

11. Резултати отъ експлоатацията на държавнитѣ желѣзници

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

Години Années	Дължина на експлоатираната мрежа <sup>1)</sup> Longueur du réseau exploité	Срѣдна експлоатир. дължина Longueur moyenne exploitée	Вложенъ капиталъ Capital d'établissement	Приходъ бруто Recettes brutes	Разходъ бруто Dépenses brutes	Излишъкъ Excédent	Дефицитъ Déficit	Приходъ и разходъ на 1 км. експлоат. дължина отъ ж.-п. мрежа Recettes et dépenses par 1 km. de long. moyenne exploitée du réseau				Разходъ на 100 отъ прихода (коefficientъ на експлоатацията) — Dépenses pour 100 des recettes (coefficient de l'exploitation)	Излишекъ на 100 л. отъ вложени капиталъ — Excédent pour 100 lévas du capital d'établissement
								Приходъ Recettes	Разходъ Dépenses	Излишъкъ Excédent	Дефицитъ Déficit		
километри kilomètres		зл. лева lévas—or	л е в а — л é v a s										
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	4,548	1,828	—	71	1'30
1903 . . . . .	1,176	1,176	165,927,344	8,226,842	5,692,969	2,533,873	—	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	2'26
1905 . . . . .	1,176	1,176	178,512,913	11,170,970	7,372,105	3,798,865	—	9,499	6,268	3,231	—	66	2'13
1906 . . . . .	1,176	1,176	183,700,484	11,772,387	7,233,790	4,538,597	—	10,011	6,151	3,860	—	61	2'47
1907 . . . . .	1,200	1,191	186,406,707	14,082,010	12,671,419	1,410,591	—	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	19,830,200	13,873,687	5,956,513	—	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	6,078,568	—	15,273	11,739	3,534	—	77	1'79
1916 . . . . .	2,148	2) 2,549	355,995,752	53,520,376	39,868,209	9,965,085	—	20,997	15,641	5,356	—	74	2'80
1917 . . . . .	2,148	2) 2,570	360,070,260	68,752,679	54,134,680	8,401,149	—	26,752	21,064	5,688	—	79	2'33
1918 . . . . .	2,203	2) 2,594	361,692,743	77,156,989	71,421,685	3,434,314	—	29,744	27,533	2,211	—	93	0'95
1919/1920 . . .	2,205	2) 2,356	362,141,990	179,176,495	176,773,732	531,585	—	76,051	75,031	1,020	—	99	0'15
1920/1921 . . .	2,205	2,205	364,453,623	274,430,621	208,360,035	5,566,182	—	124,458	94,494	29,964	—	76	1'53
1921/1922 . . .	2,256	2,226	371,611,519	387,996,067	309,834,488	3,593,636	—	174,302	139,189	35,113	—	80	0'97
1922/1923 . . .	2,256	2,256	372,473,464	670,192,291	341,068,991	11,447,767	—	297,071	151,183	145,888	—	51	3'07
1923/1924 . . .	2,296	2,285	375,196,926	740,884,372	485,285,471	11,142,062	—	324,238	212,379	111,859	—	66	2'97
1924/1925 . . .	2,296	2,285	376,679,591	900,420,999	580,314,876	12,015,996	—	392,168	252,750	139,418	—	64	3'19
1925/1926 . . .	2,305	2,297	384,054,571	860,836,828	734,337,391	4,748,477	—	372,979	318,170	54,809	—	64	1'24
1926/1927 . . .	2,305	2,305	388,599,765	1,009,591,571	747,930,457	9,800,041	—	437,999	324,482	113,518	—	74	2'52
1927/1928 . . .	2,376	2,376	391,963,229	1,069,862,801	749,264,893	12,007,337	—	460,949	322,820	138,128	—	70	3'06

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