

11. Резултати отъ експлоатацията на държавнитѣ желѣзници

11. Résultats de l'exploitation des chemins de fer de l'Etat

Години Années	Дължина на експлоатирания мрежа ¹⁾ Longueur du réseau exploité ¹⁾	Срѣдна експлоатир. дължина Longueur moyenne exploitée	Вложенъ капиталъ Capital investi	Приходъ бруто Recettes brutes	Разходъ бруто Dépenses brutes	Излишъкъ Excédent	Дефицитъ Déficit	Приходъ и разходъ на 1 кил. експлоат. дължина отъ ж.-п. мрежа Recettes et dépenses par 1 klm. de long. moyenne exploitée du réseau				Разходъ на 100 отъ прихода (коэффициентъ на експлоатацията) — Dépenses pour 100 des recettes (coefficient de l'exploitation)	Излишъкъ на 100 л. отъ вложени капиталъ — Excédent pour 100 lévas du capital investi
								Приходъ Recettes	Разходъ Dépenses	Излишъкъ Excédent	Дефицитъ Déficit		
километри kilomètres	зл. лева lévas—or												
1900	1,176	1,075	154,244,884	6,163,454	3,891,208	2,272,246	—	5,733	3,620	2,113	—	63	1'47
1901	1,176	1,176	157,448,106	7,285,097	4,718,706	2,566,391	—	6,195	4,013	2,182	—	65	1'63
1902	1,176	1,176	164,951,932	7,498,178	5,347,855	2,150,323	—	6,376	4,547	1,829	—	71	1'30
1903	1,176	1,176	165,927,344	8,226,841	5,692,969	2,533,872	—	6,996	4,841	2,155	—	69	1'53
1904	1,176	1,176	169,532,277	10,960,288	7,144,334	3,815,954	—	9,320	6,075	3,245	—	65	2'25
1905	1,176	1,176	178,512,913	11,170,969	7,372,105	3,798,864	—	9,499	6,269	3,230	—	66	2'13
1906	1,176	1,176	183,700,484	11,772,388	7,233,790	4,538,598	—	10,011	6,152	3,859	—	61	2'47
1907	1,200	1,191	186,406,707	14,082,009	12,671,419	1,410,590	—	11,824	10,639	1,185	—	90	0'76
1908	1,589	1,307	235,067,224	14,318,387	12,331,726	1,986,661	—	10,955	9,435	1,520	—	86	0'85
1909	1,692	1,632	250,473,132	19,830,201	13,873,687	5,956,514	—	12,151	8,501	3,650	—	70	2'38
1910	1,894	1,752	280,250,818	22,632,959	15,392,711	7,240,248	—	12,918	8,786	4,132	—	68	2'58
1911	1,931	1,908	293,055,509	27,674,598	17,427,039	10,247,559	—	14,504	9,134	5,370	—	63	3'50
1912	1,948	1,947	304,851,872	24,786,190	19,306,819	5,479,371	—	12,730	9,916	2,814	—	78	1'80
1913	2,109	2,004	331,955,117	18,625,094	18,014,650	610,444	—	9,294	8,989	305	—	97	0'18
1914	2,109	2,109	338,141,420	34,869,131	22,393,004	12,476,127	—	16,534	10,618	5,916	—	64	3'69
1915	2,124	²⁾ 2,202	340,510,874	33,630,937	25,850,370	7,780,567	—	15,273	11,739	3,534	—	77	2'28
1916	2,148	²⁾ 2,549	355,995,752	53,520,376	39,868,209	13,652,167	—	20,997	15,641	5,356	—	74	3'83
1917	2,148	²⁾ 2,570	360,070,260	68,752,679	54,134,680	14,617,999	—	26,752	21,064	5,688	—	79	4'05
1918	2,203	²⁾ 2,594	361,692,743	77,156,989	71,421,685	5,735,304	—	29,744	27,533	2,211	—	93	1'59
1919/1920	2,205	²⁾ 2,356	362,142,990	179,176,495	176,773,732	2,402,763	—	76,051	75,031	1,020	—	99	0'66
1920/1921	2,205	2,205	364,453,623	274,430,621	208,360,035	66,070,586	—	124,458	94,494	29,964	—	76	18'13
1921/1922	2,256	2,226	371,511,519	387,996,067	309,834,488	78,161,579	—	174,302	139,189	35,113	—	80	21'03
1922/1923	2,256	2,256	372,473,464	670,192,291	341,068,991	329,123,300	—	297,071	151,183	145,888	—	51	88'36
1923/1924	2,296	2,285	375,196,926	740,884,372	485,285,471	255,598,901	—	324,238	212,379	111,859	—	66	68'12
1924/1925	2,296	2,296	376,679,591	900,420,999	580,314,876	320,106,123	—	392,169	252,750	139,419	—	64	84'98
1925/1926	2,305	2,305	384,054,571	860,836,828	734,337,391	126,499,437	—	373,465	318,585	54,880	—	85	32'94
1926/1927	2,305	2,305	388,599,765	1,009,591,571	747,930,457	261,661,114	—	438,001	324,482	113,519	—	74	67'33
1927/1928	2,376	2,321	391,963,229	1,069,862,801	749,264,893	320,597,908	—	460,949	322,820	138,129	—	70	81'79
1928/1929	2,431	2,401	399,174,640	1,164,202,594	789,804,202	374,398,392	—	484,882	328,948	155,934	—	68	93'79
1929/1930	2,444	2,405	411,566,177	1,265,495,865	895,274,753	370,221,112	—	526,194	372,256	153,938	—	71	89'95

¹⁾ Включително и линиитѣ, принадлежащи на други държави — Y compris les lignes ferrées appartenant à d'autres pays.

²⁾ Срѣдната дължина на експлоатираниятѣ линии е по-голяма отъ дължината на ж. п. мрежа, вследствие на това че презъ последната война сж експлоатирани и чужди държавни линии — La longueur moyenne de la ligne exploitée est plus grande que la longueur du réseau de chemin de fer, par suite du fait que durant la dernière guerre on a exploité aussi des lignes d'Etat étrangères.