

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 475. *Ag*

DATED 26th April 1899.

[Despatch Abstract.]

*Conclusions of the Railway
Conference of 1898*

*Recording Memorandum from the
Govt. of India forwarding a copy of the Memo-
randum by the Hon. Sir Arthur C. Benson
K.C.S.I. on the ——— an Railway Extensions
in India.*

Railway
CURRENT No. 468

The East of India

No. 18 R.P.

Dated 27th March '99

Received }
Registered } 3.4.99

Registered

Enclosures

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SUBJECT.

Ry: Extensions in India

Forwarding for
information memo-
randum by the Hon. Sir
Arthur C. Trevelyan K.C.S.I.
on the conclusions of the
Rij Conference of 1998
on —.

Order No. 475 By dated 26/4/99

Recorded

7ks

1579/99

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th and 16th August 1898, and was constituted as noted in the margin. A representative of the Revenue and Agricultural Department was not included on the Committee this year, as with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete, there were no famine lines brought forward that had not already been discussed in former years.

PRESIDENT:
His Excellency the Viceroy. (The Earl of Elgin).

MEMBERS:
The Honourable Sir James Westland, K.C.S.I.
The Honourable Major-General Sir E. H. H. Collen, K.C.I.E.
The Honourable Sir Arthur Trevor, K.C.S.I.
Mr. F. R. Upcott, Secy. to the Govt. of India, P. W. Dept.
Mr. A. R. Becher, Accountant General, P. W. Dept.

SECRETARY:
Captain W. J. McElhinny, R.E., Offg. Under-Secy. to the Govt. of India, P. W. Dept. (Railway Branch).

2. Twenty-three new projects were considered, of which five were set aside, one was recommended for construction by a Native State, and the remaining seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 10 miles in length and estimated to cost Rs. 40,000. It will connect Tonk with the Jeypore-Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither hitherto included in the programme nor brought under negotiation outside the programme, two have now been recommended for construction by, or on the responsibility, direct or indirect, of Government, one by a Branch Line Company, and two for construction without assistance by Native States and private enterprise. The lines are shown below:—

The lines in question are shown below :—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
	(a) By or on the responsibility, direct or indirect, of Government.	Miles.	Rx.	
1	Nowshera-Mardan	40	117,600	Punjab. As part of the North Western railway.
2	Midnapur-Jherria	122	1,221,200	Southern Bengal. As part of the Bengal Nagpur railway.
	(b) Open to Branch Line Companies.			
1	Chandipur-Taki	39	172,000	Bengal. Branch of Bengal Central railway.
	(c) Reserved for Native States.			
1	Shoranur-Cochin	64	917,700	Madras. Branch of Madras railway.
	(d) By private enterprise.			
1	Ammáyanayakanur-Kuruvanath .	75	500,000	Madras. Branch of South Indian railway.

4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for, and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherria, has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki Railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent Company to construct the Ammāyanayakanur-Kuruvanath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1895, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts:—

	Rx.
In 1896-97 (Actuals)	8,658,800
„ 1897-98 („)	8,145,500
„ 1898-99 (Revised Estimate)	8,387,500
TOTAL	25,191,800

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500 above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about 6 crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under:—

	Rx.
1899-1900	6,772,700
1900-1901	6,728,400
1901-1902	6,821,000
TOTAL	20,322,100

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.

The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900, and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under:—

	Rx.
34.—Construction of Protective Railways	490,000
48.—State Railways—Construction	3,465,000
Capital of Indian Railway Companies	2,841,900
Branch Line Companies	168,000
Guaranteed Railways and Extensions	1,107,800
East Indian Railway Company's debentures	750,000
Total amount available	8,822,700

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

A. C. TREVOR.

APPENDIX A

Statement showing the expenditure actually incurred and the estimated further expenditure to be incurred on railways to end of 1901-1902.

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	I.—FROM IMPERIAL FUNDS.				
	(i)—BY STATE AGENCY.				
	Open Lines.				
	Expenditure on open lines worked by the State	...	...	...	1,402,300
	Lines under Construction.				
1	Nowshera-Dargai	40	117,600	...	...
2	i.—Ranaghat-Godagari	93	930,000	...	...
3	ii.—Ganges Bridge at Godagari	...	1,000,000	...	...
4	iii.—Godagari-Maldah	60	600,000	...	...
5	iv.—Maldah-Raiganj	40	300,000	...	...
6	v.—Rungpore-Dhubri	51	468,800	...	...
7	East Coast, Godavari Bridge	...	597,000	153,800	166,400
8	Rae Bareilly Benares Extension	139	843,400	762,500	54,400
9	Mari-Attock	87	1,611,500	1,377,400	142,500
10	Kotri-Rohri, Indus Bridge	...	310,100	169,500	108,400
11	Bhatinda-Ferozepore conversion to 5' 6" gauge	55	178,800	108,200	64,700
12	Rungpore-Dhubri, Teesta Bridge	...	151,900	10,800	46,100
13	Cooch Behar-Santrabari, British section	20	45,600	8,000	30,300
14	Rajbari-Faridpore Branch, Eastern Bengal Railway	14	136,000	56,900	26,100
15	Shadipalli-Balotra { (i) British section	75	315,600	2,700	100,300
16	{ (ii) Conversion of H. U. section	55	63,300	...	...
17	Agra-Delhi Chord	121	907,600	6,200	...
18	Ghaziabad-Moradabad Chord	87	823,000	...	238,000
	Reserve	...	...	...	...
	Total Lines under Construction	937	9,400,200	2,656,000	977,200
	Total I (i)—By State Agency	937	9,400,200	2,656,000	2,379,500

on Railways to end of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...		
...	120,000	50,000	...	170,000	1	New projects.
...	...	100,000	100,000	200,000	2	
...	...	100,000	100,000	200,000	3	
...	...	50,000	50,000	100,000	4	
...	...	50,000	50,000	100,000	5	
...	100,000	200,000	200,000	500,000	6	
320,200	200,000	100,000	...	620,200	7	
816,900	4,000	...	...	820,900	8	
1,519,900	25,000	...	...	1,544,900	9	
277,900	35,000	...	...	312,900	10	
172,900	...	...	...	172,900	11	
56,900	111,500	...	...	168,400	12	
38,300	12,500	...	...	50,800	13	
83,000	...	...	...	83,000	14	
103,000	100,000	47,200	...	250,200	15	New project. Reserve.
...					16	
6,200	...	200,000	200,000	406,200	17	
238,000	332,600	200,000	323,000	1,093,600	18	
...	162,600	...	...	162,600		
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	I.—FROM IMPERIAL FUNDS— <i>contd.</i>				
	Brought forward	937	9,400,200	2,656,000	2,379,500
	(ii)—BY THE AGENCY OF MAIN LINE COMPANIES.				
	<i>Open Lines.</i>				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	<i>Lines under Construction.</i>				
19	Rajputana-Malwa, Godhra-Baroda chord	45	341,200	...	...
20	Tirhoot, Hajipore-Begum Sarai-Katihar Extension	158	1,223,100	604,400	250,000
21	Tirhoot, Sakri-Jainagar Branch	30	158,600	...	...
22	Assam-Bengal	736	10,358,800	* 6,469,500	1,180,400
23					
	(i) Construction, chargeable to Part II				
	(ii) Land, chargeable to Part I	...	505,000	331,700	22,000
24	East Indian, Moghalsarai-Gya Extension	126	1,511,100	701,400	529,100
25	Ditto Dehree-Daltonganj	78	721,800	...	20,000
26	Ditto Shikhoabad-Farakhabad Branch	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch	5	23,900	...	...
28	Ditto Madura-Pamban	102	459,000	...	...
29	Tinnevelley-Quilon, British Section	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	GRAND TOTAL I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

* Includes Rx. 3,656,000 from Company's funds.

on Railways to end of 1901-1902—*contd.*

Total probable expenditure to 31st March 1899. (Cols. 5 + 6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,000	...	1,642,500	24	
20,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	
...	100,000	100,000	220,000	420,000	28	New projects.
...	70,000	80,000	100,000	250,000	29	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	Native State Section, 58 miles in length and costing Rx. 766,200 put outside the Programme as involving no liability.
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
II.—AGAINST THE CAPITAL ACCOUNTS OF THE 3 OLD GUARANTEED RAILWAY COMPANIES.					
<i>Open Lines.</i>					
30	Great Indian Peninsula	...	...	...	73,600
31	Madras	...	...	...	20,100
32	Bombay, Baroda and Central India	...	...	...	459,100
	Total Open Lines	...	...	...	(a) 552,800
<i>Lines under Construction.</i>					
33	Amalner-Jalgaon Branch, G. I. P. R.	34	385,100	...	} 228,200
34	Chalisgaon-Dhulia Branch, G. I. P. R.	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula	20	200,000	...	
36	Calicut-Cannanore Branch, Madras Railway	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri	12	192,000	...	...
	Total Lines under Construction	162	1,874,300	6,300	298,800
	GRAND TOTAL II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies, ...	162	1,874,300	6,300	851,600
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES.					
<i>Open Lines.</i>					
38	Bengal Central	...	...	...	78,100
39	Bengal-Nagpur	...	...	...	108,300
40	Burma	...	...	...	94,300
41	Indian Midland	...	...	...	203,000
42	Lucknow-Bareilly	...	...	...	15,300
43	Southern Mahratta (including Mysore)	...	...	...	79,900
	Total Open Lines	...	...	...	578,900
	Carried over	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.

Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5 + 6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	74,000	90,000	90,000	...	30	
...	60,000	60,000	60,000	...	31	
...	410,000	100,000	100,000	...	32	
...	544,000	250,000	250,000	...		
{ 228,200	363,400	...	...	591,600	33	
	...	...	...	...	34	
	...	100,000	100,000	200,000	35	New project.
	76,900	100,000	121,400	498,700	36	
	...	100,000	...	100,000	37	New project.
305,100	563,800	300,000	221,400	1,390,300		
305,100	1,107,800	550,000	471,400	1,390,300		
...	40,000	40,000	40,000	...	38	
...	100,000	300,000	300,000	...	39	
...	12,100	120,000	120,000	...	40	
...	165,000	50,000	50,000	...	41	
...	6,900	30,000	30,000	...	42	
...	60,000	60,000	60,000	...	43	
...	384,000	600,000	600,000	...		
...	384,000	600,000	600,000	...		

Statement of Forecast of Capital Expenditure.

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES—contd.				
	Brought forward	...	...	...	578,900
	Lines under Construction.				
44	(Sini-Midnapore-Cuttack-Calcutta	361	8,000,000	3,506,800	1,752,700
45	Raipur-Dhamtari	56	114,100		
46	Bengal-Nagpur . Midnapore-Jherria Extension	122	1,221,200		
47	Khargpur-Midnapore	8	142,500		
48	Gondia-Satpura	237	811,000	...	...
49	Mandalay-Kunlon	225	2,250,000	880,100	299,700
50	Burma . Meiktila-Myingyan	58	361,400	...	185,700
51	Sagaing-Monywa-Alon	75	399,500	...	120,300
52	Thonze-Henzada-Bassein Extension	112	780,000	...	...
	Total Lines under Construction	1,254	14,079,700	4,386,900	2,358,400
	GRAND TOTAL III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	1,254	14,079,700	4,386,900	2,937,300
	IV.—AGAINST THE CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WHICH ARE IN RECEIPT OF A FIRM GUARANTEE.				
	Lines under Construction.				
53	Hurdwar-Dehra	30	300,000	36,500	150,000(a)
54	Brahmaputra-Sultanpore	60	342,700	88,700	68,000(a)
	GRAND TOTAL IV.—Against the Capital Accounts of Branch Line Companies.	90	642,700	125,200	218,000

(a) Not included in programme for 3 years 1896-97 to 1898-99.

on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	384,000	600,000	600,000	...	...	
5,259,500	1,557,500	200,000	20,700	7,037,700	44 45	} New projects.
...	...	600,000	650,000	1,250,000	46	
...	112,500	...	...	112,500	47	
...	...	...	100,000	100,000	48	
1,179,800	435,500	300,000	322,500	2,237,800	49	
185,700	112,400	70,000	85,900	454,000	50	
120,300	240,000	50,000	42,000	452,300	51	
...	...	...	100,000	100,000	52	New project.
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	53	
156,700	80,000	21,700	...	258,400	54	
343,200	168,000	59,200	...	570,400	...	

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	ABSTRACT.	Miles.	Rx.	Rx.	Rx.
I.—From Imperial Funds.	(i) By State Agency.				
	(a) Open Lines	...	...	...	...
	(b) Construction	...	...	...	...
	Total	937	9,400,200	2,656,000	1,402,300
	(ii) By the Agency of Main Line Companies.	937	9,400,200	2,656,000	977,200
	(a) Open Lines	...	...	...	2,379,500
	(b) Construction	...	...	...	770,400
	Total	1,391	16,004,500	8,107,000	2,001,500
	TOTAL I	1,391	16,004,500	8,107,000	2,771,900
		2,328	25,404,700	10,763,000	5,151,400
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	(a) 552,800
	(b) Construction	162	1,874,300	6,300	298,800
	TOTAL II	162	1,874,300	6,300	851,600
		...	...	...	578,900
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	...
	(b) Construction	1,254	14,079,700	4,386,900	2,358,400
	TOTAL III	1,254	14,079,700	4,386,900	2,937,300
		...	...	...	...
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines	...	...	...	...
	(b) Construction	90	642,700	125,200	(a) 218,000
	TOTAL IV	90	642,700	125,200	218,000
		...	...	...	...
TOTAL, I TO IV	(a) Open Lines	...	...	...	...
	(b) Construction	3,834	42,001,400	15,281,400	3,304,400
GRAND TOTAL		3,834	42,001,400	15,281,400	5,853,900
		...	...	...	9,158,300

(a) Not included in programme for 3 years, 1896-97 to 1898-99.

on Railways to end of 1901-1902—concl.

Total expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...	...	
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600	...	
...	1,308,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	
...	544,000	250,000	250,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	471,400	1,390,300	...	
...	384,000	600,000	600,000	...	...	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	570,400	...	
343,200	168,000	59,200	...	570,400	...	
...	2,862,300	2,760,000	2,810,000	...	...	
21,135,300	5,960,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,728,400	6,821,000	35,075,100	...	

APPENDIX B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(I) BY BRANCH LINE COMPANIES.			
(a) Lines shown as under construction in 1897-98.			
Segowlie-Ruksaul	18	99,800	Completed and opened to traffic.
Open	18	99,800	
South Behar	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than $\frac{3}{4}$ ths finished.
Tapti Valley (Surat-Nandurbar-Amalner)	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than $\frac{1}{4}$ ths finished. First section to Vyara opened to traffic.
*Hurdwar-Dehra	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur	54	205,500	Ditto More than $\frac{1}{4}$ ths finished. First section to Jamalpur opened to traffic.
Jamalpur-Jagganathganj			
Under Construction	381	3,377,746	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Narwana-Kaithal Branch	23	100,000	Completed and opened to traffic.
Open	23	100,000	
Chandipur-Talji	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Taran-Sarhali	25	150,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
	64	322,000	
(c) New projects since put forward.			
Nil.			
TOTAL (I)	486	3,899,546	
* (II) BY NATIVE STATES.			
(a) Lines shown as under construction in 1897-98.			
Wadhwan-Dhrangadhra	21	66,200	Completed and opened to traffic.
Cooch Behar Town Extension	3	15,000	Opened to traffic.
Open	24	81,200	

* Under new arrangements these two lines will be included in programme from next year.

APPENDIX B—concl'd.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
Miles.	Rx.		
(a) Lines shown as under construction in 1897-98—cont'd.			
Birur-Shimoga Branch	38	185,000	Under construction by the Mysore Durbar. Nearly $\frac{3}{4}$ ths finished.
Hyderabad-Godavari Valley	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Guna Bara Extension	74	602,500	Under construction by the Durbars concerned. About $\frac{1}{2}$ th finished.
Shadipali-Balotra (Jodhpore Section)	135	427,700	Under construction by the Jodhpore Durbar. About half finished.
Jeypore-Chambal (Jeypore-Sawai-Madhupur)	73	313,200	Under construction by the Jeypore Durbar. About half finished.
Cooch Behar-Alipore	11	25,000	More than half finished.
Bikaner-Suratgarh	114	247,330	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About $\frac{1}{3}$ rd finished.
Under Construction	853	4,879,620	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Ludhiana-Dhuri-Jakhal	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwalior-Bhind-Chambalghat	46*	86,300	Half finished. * Excluding 6.54 miles of the existing line, which will require slight alterations.
(c) New projects put forward since 1897-98 and commenced or arranged for.	127	502,900	
Tinnevely-Quilon (Native State Section)	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II)	1,062	6,229,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines shown as under construction or actually arranged for in 1897-98.			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches)	210	1,318,100	Under construction. More than half finished.
Barsi Road-Pandharpur Extension	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Mettupalaiyam-Coonoor)	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,807,025	
(b) Recommended line shown as under consideration or negotiation in 1897-98.			
Kalka-Simla	68	700,000	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Dooars Extensions	126	611,100	Contract executed, estimates sanctioned and work commenced.
	194	1,311,100	
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Nil.			
TOTAL (III)	454	3,118,125	
GRAND TOTAL (I) TO (III)	2,002	13,247,591	

APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
Miles.	Rx.		
(I) BY BRANCH LINE COMPANIES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bhagalpur-Bausi-Baidyanath	90	739,700	Concession being arranged.
Ahmadpur-Baidyanath	62	55,700	Negotiations in progress.
Gogri (Mansi)-Baptiahi	85	500,700	Concession being arranged.
Kurnool Road Branch	36	120,000	Under consideration.
Jullundur-Hoshiarpur	25	1,00,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka)	34	130,800	Ditto ditto.
Nadiad-Kapadvanj	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund)	12	192,000	Ditto ditto.
Mutupet-Ayadyarkoil	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Kissengunge)-Kotchandpur-Magura	51	130,000	Under consideration.
(b) New projects since put forward or recommended.			
Ammayānayakanur-Kuruvanath	75	500,000	Negotiations in progress.
Sylhet District tramways	43	120,000	Under consideration.
Cachar District tramways	60	147,500	Ditto ditto.
Bezvada-Masulipatam	44	530,000	Ditto ditto.
TOTAL (I)	690	4,049,800	
(II) BY NATIVE STATES.			
(a) Lines included in the list of 1897-98 as under consideration.			
Arsikere-Hassan	27	192,500	Under consideration by the Mysore Durbar.
Bara-Kotah (2 feet)	43	95,000	Under consideration by the Kotah Durbar.
Mysore-Fraserpet	52	250,000	Under consideration by the Mysore Durbar.
(b) New projects since put forward or recommended.			
Shoranur-Cochin	64	917,700	Under consideration by the Travancore Durbar.
TOTAL (II)	186	1,455,200	

APPENDIX C—concl'd.

Railway.	Length. Miles.	Estimated or approximate cost. Rs.	REMARKS.
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bengal Doocars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vizianagram-Bimlipatam	15	93,900	Negotiations in progress.
Laksam-Noakhali-Ichakhali	38	228,000	Negotiations in progress. Alternative for Feni- Noakhali line.
(b) New projects since put forward or recom- mended.			
Gorakhpur-Bagaha	65	334,000	Under consideration.
Ballia-Ghazipur	34	156,400	Ditto ditto.
Jaunpur-Aunrihar	34	129,200	Ditto ditto.
TOTAL (III)	191	975,500	
GRAND TOTAL (I) TO (III)	1,067	6,480,500	

APPENDIX D.

Memorandum on the construction of railways.

1. At the commencement of 1898-99, i.e., on the 1st April 1898, the total length of railways open for traffic was 21,198·08 miles, made up as follows:—

	Miles.	Miles.	Miles.	Miles.
Standard gauge—				
(i) State lines worked by companies	3,791·74			
(ii) State lines worked by the State	4,491·40			
(iii) Guaranteed companies	2,588·13			
(iv) Assisted companies	584·27			
(v) Lines owned by native states and worked by companies	632·87			
(vi) Lines owned by native states and worked by State railway agency	123·86			
			12,212·27	
Metre gauge—				
(vii) State lines worked by companies	6,630·28			
(viii) State lines worked by the State	643·99			
(ix) Assisted companies	237·20			
(x) Lines owned by native states and worked by companies	188·30			
(xi) Lines owned and worked by native states	858·36			
(xii) Foreign lines	73·25			
			8,631·38	
Special gauges—				
(xiii) State lines worked by the State	36·25			
(xiv) Assisted companies	103·87			
(xv) Lines owned by native states and worked by companies	97·83			
(xvi) Lines owned by native states and worked by State railway agency	22·12			
(xvii) Lines owned and worked by native states	94·36			
			354·43	
TOTAL			(n) 21,198·08	

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(b) Worked by the Indian Midland Railway Company.
(c) Worked by the Bombay, Baroda and Central India Railway Company.
(d) Worked by the Great Indian Peninsula Railway Company.
(e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.
(f) Worked by the Madras Railway Company.
(g) Including the Kofri-Kohri and Muskhali-Bolan railways and 6·12 miles of military line not used for public traffic.
(h) North Western State railway.

(m) Worked by the Southern Mahratta Railway Company.
(n) Worked by the South Indian Railway Company.
(o) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.
(p) Including 4·60 miles of Bhavnagar Dock estates and Junagadh quarry lines.
(q) Worked by the Bhavnagar-Gondal-Junagadh-Portbandar railway.
(r) Including 13·99 miles of Bedi-Bandar Dock estate sidings.
(s) Constituted a railway from the 16th May 1893. Previously omitted.
(t) Worked by the Eastern Bengal State railway.
(u) Including the muleway of the Cherra-Companyganj railway, which is treated as a steam tramway for administrative purposes only. This line was damaged by floods and was open up to 30th April 1893 only. It was reopened for traffic from 23rd December 1893.

2. And the mileage under construction or sanctioned for construction on the same date was 4,295.66 miles (e), as follows:—

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	708.41	
(ii) State lines worked by the State	672.33	
(iii) Guaranteed companies	134.71	
(iv) Assisted companies	233.20	
(v) Lines owned by native states and worked by companies	76.00	
(vi) Lines owned by native states and worked by State railway agency	80.32	
		1,965.02
Metre gauge—		
(vii) State lines worked by companies	1,023.81	
(viii) State lines worked by the State	76.13	
(ix) Assisted companies	270.08	
(x) Lines owned by native states and worked by companies	428.29	
(xi) Lines owned and worked by native states	285.60	
		2,083.91
Special gauges—		
(xii) State lines worked by companies	56.67	
(xiii) State lines worked by the State	20.08	
(xiv) Assisted companies	33.00	
(xv) Lines owned by native states and worked by companies	48.80	
(xvi) Lines owned by native states and worked by State railway agency	15.22	
(xvii) Lines owned and worked by native states	72.96	
		246.73
TOTAL . (e) 4,295.66		

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles 25,493.74 (f)

(a) Commencement of work not yet authorized.
(b) The length between Basal (New Pind-Sultan) and Langar, 16 miles, is a part of the open mileage of the Khushalpur branch.
(c) Excluding the existing South Indian, metre gauge, railway between Gudur and Nellore, 24.34 miles, subsequently taken over and converted to the standard gauge.
(d) The mileage given is exclusive of 55.04 miles of the existing Hyderabad-Shadnagar standard gauge railway to be converted to the metre gauge.
(e) Excluding the Bhatinda-Ferozepore conversion (59.35 miles).
(f) Includes the mileage of the Cherra-Campang railway, which is treated as a steam tramway for administrative purposes only.

3. During 1898-99, i.e., from 1st April 1898 to 31st March 1899, 540.62 miles of new railway were authorized as follows:

	Miles.	Miles.	Miles.
Standard gauge—			
(i) State lines worked by companies	129.16		
(ii) State lines worked by the State	136.87		
(iii) Lines owned and worked by native states	72.50		
(iv) Assisted companies	156.30		
(v) Lines owned and worked by native states	45.79		
TOTAL			540.62
And 1,451.60 miles were opened to public traffic as follows:			
Standard gauge—			
(vi) State lines worked by companies	398.28		
(vii) State lines worked by the State	463.98		
(viii) Guaranteed companies	4.35		
(ix) Assisted companies	58.25		
			924.86
Metre gauge—			
(x) State lines worked by companies	245.67		
(xi) Assisted companies	91.40		
(xii) Lines owned and worked by native state	62.50		
(xiii) Lines owned by native states and worked by companies	0.50		
			400.07
Special gauges—			
(xiv) Assisted companies	68.10		
(xv) Lines owned by native states and worked by companies	5.00		
(xvi) Lines owned by native states and worked by State railway agency	14.80		
(xvii) Lines owned and worked by native states	38.77		
TOTAL			1,451.60

(a) Commencement of work not yet authorized.
(b) Provisionally sanctioned.
(c) The mileage given is exclusive of 5.54 miles of the existing light railway.
(d) Correction of mileage.
(e) Converted to standard gauge and added to the mileage of the Barwada-Madras railway.
(f) Constituted a railway from the 3rd May 1898.
(g) Constituted railways from the 7th October 1898.
(h) Excluding the Bhatinda-Ferozepore conversion (59.35 miles), which is likely to be opened in April 1899.
(i) Excluding the Segowli-Rakaul railway, which is shown separately.
(j) Constituted a railway from the 23rd February 1899.
(k) The Gauthi-Jamuna Mukh section (vide foot-note e on page 119) has also been reopened.

4. The total length of open line at the commencement of 1899-1900, i.e., on the 1st April 1899, will, therefore, be 22,650.96 miles, comprising:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	4,190.02	
(ii) State lines worked by the State	4,954.77	
(iii) Guaranteed companies	2,592.47	
(iv) Assisted companies	642.51	
(v) Lines owned by native states and worked by companies	632.87	
(vi) Lines owned by native states and worked by State railway agency	123.86	
Metre gauge—		13,136.50
(vii) State lines worked by companies	6,877.86	
(viii) State lines worked by the State	643.99	
(ix) Assisted companies	328.60	
(x) Lines owned by native states and worked by companies	188.80	
(xi) Lines owned and worked by native states	920.86	
(xii) Foreign lines	73.25	
Special gauges—		9,033.36
(xiii) State lines worked by the State	36.25	
(xiv) Assisted companies	171.97	
(xv) Lines owned by native states and worked by companies	102.83	
(xvi) Lines owned by native states and worked by State railway agency	36.92	
(xvii) Lines owned and worked by native states	133.13	
TOTAL		22,650.96

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Indian Midland Railway Company.
 (c) Worked by the Bombay, Baroda and Central India Railway Company.
 (d) Worked by the Great Indian Peninsula Railway Company.
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
 (f) Worked by the Madras Railway Company.
 (g) Including 6.12 miles of military line not used for public traffic, the Mushkat.
 (h) Worked by the North Western State railway.
 (i) Excluding the Bezwada extension, vide foot-note (e).
 (j) Worked by the East Indian Railway Company.
 (k) Including 2.19 miles, Trinagerry troop siding, constructed but not used for ordinary public traffic.

* Correction of mileage.	
† Made up as follows—	
Open at the commencement of 1899-00	21,198.08
Add—Opened during 1898-99	1,451.60
Deduct—Decrease due to minor correction of mileage	22,649.68
	3.28
Add—Tanjore-Pullaripatti quarry extension of the South Indian railway, previously omitted	22,646.40
	4.56
	22,650.96

	Miles.	Miles.
(i) East Indian—		
Bengal Central (a)	1,710.70	
Bengal-Nagpur	5.90	
Indian Midland	1,185.81	
Bhopal-Jabalpur (British section)	785.43	
Godhra-Railam-Nagda	(b) 13.11	
Wardha-Coal	(c) 14.91	
Dhond-Mannad	(d) 44.88	
Bezwada extension (East Coast State)	(e) 145.44	
Madras-Erur section (Bezwada-Madras)	(f) 29.38	
	(g) 8.45	4,190.02
(ii) North Western—		
Hyderabad-Shadipalli	(p) 2,866.02	
Onth and Rohilkhand	(q) 58.91	
Eastern Bengal	951.04	
Calcutta Port Commissioners	275.88	
East Coast, including Bezwada-Madras	(i) 794.37*	
	(j) 2.88	4,954.77
(iii) Great Indian Peninsula—		
Bombay, Baroda and Central India	1,338.00	
Madras	460.90	
	(k) 843.57*	2,592.47
(iv) Delhi-Umballa-Kalka		
Tarapur	(l) 162.23*	
Southern Punjab (Delhi-Sandhwa)	(m) 22.23	
Tapti Valley	(n) 422.49	
	(o) 35.25	642.51
(v) Khamsan—		
Amrathi	(d) 7.55	
Bina-Goonna	(e) 5.44	
Bhopal-Ujjain	(f) 71.74	
Bhopal-Jabalpur (Native State section)	(g) 113.52	
The Nizam's Guaranteed State	(h) 44.28	
Nagda-Ujjain	(i) 332.32	
The Gakwar's Peliad	(j) 34.67	
Kolar Gold-fields	(k) 13.35	
	(l) 10.00	632.87
(vi) Rajputana-Bhatinda		
Jammu and Kashmir (Native State section)	(m) 107.94	
	(n) 18.92	123.86
(vii) Bengal and North-Western—		
Tirhoot section	341.80	
Company's section (i)	745.49*	
Lucknow-Bareilly section (Rohilkhand and Kumaon)	231.17	
Rajputana-Malwa	(e) 1,673.94*	
Palampur-Deesa	(f) 17.25	
Southern Mahratta	(g) 1,042.04	
Guntakal-Mysore frontier	(h) 119.00	
Mysore section (Southern Mahratta)	(i) 298.00	
South Indian	1,021.95*	
Mayavaram-Mutput	(j) 53.99	
Assam-Bengal	308.25	
Burma	930.45	6,877.86
(viii) Eastern Bengal—		
Northern and Behar sections (including the	478.47	
Kasauli-Dhule, 2' 6" gauge, branch)	85.92	
Canpur-Burhwal (Metre-gauge link)	(i) 79.60	643.99
(ix) Deoghur—		
Rohilkhand and Kumaon (Company's section)	4.79	
Bengal Doonars	53.92	
Dibr-Sadiya	36.40	
	77.50	
(x) Ledo and Tikak-Margherita Colliery	(e) 10.00	
Bhadedabad-Parani	(f) 54.39	
Brahmaputra-Sultanpur	(g) 25.50	
Mymensingh-Jamulpur-Jagannathganj	(h) 33.00	
Segowille-Hakaul	(i) 18.00	
Nigiri	(j) 16.90	328.60
(xi) The Gakwar's Mehsana	(e) 92.63	
Kolhapur	(f) 29.07	
Yewatpur-Mysore frontier	(g) 61.35	
Mysore-Nanjangud	(h) 15.75	188.80
(xii) Jodhpore-Bikaner		
Odeypore-Chitor	405.67	
Bharatpur-Gonda-Junagadh-Portbandar	60.39	
Jetalsar-Bikaner	(p) 333.46	
Jamnagar	(q) 46.23	
Dhrangadra	(r) 54.28	
	(s) 20.83	920.86
(xiii) West of India Portuguese		
Pondicherry	61.00	
Karaikal-Peralam	(u) 7.90	
	(v) 14.45	73.25
(xiv) Cherra-Companyganj (2' 6")	(r) 8.00	
Jorhat (2' 6")	28.25	
Darjeeling-Himalayan (2' 6")	51.00	
Barsi Light (2' 6")	21.75	
Tarakshwar-Magra (2' 6")	31.12	
Tazpur-Balpara (2' 6")	20.10	
Howrah-Amra (2' 6")	28.75	
Howrah-Bhambhalla (2' 6")	19.25	
The Gakwar's Baholi (2' 6")	(t) 78.80	
Rajpilsa (2' 6")	(u) 24.03	102.83
(xv) Cooch Behar (2' 6")		
	91.36	
Gwalior-Sipri (2' 6")	39.77	36.92
(xvi) Morvi (2' 6")		
Gwalior-Sipri (2' 6")	183.18	

(i) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (ii) Worked by the Southern Mahratta Railway Company.
 (iii) Worked by the South Indian Railway Company.
 (iv) Worked by the Assam Railway and Trading Company.
 (v) Including 4.80 miles of Bhavnagar lock estates and Junagadh railway.
 (vi) Worked by the Bhavnagar-Gondal-Junagadh-Portbandar railway.
 (vii) Treated as a steam tramway for administrative purposes only. Temporarily closed to traffic from 1st May 1894 on account of damages done by floods.
 (viii) Reopened for goods traffic on 23rd December 1898.
 (ix) Worked by the Eastern Bengal State railway.
 (x) Excluding 2.98 miles of the Lucknow-Oudh railway between Daliganj and Allahabad.
 (xi) Worked by the Bengal and North-Western Railway Company.

	Miles.	Miles.	Miles.
(i) East Indian—			
Moghal Sarai to Gya	128.28		
Siokhabad to Farukhabad	(a) 69.00		
Baran to Daltonganj, including colliery branch	(a) 82.50		439.29
(ii) Agra-Delhi chord	(a) 121.16		
Agra to Delhi	35.37		
Bengal-Nagpur	(c) 8.00		
Kolchat to Howrah			
Kharpur to Midnapore	(b) 86.75		148.05
North Western—			
Campbellpore Cantonment to Basal (New			
Pind-Suliani)	56.00		
Langar to Mari	5.30		
Toba Tek Singh to Khanewal			
Kotri to Hyderabad (Sind)			87.00
(iii) Oudh and Rohilkhand—			
Ghaziabad to Moradabad	4.55		
East Coast—			
Godavari bridge at Rajamundry and approaches	34.05		
Great Indian Peninsula—	(b) 38.00		135.05
Amalner to Jalgaon			
Chalisgaon to Dhulia	(b) 65.00		
(iv) Madras—			
Calicut to Cannanore	0.79		
Southern Punjab (Delhi-Samisata)—			
Delhi Brewery to Delhi	79.00		
South Behar (Luckeesarai-Gya)—			
Luckeesarai to Gya	32.01		
(v) Hardwar-Dehra—			
Hardwar to Dehra	121.34		
Tapti Valley—			
Vyara to Amalner	(b) 74.12		
(vi) Bina-Goonna—			
Goonna to Bara	(a) 80.32		
Ludhiana-Dhuri-Jakkal—			
Ludhiana and Dhuri to Jakkal			
(vii) Bengal and North-Western—			
Tirhoot section—			
Haypore to Bagmiserai	44.25		161.00
Gachhara to Katihar	116.75		
Company's section—			
Ganges-Gogra Doab lines—			
Azamgarh to Shahganj	33.00		
South Indian—			
Nagapatnam to Nagore	113.14		
Assam-Bengal—	171.51	(b) 337.06	927.03
Ludpur to Lumding	62.38		
Lanka to Lakur			
Lakur to Makum			
Burma—			
Sidaw to the right bank of the Salween	(b) 260.00		302.20
river	67.70		
Mektila to Myingyan	74.50		
Singing to Alon with a river siding to			
Myingyan			
(viii) Eastern Bengal—			
Teesta bridge at Kaunia and approaches	4.87		
Hyderabad (Sind)-Jodhpore frontier	(d) 71.25		76.13
(ix) Bengal Doonars—			
Malbazar to Hantupara	46.00		121.76
Dam Dim to Bagrakote	6.76		
Deomoni Hat to Lalmoir Hat	69.00		
Brahmaputra-Sultanpur—			
Borja to Kalganj	36.20		
Mymensingh-Jamulpur-Jagannathganj—			
Singhaji to Jagannathganj	20.81		
(x) Birur-Shimoga—			
Birur to Shimoga	37.98		
Hyderabad-Godavari Valley—			
Secunderabad to Mamad	389.51		427.79
(xi) Jodhpore-Bikaner—			
Jodhpore section—			
Balotra to the Jodhpore frontier	134.81		
Bikaner section—			
Khari to Lankaransar	8.00		218.21
Lankaransar to Surigarh	(e) 63.00		
Gikar to Palana	9.50		
Odeypore-Chitor—			
Debari to Odeypore	6.44		
Jeypore-Sawal-Madhupur—			
Sanganer to Sawal-Madhupur	72.78		206.43
(xii) Raipur-Dhamtari branch (Bengal-Nagpur) (2' 6")—			
Raipur to Dhamtari	45.00		56.67
Abhanpur to Rajim	11.67		
(xiii) Eastern Bengal—			
Cooch Behar-Santabari extension (British section) (2' 6")—			
Alipore to Jhainti	20.20		20.08
Ranachhat-Krishnagar (2' 6")—			
Barsi Light (2' 6")—	(a) 33.00		121.20
Barsi Road to Pandharpur	(a) 68.00		
(xiv) Kalka-Simla (2' 6")—			
Kalka to Simla	12.80		43.80
(xv) Rajpilsa (2' 6")—			
Unania to Nanded	(a) 31.00		
(xvi) Rewah (2' 6")—			
Rewah to Sutna	35.04		80.63
Gwalior-Sipri (2' 6")—			
Mohana to Sipri	(e) 45.79		
Gwalior-Chambalghat—			
Gwalior to Bhind			

(a) Commencement of work not yet authorized.
 (b) Correction of mileage.
 (c) Provisionally sanctioned.
 (d) Excluding 55.08 miles of the Hyderabad-Shadipalli standard gauge railway to be converted to the metre gauge.
 (e) Excluding 6.64 miles of existing light railway.

Completed and in hand at the beginning of 1898-99	25,403.74
Sanctioned during 1898-99	847.62
	26,034.36
Deduct—	
Decrease due to realignment of the Assam-Bengal Railway	6.89
Net decrease due to minor correction of mileage	4.66
	11.55
Add—	
Gogra bridge and approaches at Bahramghat, previously omitted	3.27
Increase due to new alignment of the Mari-Aitook Railway	6.75
Increase due to new alignment of the Calicut-Cannanore Railway	0.00
Increase due to new alignment of the Mandalay-Kunlon Railway	42.23
	55.90
	26,081.11

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430.15 miles, made up as follows:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	439.29	
(ii) State lines worked by the State	239.60	
(iii) Guaranteed companies	135.05	
(iv) Assisted companies	233.14	
(v) Lines owned by native states and worked by companies	74.12	
(vi) Lines owned by native states and worked by State railway agency	80.32	
		1,201.52

Metre gauge—	
(vii) State lines worked by companies	927.93
(viii) State lines worked by the State	76.13
(ix) Assisted companies	178.77
(x) Lines owned by native states and worked by companies	427.79
(xi) Lines owned and worked by native states	295.43
	1,906.05

Special gauges—	
(xii) State lines worked by companies	56.67
(xiii) State lines worked by the State	20.08
(xiv) Assisted companies	121.20
(xv) Lines owned by native states and worked by companies	43.80
(xvi) Lines owned and worked by native states	80.83
	322.58

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles **26,081.11***

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles **586.09**

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1899-1900 :

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	169.63	
(ii) State lines worked by the State	142.75	
(iii) Guaranteed companies	36.00	
(iv) Assisted companies	233.14	
(v) Lines owned by native states and worked by companies	74.12	
		655.64

Metre gauge—	
(vi) State lines worked by companies	171.67
(vii) Assisted companies	57.01
(viii) Lines owned by native states and worked by companies	347.98

(ix) Lines owned and worked by native states	147.87
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Special gauges—	
(x) State lines worked by companies	56.67
(xi) State lines worked by the State	20.08
(xii) Assisted companies	20.20
(xiii) Lines owned by native states and worked by companies	12.80
(xiv) Lines owned and worked by native states	80.83
	190.58

TOTAL 1,570.75

Leaving the undermentioned lines for completion in 1900-1901 or later :

Standard gauge—	Miles.	Miles.
(xv) State lines worked by companies	269.66	
(xvi) State lines worked by the State	96.85	
(xvii) Guaranteed companies	99.05	
(xviii) Lines owned by native states and worked by State railway agency	80.32	

Metre gauge—	
(xix) State lines worked by companies	756.26
(xx) State lines worked by the State	76.13
(xxi) Assisted companies	121.76
(xxii) Lines owned by native states and worked by companies	79.81
(xxiii) Lines owned and worked by native states	147.56

Special gauges—	
(xxiv) Assisted companies	101.00
(xxv) Lines owned by native states and worked by companies	31.00
	132.00
TOTAL	1,859.40

(a) Provisionally sanctioned.
(b) Commencement of work not yet authorized.

	Miles.	Miles.	Miles.
(i) East Indian— Mughal Sarai to Gya	126.28		
(ii) Bengal-Nagpur— Kolkata to Howrah	55.37	43.37	109.63
(iii) North Western— Cantonment to	88.75		
(iv) Great Indian Peninsula— Chalisgaon to Dhulia	66.00		
(v) Southern Punjab (Delhi Samasata)— Delhi to Meerut	0.79		
(vi) Lucknow to Gya	79.00		
(vii) Hardwar to Dehra	32.01		
(viii) Varya to Amalner	121.34		
(ix) Gooma to Bara			74.13

(x) Bengal and North-Western— Tirhoot section— Hajipur to Begansarai	44.35	80.00	
(xi) South Indian— Nagapattam to Nagore	(a) 4.78		171.67
(xii) Assam-Bengal— Landing to Makum	18.00		
(xiii) Burma— Sedaw to Nannaw	60.00		
(xiv) Brahmaputra-Saltanpur— Bogra to Kailganj	36.30		
(xv) Myinging-Jamapour-Jagannathganj— Singhiani to Jagannathganj	20.81		67.01
(xvi) Birur to Shimoga	37.99		
(xvii) Hyderabad-Godavari Valley— Munim to Runjanee	130.00	310.00	347.98
(xviii) Secunderabad to Limbgaon	180.00		
(xix) Odeypore-Chitor— Jodhpore-Bikaner	6.44		
(xx) Jodhpore section— Balotra to Barmer	59.75		
(xxi) Bikaner section— Khar to Lankar	8.90	68.65	147.97
(xxii) Jeypore-Sewal-Madhupur— Sauganer to Sewal-Madhupur	72.78		

(xiii) Rajpur-Dhamtari branch (Bengal-Nagpur railway) (2' 0")— Rajpur to Dhamtari	45.00		56.67
(xiv) Eastern Bengal— Extension (British section) (2' 0")— Alipur to Jhisi	11.67		
(xv) Ranghat-Arhanagar (2' 0")			20.08
(xvi) Rajpura (2' 0")			20.20
(xvii) Umalia to Nandod			12.80
(xviii) Gwalior-Sipri (2' 0")			80.83
(xix) Mohana to Sipri	35.04		
(xx) Gwalior-Chambalghat (2' 0")	45.79		50.85
(xxi) Gwalior to Bind			

(xii) East Indian— Shikohabad to Farukhabad	(b) 66.00		
(xiii) Bara to Lalangan, including colliery branch	(b) 82.50		269.66
(xiv) Agra to Delhi	(b) 121.16		
(xv) North Western— Kotri to Hyderabad	5.30		
(xvi) Onch and Rohilkhand— Ghaziabad to Moradabad	67.00		96.85
(xvii) East Coast— Godavari bridge at Rajahmundry and approaches	4.65		
(xviii) Great Indian Peninsula— Amalner to Jalgaon	31.05		99.05
(xix) Madras— Calicut to Cannanore	65.00		
(xx) Ludhiana-Dhuri-Jakkal— Ludhiana and Dhuri to Jakkal			80.32

(xv) Bengal and North-Western— Tirhoot section— Moheshkunt to Katihar	72.00		
(xvi) Company's section— Azamgarh to Shahganj	33.00		
(xvii) Assam-Bengal— Nadapur to Lunding	118.14		
(xviii) Burma— Lunding to Makum	20.02	319.06	756.26
(xix) Nannaw to the right bank of the Salween river	200.00		
(xx) Meiktila to Myingyan	67.70		
(xxi) Segaing to Aled with a river siding to Myingyan	74.80		332.20
(xxii) Hyderabad (Sind)-Jodhpore frontier— Hyderabad to Jodhpore frontier	71.26		
(xxiii) Eastern Bengal— Teesta bridge at Kanula and approaches	4.87		76.13
(xxiv) Bengal Doon— Malabar to Hantupara	46.00		
(xxv) Deomoni Hat to Lamour Hat	6.78		
(xxvi) Hyderabad-Godavari Valley— Runjanee to Limbgaon	60.00		121.76
(xxvii) Jodhpore-Bikaner— Jodhpore section— Barmer to Jodhpore frontier	78.08		79.81
(xxviii) Bikaner section— Lankar to Suratgarh	(a) 63.00		147.94
(xxix) Gwalior to Palana	9.50		

(x) Bara Light (2' 6")— Bara Road to Pandharpar	(b) 32.00		
(xi) Kalka-Simla (2' 0")— Kalka to Simla	(b) 68.00		101.00
(xii) Rewah (2' 0")— Rewah to Ruma	(b) 31.00		

No. 18 R.P.

GOVERNMENT OF INDIA PUBLIC WORKS DEPARTMENT. RAILWAY PROJECTS.



Simla, the 27th March 1899.

The under-mentioned memorandum is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, in continuation of Government of India memorandum No. 8 R.P. dated the 23rd March 1898, for information.

By Order,

W. J. McIlhenny Captain, R.E.,
Orig. Under Secretary

Document referred to :-

Memorandum by the Honourable Sir Arthur C. Trevor, K.C.S.I. on the conclusions of the Railway Conference of 1898 on Railway extensions in India.