar-Patti-Kasur	72,000	20,678	...	40	41	53
Baripada Talband including Pan- posh Raipura	1,42,396	1,54,370	3,10	3,10	...	...
Branch lines under the Bombay, Baroda and Central India Rail- way.	...	...	1,32	1,32	9,59	9,59
Central Provinces Railways	11,000	13,289	66	76	25	25
Chaparmukh-Silghat	-32,641	-18,643	82	82	...	...
Dhond-Baramati . . . . .	...	...	17	20	...	...
Hardwar-Dehra	37,200	36,908	1,10	1,10	2,20	2,20
Katakhal-Lala Bazar	3,47,277	4,31,329	5,50	5,50	91	91
Mymensingh-Bhairab Bazar . . . . .	...	...	1,90	1,90	3,10	3,10
Khulna-Bagerhat	10,000	12,931	6	8	98	98
Mandra-Bhaun . . . . .	...	...	1	9	40	40
Pachora-Jamner	4,000	7,029	26	45	10	10
Sara-Serajgunj	10,808	6,313	41	45	5,75	5,75
Sialkot-Narawal	-13,000	-1,080	...	...	...	5
Tapti Valley	1,46,000	53,129	...	...	...	...
Total	7,36,040	7,17,179	15,31	16,17	23,69	23,86
Net receipts or withdrawals	18,861	...	...	86	...	17