

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1928-29

Volume II



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TECHNICAL PAPERS.

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- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
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The prices of the papers vary from annas Two to Rupees Eight.

The books and papers can be bought from the Government of India, Central Publication Branch, 3, Government Place, West, Calcutta.

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INTRODUCTORY NOTE.

For the information of foreign readers of this report who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

An anna is a 16th part of a rupee and a pie the 12th part of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes —

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL
SUMMARIES.

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FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1927-28 and 1928-29 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts (In thousands of rupees).

Classification.	Year.	Capital at charge (including ferries and suspense) on open lines and on lines partly or wholly under construction.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge.	CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)].		Percentage of Gain or Loss on Capital at Charge.
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain	Loss.	
1	2	3	4	5	6	7	8	9	10	11
State Lines worked by the State.	1927-28	4,35,73,31	20,96,18	4.81	..	15,99,67	15,99,67	4,96,51	..	1.14
	1928-29	4,69,82,71	21,58,20	4.59	45,52	18,52,44	18,97,96	2,60,24	..	0.55
State Lines worked by Companies or by Indian States.	1927-28	2,94,67,58	17,94,54	6.07	1,57,14	11,29,61	12,86,75	5,07,79	..	1.70
	1928-29	2,66,08,27	15,93,09	5.98	1,13,62	10,86,74	12,10,36	3,82,73	..	1.43
Miscellaneous items	1927-28	2,89,08	..	..	..	-10,94	-10,94	10,94	..	-3.78
	1928-29	3,20,66	..	..	..	-16,22	-16,22	16,22	..	5.05
Total Central	1927-28	7,33,29,97	38,90,72	5.31	1,57,14	27,18,34	28,75,48	10,15,24	..	1.38
	1928-29	7,39,11,64	37,51,29	5.08	1,59,14	29,32,96	30,92,10	6,59,19	..	0.88
Total Provincial	1927-28	14,94	12	0.67	..	57	57	..	45	3.16
	1928-29	14,61	..	..	..	55	55	..	55	-3.76
GRAND TOTAL	1927-28	7,33,44,91	38,90,84	5.30	1,57,14	27,18,91	28,76,05	10,14,79	..	1.38
	1928-29	7,39,26,25	37,51,29	5.08	1,59,14	29,33,51	30,92,65	6,58,64	..	0.88

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1928 and 1929. (In thousands of rupees.)

Details	State lines worked by the State.		State lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1928.	31st March 1929.	31st March 1928.	31st March 1929.	31st March 1928.	31st March 1929.
	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railways :—						
(a) During the year . . .	—1,16	—1,08	..	..	—1,16	—1,08
(b) To end of the year . . .	1,30,76,86	1,16,60,52	50,08,68	44,52,16	1,80,85,54	1,61,12,68
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	13,53,19	14,00,58	8,90,57	6,66,41	22,43,76	20,66,99
(b) Rolling-stock	2,74,50	2,85,40	2,62,59	1,22,60	5,37,09	4,08,00
(c) General charges	65,19	75,33	83,31	88,45	1,48,50	1,63,78
(d) Stores, etc., not finally charged off in the accounts.	2,13,44	—71,37	1,01,34	—31,64	3,14,78	—1,03,01
(e) Total	19,06,32	16,89,94	13,37,81	8,45,82	32,44,13	25,35,76
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works	1,93,73,17	2,31,12,32	1,65,02,74	1,48,35,29	3,58,75,91	3,79,47,61
(b) Rolling-stock	88,05,55	96,75,13	64,83,21	60,21,63	1,52,88,76	1,56,96,76
(c) General charges	9,37,75	12,34,93	11,69,59	10,49,92	21,07,34	22,84,85
(d) Stores, etc., not finally charged off in the accounts.	13,12,39	12,99,81	6,74,97	5,84,54	19,87,36	18,84,35
(e) Total	3,04,28,86	3,53,22,19	2,48,30,51	2,24,91,38	5,52,59,37	5,78,13,57
4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3(e)].	4,35,05,72	4,60,82,71	2,98,39,19	2,60,43,54	7,33,44,91	7,39,26,25

11-B.—Summary of Capital Outlay to the end of the years 1927-28

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc. not finally charged off in the accounts.		
1	2	3	4	5	6	7	
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.	
(a) Worked by the branch line company	1927-28 .	1,32	27	—	45	2,04	
	1928-29 .	—1,58	51	2,75	—72	96	
(b) Worked by the main line	1927-28 .	1,59	..	..	..	1,59
	1928-29 .	1,94	..	..	..	1,94
2. Branch line Companies' Railways under rebate terms worked by the main line.	1927-28 .	6,03	2,84	7	..	8,94	
	1928-29 .	9,52	27	6	..	9,85	
3. Branch line Companies' Railways under guarantee and rebate terms.	1927-28 .	94	..	..	4	98
	1928-29 .	1,56	..	..	7	1,63
4. Companies' lines subsidized by the Government of India.	1927-28 .	34,94	8,10	61	—12,17	31,48	
	1928-29 .	7,72	9,47	1,16	—2,15	16,20	
5. Companies' lines subsidized by Local Governments.	1927-28 .	1,01	2,27	..	—63	2,65	
	1928-29 .	8,66	9,90	2,02	46	21,04	
6. Unassisted Companies' lines	1927-28 .	7	2	..	—5	4	
	1928-29 .	37	20	..	..	57
7. District Board lines	1927-28 .	1,27	2	..	..	1,29
	1928-29 .	61	..	..	..	61
8. Companies' lines subsidized by District Boards.	1927-28 .	1,60	1,43	—2	1	3,02	
	1928-29 .	1,67	85	6	1,63	4,21	
9. Indian State lines worked by Indian States	1927-28 .	56,02	21,91	1,74	1,47	81,14	
	1928-29 .	65,68	22,78	1,72	—3,80	86,38	
10. Indian State lines worked by the main line	1927-28 .	68,72	11,12	3,78	—21,59	62,03	
	1928-29 .	46,52	7,62	4,53	10,49	69,16	
11. Companies' lines guaranteed by Indian States	1927-28 .	2,28	20	..	—3,33	—81	
	1928-29 .	3,54	93	—13	—3,38	91	
12. Lines in Foreign territory worked by British Indian Railway Companies.	1927-28 .	5	..	..	..	..
	1928-29 .	1,67	..	..	..	1,6
TOTAL	1927-28 .	1,75,84	48,18	6,18	—35,80	1,94,4	
	1928-29 .	1,47,88	52,53	12,17	2,60	2,15,1	
13.—MISCELLANEOUS	1927-28 .	2,60	..	..	..	2,6
	1928-29 .	2,00	..	..	..	2,0
GRAND TOTAL	1927-28 .	1,78,44	48,18	6,18	—35,80	1,97,4	
	1928-29 .	1,49,88	52,53	12,17	2,60	2,17,	

and 1928-29 of other than State-owned Railways. (In thousands.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
89,58	18,16	10,08	2,25	1,20,07	
88,00	18,67	12,83	1,53	1,21,03	
75,99	1,16	7,71	2	84,88	
77,93	1,16	7,71	2	86,82	
12,58,52	55,90	1,07,68	..	14,22,10	
12,32,87	56,20	1,42,79	..	†14,31,86	† The difference between this figure and the total for 1927-28 plus outlay during 1928-29 is explained under corresponding head in Statement 2 (b).
1,71,34	3,37	9,56	2,18	1,86,45	
1,72,90	3,37	9,56	2,25	1,88,08	
11,50,89	3,69,73	1,15,19	20,14	16,85,95	
11,79,93	3,79,20	1,15,77	17,99	†17,04,84	
94,55	59,71	18,94	4,48	1,77,68	
1,03,21	69,61	20,96	4,94	1,98,72	
30,95	6,75	90	31	38,91	
42,26	10,10	1,66	31	†54,33	
1,36,25	6,97	13,22	..	1,56,44	
1,31,82	6,97	12,99	..	†1,51,78	
1,10,87	38,50	5,75	3,77	1,58,89	
1,01,60	36,20	5,05	5,40	†1,48,25	
13,40,16	4,99,82	73,32	66,41	19,79,71	
14,08,05	5,23,15	75,12	62,61	†20,71,13	
12,64,93	1,19,50	96,03	17,49	†14,98,05	
13,59,14	1,26,68	1,04,29	29,26	• †16,19,37	
7,40,54	1,92,68	30,37	25,04	9,88,63	
7,44,08	1,93,61	30,24	21,66	9,89,59	
2,13,23	..	1,51	..	2,14,74	
2,14,90	..	1,51	..	2,16,41	
67,07,80	13,72,25	4,90,26	1,42,09	87,12,50	
68,56,69	14,24,92	5,40,48	1,45,97	89,82,21	
25,44	2,03	2,01,09	28	†2,28,84	† See details at the foot of Statement 2(b) for the year concerned.
27,44	2,03	2,01,09	28	†2,30,84	
67,33,24	13,74,28	6,91,35	1,42,37	89,41,34	
68,84,13	14,26,95	7,41,57	1,46,25	92,13,05	

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1927-28 and 1928-29.

Particulars.	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total Central.		Total Provincial.		Grand Total.	
	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.
	2	3	4	5	6	7	8	9	10	11	12	13
Interest on sterling debt . . . £	3,529,766	3,529,718	893,913	893,913	..	..	4,423,679	4,423,631	..	..	4,423,679	4,423,631
Interest on capital contributed by companies:—												
On share capital £	..	75,000	495,000	420,000	..	..	495,000	495,000	..	..	495,000	495,000
On debenture and debenture stock £	..	37,496	641,578	589,693	..	..	641,578	627,189	..	..	641,578	627,189
TOTAL . . . £	..	112,496	1,136,578	1,009,693	..	..	1,136,578	1,122,189	..	..	1,136,578	1,122,189
GRAND TOTAL . . . £	3,529,766	3,642,214	2,030,491	1,903,806	..	..	5,560,257	5,545,820	..	..	5,560,257	5,545,820
Converted into rupees at average rate of exchange (In thousands of rupees).	4,72,82	4,86,32	2,71,72	2,54,91	..	-23	7,44,54	7,41,00	..	..	7,44,54	7,41,00
Interest on capital outlay provided by Government (In thousands of rupees).	11,24,93	13,64,20	8,50,39	8,34,33	-10,94	-15,99	19,64,38	21,82,54	57	55	19,64,96	21,83,09
Interest on rupee debt. (In thousands of rupees).	1,92	1,92	7,50	7,50	..	..	9,42	9,42	..	..	9,42	9,42
GRAND TOTAL . . . (In thousands of rupees).	15,99,67	18,52,44	11,29,61	10,96,74	-10,94	-16,22	27,18,34	29,32,96	57	55	27,18,91	29,33,51

V.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1927-28 and 1928-29. (In thousands of rupees.)

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Net Revenue Receipts.	Percentage of ordinary working expenses on earnings.	REMARKS.
		Earnings.	Suspense.	Total.	Ordinary.	Renewals and Replacements.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State lines worked by the State	1927-28	59,60,59	-2,27	59,58,32	32,12,18	6,41,71	8,25	38,62,14	20,96,18	53.89	
	1928-29	64,08,99	-19,00	63,89,99	36,80,84	5,76,71	-25,76	42,31,79	21,58,20	54.94	
State lines worked by Companies or by Indian States.	1927-28	44,72,49	-7,09	44,65,40	22,13,97	4,53,42	3,47	26,70,86	17,94,54	49.50	
	1928-29	40,49,72	-5,96	40,43,76	20,74,22	3,83,14	-6,69	24,50,67	15,93,09	49.24	
Total Central	1927-28	1,04,33,08	-9,36	1,04,23,72	54,26,15	10,95,13	11,72	65,33,00	38,90,72	52.01	
	1928-29	1,04,68,71	-24,96	1,04,33,75	57,55,06	9,59,85	-32,45	66,82,46	37,51,29	52.73	
Total Provincial	1927-28	93	20	1,13	1,01	-3	3	1,01	12	108.60	
	1928-29	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
GRAND TOTAL	1927-28	1,04,34,01	-9,16	1,04,24,85	54,27,16	10,95,10	11,75	65,34,01	38,90,84	52.01	
	1928-29	1,04,53,71	-24,96	1,04,33,75	57,55,06	9,59,85	-32,45	66,82,46	37,51,29	52.73	

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses of Railways by Classes for the years 1927-28 and 1928-29. (In thousands of rupees.)

Classification.	Year.	‡ Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 3.	REMARKS.
1	2	3	4	5	6	7	8	9
Class I Railways	1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61.07	5.63	
	1928-29	7,98,34,64	1,14,85,25	71,18,32	43,66,93	61.98	5.47	
Class II Railways	1927-28	22,37,53	3,24,59	2,01,07	1,23,52	61.24	5.52	
	1928-29	23,34,14	3,39,31	1,99,70	1,39,61	58.85	5.98	
Class III Railways	1927-28	4,55,51	61,02	44,04	16,98	72.19	3.73	
	1928-29	4,75,43	59,40	41,83	17,57	70.42	3.70	
Other items not included in the preceding heads.	1927-28	(a) 4,57,10	(d) 3,84	(d) 30,58	-26,74	..	..
	1928-29	(a) 4,95,09	(e) 2,86	(e) 1,02,09	-99,23	..	..
Total State Railways	1927-28	(b) 7,28,37,81	(f) 1,04,30,17	(g) 64,91,68	39,38,49	62.25	5.40	
	1928-29	(b) 7,34,31,16	(f) 1,04,55,85	(g) 66,12,82	38,43,03	63.25	5.23	
Other items not included in the preceding heads.	1927-28	(a) 4,57,10	(d) 3,84	(d) 30,58	-26,74	..	..
	1928-29	(a) 4,95,09	(e) 2,86	(e) 1,02,09	-99,23	..	..
Total other Railways	1927-28	87,12,50	13,91,65	7,37,30	6,54,35	52.98	7.51	
	1928-29	89,82,21	14,27,63	7,46,64	6,80,99	52.30	7.58	
Miscellaneous	1927-28	(c) 2,28,84	53	50	3	..	..
	1928-29	(c) 2,30,84	48	39	9	..	..
GRAND TOTAL	1927-28	8,22,86,25	1,18,26,19	72,60,06	45,66,13	61.39	5.55	
	1928-29	8,31,39,30	1,18,86,82	74,61,34	44,24,88	62.77	5.32	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures are for Railway systems as a whole, i.e., State-owned portion plus other than State-owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

(a) See details in Statement 5 of Volume II of the Report by the Railway Board on Indian Railways for the year concerned.

(b) The difference with the head State lines worked by State in Summary I is represented by the head "other items not included in the preceding heads".

(c) See details at the foot of Statement 2(b) for the year concerned.

(d) For details see foot-note (h) and (i) in Summary V of the Report by the Railway Board on Indian Railways for 1927-28—Volume II.

(e) For details see remarks in Statement 5.

(f) The difference with column 3 of Summary IV is represented by "other items not included in the preceding heads".

(g) The difference with the total of columns 6 and 7 of Summary IV is represented by "other items not included in the preceding heads".

Fl.—Summary of *Capital at Charge**, *Revenue Earnings and Expenses and Mileage of Railways* classified according to methods of working for the years 1927-28 and 1928-29.

Classification.	Year.	Route mileage on 31st March.	Total capital at charge (including ferries and suspense) on open lines & on lines wholly or partly under construction.	Gross earnings.†	Working expenses.‡	Net earnings.	REMARKS.
1	2	3	4||	5||	6||	7||	8
		Miles.	Rs.	Rs.	Rs.	Rs.	
State lines worked by the State	1927-28	13,737·28	\$4,33,52,64	(a) 59,62,60	(b) 38,48,39	21,14,21	* In the case of State-owned Railways.
	1928-29	16,269·07	\$4,68,09,67	(a) 64,08,98	(b) 42,48,77	21,60,21	
State lines worked by companies	1927-28	14,759·07	\$2,95,35,17	(a) 44,67,57	(b) 26,43,29	18,24,28	† In the case of other than State-owned Railways.
	1928-29	13,303·68	\$2,66,21,49	(a) 40,46,87	(b) 23,64,05	16,82,32	
Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1927-28	177·93	1,20,07	10,27	8,50	1,77	‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.
	1928-29	177·93	1,21,03	9,35	8,72	63	
Branch line companies' railways under Guarantee terms, worked by the main line.	1927-28	114·65	84,88	14,14	7,20	6,94	
	1928-29	114·65	86,82	13,22	6,65	6,57	
Branch line companies' railways under Rebate terms, worked by the main line.	1927-28	2,053·06	14,22,10	2,54,72	1,30,32	1,24,40	
	1928-29	2,053·23	14,31,86	2,65,58	1,36,03	1,29,55	
Branch line companies' railways under Guarantee and rebate terms.	1927-28	166·60	1,86,45	19,54	10,04	9,50	
	1928-29	166·60	1,88,08	20,41	10,73	9,68	
Companies' lines subsidized by the Government of India.	1927-28	2,082·44	(c)16,85,95	2,88,83	1,19,67	1,69,16	
	1928-29	2,031·36	17,04,84	2,80,87	1,27,35	1,53,52	
Companies' lines subsidized by Local Governments.	1927-28	137·02	1,77,68	46,27	27,94	18,33	
	1928-29	137·02	1,98,72	42,86	24,40	18,46	
Unassisted companies' lines .	1927-28	69·70	38,91	4,45	3,16	1,29	§ The difference with the head State lines worked by State in Summary No. 1 is represented by the head "other items not included in the preceding heads."
	1928-29	107·95	54,33	5,62	4,20	1,42	
District Board lines . . .	1927-28	271·27	1,56,44	42,90	25,48	17,42	
	1928-29	267·41	1,51,78	38,94	22,54	16,40	
Companies' lines subsidized by District Boards.	1927-28	305·91	1,58,89	38,29	23,08	15,21	
	1928-29	269·16	1,48,25	36,38	22,31	14,07	
Indian State lines worked by Indian States.	1927-28	3,261·86	19,86,38	2,79,05	1,88,25	90,80	
	1928-29	3,387·27	20,71,13	2,93,92	1,83,02	1,10,90	
Indian State lines worked by the main line.	1927-28	1,727·66	14,91,38	1,81,82	1,06,25	75,57	|| the figures in columns 4 to 7 are in thousands.
	1928-29	1,817·19	16,19,37	1,97,11	1,10,89	86,22	
Companies' lines guaranteed by Indian States.	1927-28	754·41	9,88,63	1,81,89	70,58	1,11,31	
	1928-29	754·46	9,89,59	1,88,36	71,42	1,16,94	
Lines in foreign territory worked by British Indian railway companies.	1927-28	73·60	2,14,74	29,48	16,83	12,65	
	1928-29	73·60	2,16,41	35,01	18,38	16,63	
Miscellaneous	1927-28	19·12	(d) 2,28,84	53	50	3	
	1928-29	19·12	(d) 2,30,84	48	39	9	
Other items not included in the preceding heads.	1927-28	..	(e) 4,57,10	(f) 3,84	(f) 30,58	-26,74	
	1928-29	..	(e) 4,95,09	(g) 2,86	(g) 1,02,09	-99,23	
TOTAL	1927-28	39,711·58	8,22,86,25	1,18,26,19	72,60,06	45,66,13	
	1928-29	40,949·70	8,31,39,30	1,18,86,82	74,61,94	44,24,88	

(a) The difference with column 3 of Summary No. IV, is represented by "Other items not included in the preceding heads".

(b) The difference with the total of columns 6 and 7 of Summary No. IV, is represented by "other items not included in the preceding heads".

(c) Excludes Matheran Light Railway for which information was not furnished.

(d) See details at the foot of Statement 2(b) for the year concerned.

(e) See details in Statement 5 of Volume II of the Report by the Railway Board on Indian Railways for the year concerned.

(f) For details see foot-notes (h) and (i) in Summary No. V of the Report by the Railway Board on Indian Railways for 1927-28—Volume II.

(g) For details see remarks in Statement 5.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1929.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1929.			TRACK MILEAGE OPEN ON THE 31st MARCH 1929.			Route mileage opened during the financial year 1928-29.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1929.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under con- struction.
1	2	3	4	5	6	7	8	9	10
Class I Railways—									
5' 6" gauge	16,747·89	3,321·80	20,069·69	23,634·12	6,945·71	30,579·83	476·22	257·60	1,118·06
3' 3½" gauge	14,302·68	244·95	14,547·63	14,792·58	2,973·20	17,765·78	526·69	377·42	719·94
2' 6" and 2' 0" gauges	2,131·05	Nil	2,131·05	2,131·05	258·14	2,389·19	201·19	Nil	116·89
Total	33,181·62	3,566·75	36,748·37	40,557·75	10,177·05	50,734·80	1,204·10	635·02	1,954·89
Class II Railways—									
3' 3½" gauge	2,198·19	Nil	2,198·19	2,198·19	305·71	2,503·90	71·24	43·72	72·66
2' 6" and 2' 0" gauges	955·45	Nil	955·45	955·52	113·04	1,068·56	Nil	53·56	15·37
Total	3,153·64	Nil	3,153·64	3,153·71	418·75	3,572·46	71·24	97·28	88·03
Class III Railways—									
3' 3½" gauge	137·34	Nil	137·34	137·34	17·34	154·68	Nil	56·50	18·50
2' 6" and 2' 0" gauges	910·35	Nil	910·35	911·70	83·32	995·02	6·81	3·00	42·95
Total	1,047·69	Nil	1,047·69	1,049·04	100·66	1,149·70	6·81	59·50	61·45
Total State-Owned Railways—									
5' 6" gauge	14,112·41	3,321·28	17,433·69	20,997·60	6,569·75	27,567·35	360·70	255·61	1,060·80
3' 3½" gauge	10,206·19	227·13	10,433·32	10,660·45	2,315·11	12,975·56	448·01	304·32	604·23
2' 6" and 2' 0" gauges	1,583·90	Nil	1,583·90	1,583·90	208·83	1,792·73	191·67	Nil	85·26
Total	25,902·50	3,548·41	29,450·91	33,241·95	9,093·69	42,335·64	1,000·38	559·93	1,750·29
Total Other Railways—									
5' 6" gauge	2,635·48	0·52	2,636·00	2,636·52	375·96	3,012·48	115·52	1·99	57·26
3' 3½" gauge	6,432·02	17·82	6,449·84	6,467·66	981·14	7,448·80	149·92	173·32	206·87
2' 6" and 2' 0" gauges	2,412·95	Nil	2,412·95	2,414·37	245·67	2,660·04	16·33	56·56	89·95
Total	11,480·45	18·34	11,498·79	11,518·55	1,602·77	13,121·32	281·77	231·87	354·08
Total State-Managed Railways—									
5' 6" gauge	11,757·73	2,769·84	14,527·57	17,501·37	5,332·78	22,834·15	347·01	221·66	729·30
3' 3½" gauge	2,827·94	214·14	3,042·08	3,256·22	852·42	4,108·64	80·60	270·87	185·53
2' 6" and 2' 0" gauges	928·95	Nil	928·95	928·95	122·19	1,051·14	191·67	Nil	42·67
Total	15,514·62	2,983·98	18,498·60	21,686·54	6,307·39	27,993·93	619·28	492·53	957·50
Total Other Railways—									
5' 6" gauge	4,990·16	551·96	5,542·12	6,132·75	1,612·93	7,745·68	129·21	35·94	388·76
3' 3½" gauge	13,810·27	30·81	13,841·08	13,871·89	2,443·83	16,315·72	517·33	206·77	625·57
2' 6" and 2' 0" gauges	3,067·90	Nil	3,067·90	3,039·32	332·31	3,401·63	16·33	56·56	132·54
Total	21,868·33	582·77	22,451·10	23,073·96	4,389·07	27,463·03	662·87	299·27	1,146·87
Total by gauges—									
5' 6" gauge	16,747·89	3,321·80	20,069·69	23,634·12	6,945·71	30,579·83	476·22	257·60	1,118·06
3' 3½" gauge	16,638·21	244·95	16,883·16	17,128·11	3,296·25	20,424·36	597·93	477·64	811·10
2' 6" and 2' 0" gauges	3,996·85	Nil	3,996·85	3,998·27	454·50	4,452·77	208·00	56·56	175·21
GRAND TOTAL	37,382·95	3,566·75	40,949·70	44,760·50	10,696·46	55,456·96	1,282·15	791·80	2,104·37

NOTE.—The route mileage open on 31st March 1928, viz., 39,711·58 plus the mileage opened during 1928-29 (column 8) does not agree with the mileage open on 31st March 1929 (column 4) and the difference of 44·03 miles is as follows:—

(a) Dera Ismail Khan—Tank Deouville Railway, 42 miles, dismantled during the year.

(b) The line from Dhrangadra to Kuda (17·56 miles), which constitutes private sidings and was being included under route mileage in previous years has now been excluded.

(c) Increase of 11·53 miles due to minor adjustments, i.e., realignments, remeasurements, etc.

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.		RAIL MOTORS.		STEAM COACHES.		**ELECTRIC MOTOR COACHES.		COACHING VEHICLES.							
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	3rd class seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers, carriages).
										PASSENGER CARRIAGES.						
										Seats.						
No.	1st.	2nd.	Inter.	Third.	No.	No.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS I RAILWAYS.																
5' 6" gauge	5,959	136,057,974	2	12	15†	1,287	83	8,296	69.2	9,851*	23,174	38,791	62,009	644,544	3,679	891
3' 3½" gauge	2,667	35,948,235	4	236	4†	280	..	..	..	7,715*	10,163	13,761	11,049	359,666	1,448	446
	Number.		Number.													
2' 6" and 2' 0" gauges	286		9		3	..	..	..	..	810	1,101	1,381	1,779	24,898	86	35
CLASS II RAILWAYS.																
3' 3½" gauge	246		1	..	..	..	..	..	..	752	1,170	1,991	939	27,854	184	69
2' 6" and 2' 0" gauges	151		4		3	..	..	..	..	565	625	863	470	18,092	47	17
CLASS III RAILWAYS.																
3' 3½" gauge	17		1	..	..	..	1	..	..	64	87	159	60	1,909	17	3
2' 6" and 2' 0" gauges	116		17		2	..	1	..	..	472	481	463	1,147	11,542	43	15

IX.—Summary of net additions

Classification.	LOCOMOTIVES.		RAIL MOTORS.		STEAM COACHES.		**ELECTRIC MOTOR COACHES.		COACHING VEHICLES.							
	No.	Total tractive effort in lbs.	No.	Seats.	No.	Seats.	No.	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.					OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers, carriages).	
									PASSENGER CARRIAGES.							
									Seats.							
No.	1st.	2nd.	Inter.	Third.	No.	No.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
CLASS I RAILWAYS.																
5' 6" gauge	-105	-28,263	..	..	5	502	29	3,128	22	504	-26	2,851	2,725	-78	34
3' 3½" gauge	9	1,093,092	..	..	1	..	..	..	74	227	351	1,026	11,210	134	10
	Number.		Number.													
2' 6" and 2' 0" gauges	-2		..	..	..	..	..	..	15	52	34	96	523	17	..
CLASS II RAILWAYS.																
3' 3½" gauge	9		..	..	..	..	..	..	25	22	-84	61	1,405	9	-45
2' 6" and 2' 0" gauges	6		..	..	..	..	..	..	6	-32	23	-3	296	..	2
CLASS III RAILWAYS.																
3' 3½" gauge . . . . .	..		1	..	..	..	1	..	5	6	5	20	312	..	..
2' 6" and 2' 0" gauges	-3		5	..	..	..	1	..	15	38	16	-6	536	-4	2
By gauges.																
5' 6" gauge	-105	-28,263	..	..	5	502	29	3,128	22	504	-26	2,851	2,725	-78	34
	Number.		Number.													
3' 3½" gauge	18		1	1	..	..	1	..	104	255	272	1,107	12,927	143	-35
2' 6" and 2' 0" gauges	-1		5	..	..	..	1	..	36	58	73	87	1,355	13	4

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 16.

† Includes one sentinel engine.

** Motor Coach composite.

actual stock running on 31st March 1929.

Trailer coaches.				GOODS VEHICLES.							Railway Service Vehicles including inspection trolleys.	Road Motors.
				EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.								
Electric.		Steam.		COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		OTHER VEHICLES INCLUDING BRAKE VANS.	No.	No.
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.		
18	19	20	21	22	23	24	25	26	27	28	29	30
222	24,091	7	590	95,722	1,961,577	37,580	754,251	5,526	112,268	12,641	4,451	94
..	..	..	..	45,682	555,234	3,033	40,632	5,577	67,229	6,411	3,430	6
							Number.					
							3,825				119	..
							5,650				158	..
							2,017				31	..
							507				3	..
							1,382				25	..

to or reduction of Equipment during the year 1928-29.

Trailer coaches.				GOODS VEHICLES.					Railway Service Vehicles including inspection trolleys.	Road Motors.
				EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						
Electric.		Steam.		COVERED WAGONS.		OPEN WAGONS.		OTHER VEHICLES INCLUDING BRAKE VANS.	No.	No.
No.	Seats.	No.	Seats.	No.	Total capacity in tons.	No.	Total capacity in tons.	No.		
17	18	19	20	21	22	23	24	25	26	27
63	7,371	..	2	-715	-5,626	-3,039	-84,500	835	7	14
..	..	..	..	2	5,050	505	7,802	137	-178	..
							Number.			
							56		-20	..
							345		13	..
							84		1	..
							39		1	..
							9		3	..
63	7,371	..	2	-715	-5,626	-3,039	-84,500	835	7	14
							Total Number.			
							1,028		-164	..
							149		-16	..

X.—Summary of Passenger and Goods Revenue

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	1,076.1	996.5	41.6	37.7	10.8	11.6
2nd class "	10,335.4	9,793.5	271.7	283.7	38.8	39.2
Inter class "	17,431.2	17,870.3	257.5	274.8	149.4	156.8
3rd class "	584,698.9	579,542.6	27,821.9	30,024.0	9,196.9	9,073.9
TOTAL (a)	613,541.6	608,202.9	28,392.7	30,620.2	9,395.9	9,281.5
2. Passenger miles (in thousands)—						
1st class Miles	126,688	124,795	1,815	1,569	267	278
2nd class "	468,524	452,178	10,084	10,862	840	845
Inter class "	753,708	755,842	6,231	6,682	2,258	2,431
3rd class "	19,559,422	19,914,755	640,975	688,174	133,874	138,725
TOTAL	20,908,343	21,247,570	659,105	707,287	137,239	142,279
3. Average miles a passenger was carried—						
1st class Miles.	117.7	125.2	43.6	41.6	24.7	24.0
2nd class "	45.3	46.2	37.1	38.3	21.6	21.6
Inter class "	43.2	42.3	24.2	24.3	15.1	15.5
3rd class "	33.5	34.4	23.0	22.9	14.6	15.3
TOTAL	34.1	34.9	23.2	23.1	14.6	15.3
4. Earnings from passengers carried (in thousands of Rupees)—						
1st class Rs.	1,10,78	1,09,73	2,53	2,06	40	46
2nd class "	1,88,86	1,84,73	5,92	6,08	89	1,08
Inter class "	1,66,73	1,63,69	1,88	2,03	72	71
3rd class "	32,80,38	31,85,68	1,28,86	1,38,39	30,15	29,75
TOTAL	37,46,75	36,43,83	1,39,19	1,48,56	32,16	32,00
5. Average rate charged per passenger per mile (in pias)—						
1st class Pias	16.8	16.9	26.8	25.2	23.8	31.8
2nd class "	7.74	7.84	11.3	10.7	20.3	24.5
Inter class "	4.25	4.16	5.79	5.83	6.12	5.61
3rd class "	3.22	3.07	3.86	3.86	4.32	4.12
TOTAL	3.44	3.29	4.05	4.03	4.50	4.32
✓ 6. Tons of goods carried (in thousands) (b)	112,615	114,304	4,543	4,508	1,099	1,064
✓ 7. Net ton-miles (in thousands)	21,620,094	21,645,445	256,581	215,649	25,547	28,083
✓ 8. Average miles a ton of goods was carried	192.0	189.4	56.5	47.8	23.2	26.4
9. Earnings from goods carried (in thousands of rupees).	67,59,01	69,31,17	1,60,04	1,61,34	21,60	23,04
10. Average rate charged for carrying a ton of goods one mile Pias.	6.00	6.15	12.0	14.4	16.2	15.7

Statistics for the years 1927-28 and 1928-29.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		REMARKS.
1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	
8	9	10	11	12	13	14	15	
824.1	765.6	267.6	244.3	36.8	35.9	979.9	912.5	(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of gauges travelled over by each passenger. (b) The above remarks apply to tons carried also.
8,391.3	7,928.5	2,094.8	2,035.9	159.8	152.0	9,962.9	9,585.4	
15,459.6	15,698.7	1,898.2	2,116.9	480.3	486.3	17,350.6	17,869.5	
358,273.6	356,660.7	234,796.3	232,621.8	28,647.8	29,358.0	594,821.2	591,742.7	
382,948.6	381,053.5	239,056.9	237,018.9	29,324.7	30,032.2	623,114.6	620,110.1	
104,891	103,869	22,520	21,501	1,359	1,272	128,770	126,642	
371,409	356,198	103,068	102,926	4,971	4,761	479,448	463,885	
667,175	661,614	84,590	92,557	10,432	10,784	762,197	764,955	
12,692,451	13,099,829	7,124,633	7,097,476	517,188	544,349	20,334,272	20,741,654	
13,835,926	14,221,510	7,334,811	7,314,460	533,950	561,166	21,704,687	22,097,136	
127.3	135.7	84.1	88.0	36.8	35.4	131.4	138.8	
44.3	44.9	49.2	50.6	31.1	31.3	48.1	48.4	
43.2	42.1	44.6	43.7	21.7	22.2	43.9	42.8	
35.4	36.7	30.3	30.5	18.1	18.5	34.2	35.1	
36.1	37.3	30.7	30.9	18.2	18.7	34.8	35.6	
87.38	87.39	23.49	22.42	2.84	2.44	1,13,71	1,12,25	
1,41,39	1,37,55	50,06	50,11	4,22	4,23	1,95,67	1,91,89	
1,47,11	1,42,76	19,09	20,55	3,13	3,12	1,69,33	1,66,43	
21,29,53	20,58,74	11,94,12	11,76,34	1,15,74	1,18,74	34,39,39	33,53,82	
25,05,41	24,26,44	12,86,76	12,69,42	1,25,93	1,28,53	39,18,10	38,24,39	
15.9	16.2	20.0	20.0	39.8	36.8	17.0	17.0	
7.31	7.41	9.33	9.35	16.3	17.1	7.84	7.94	
4.23	4.14	4.33	4.26	5.76	5.55	4.27	4.18	
3.22	3.02	3.22	3.18	4.30	4.19	3.25	3.10	
3.48	3.28	3.37	3.33	4.53	4.40	3.47	3.32	
84,118	85,024	30,279	30,923	3,860	3,929	89,791	90,835	
17,776,189	17,780,353	3,988,023	3,957,990	138,010	150,834	21,902,222	21,889,177	
211.3	209.1	131.7	128.0	35.8	38.4	243.9	241.0	
60,81,12	52,02,05	17,46,07	17,91,81	1,13,46	1,21,69	69,40,65	71,15,55	
5.49	5.62	8.41	8.69	15.8	15.5	6.08	6.24	

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1927-28 and 1928-29.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I Railways	1927-28	44,52,37	2.60	12,376	69,84,37	4.05	371	1,14,36,74	6.65	31,710	608
	1928-29	43,66,93	2.46	11,898	71,18,32	4.00	371	1,14,85,25	6.46	31,217	599
Class II Railways	1927-28	1,23,52	1.90	4,132	2,01,07	3.09	129	3,24,59	4.99	10,851	208
	1928-29	1,39,61	2.13	4,498	1,99,70	3.05	121	3,39,31	5.17	10,929	209
Class III Railways	1927-28	16,98	0.85	1,655	44,04	2.21	82	61,02	3.06	5,948	114
	1928-29	17,57	0.91	1,705	41,83	2.17	77	59,40	3.09	5,765	111
Total All Railways	1927-28	45,92,87	2.55	11,483	72,29,48	4.00	346	1,18,22,35	6.55	29,486	567
	1928-29	45,24,11	2.44	11,077	73,59,85	3.95	344	1,18,83,96	6.38	29,029	557
5' 6" Gauge	1927-28	31,15,38	2.72	15,570	51,82,96	4.52	497	82,98,34	7.25	41,434	797
	1928-29	29,81,93	2.52	14,628	53,44,07	4.51	504	83,26,00	7.02	40,815	785
2' 3 1/2" Gauge	1927-28	14,31,76	2.46	8,840	18,31,32	3.10	215	32,63,08	5.56	20,004	385
	1928-29	14,96,13	2.52	8,998	17,91,53	2.97	204	32,87,66	5.49	19,619	377
' 6" and 2' 0" Gauges	1927-28	45,73	0.61	1,184	2,15,20	2.91	108	2,60,93	3.52	6,796	131
	1928-29	46,05	0.58	1,176	2,24,25	2.87	112	2,70,30	3.45	6,983	134
Total All Gauges	1927-28	45,92,87	2.55	11,483	72,29,48	4.00	346	1,18,22,35	6.55	29,486	567
	1928-29	45,24,11	2.44	11,077	73,59,85	3.95	344	1,18,83,96	6.38	29,029	557

* Includes Replacement and Renewal or contribution to Depreciation Fund as the case may be.

XII.—Summary of Train† and Engine Mileage for the years 1927-28 and 1928-29. (In thousands of miles.)

Particulars.	Year.	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	REMARKS
		‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8.)		
1	2	3	4	5	6	7	8	9	10	11
Class I Railways	1927-28	77,919	58,592	25,315	171,164	29,695	16,988	46,683	217,847	*Includes light, assisting required, assisting not required, siding and departmental.
	1928-29	81,707	60,198	25,524	176,809	30,052	17,291	47,343	224,152	
Class II Railways	1927-28	1,370	1,152	3,858	6,498	1,227	152	1,379	7,877	† Does not include figures of electric service.
	1928-29	1,424	1,017	3,984	6,551	1,311	123	1,434	7,985	
Class III Railways	1927-28	310	130	1,511	1,996	345	145	490	2,486	‡ Excluding departmental.
	1928-29	342	143	1,397	1,925	304	158	552	2,477	
5' 6" gauge	1927-28	59,893	42,679	6,308	114,373	20,351	13,295	33,646	148,019	
	1928-29	62,243	43,342	6,828	118,407	20,323	13,405	33,728	162,135	
3' 3½" gauge	1927-28	18,378	15,889	19,950	57,931	9,562	3,644	13,206	71,137	
	1928-29	19,744	16,625	19,482	59,121	9,986	3,804	13,790	72,911	
2' 6" and 2' 0" gauges	1927-28	1,328	1,306	4,426	7,354	1,354	346	1,700	9,054	
	1928-29	1,486	1,391	4,595	7,767	1,448	363	1,811	9,568	
Total All Railways	1927-28	79,599	59,874	30,684	179,658	31,267	17,285	48,552	228,210	
	1928-29	83,473	61,358	30,905	185,285	31,757	17,572	49,329	234,614	

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1929.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*1. Coaching vehicle miles (In thousands)	1,132,364	560,307	38,248
*2. Wagon miles—(In thousands)			
2-01 Loaded	1,379,982	550,470	22,178
2-02 Empty	617,549	197,054	10,160
2-03 Total (excluding brake vans)	1,997,531	747,524	32,338
2-04 Percentage loaded of total	69·1	73·6	68·6
*3. Net or freight ton miles (In thousands)	17,435,772	3,629,445	86,627
4. Gross ton miles (including weight of engine)—(In thousands)			
4-01 Passenger and proportion of mixed			
{ Excluding departmental	26,487,078	6,858,266	297,275
{ Including departmental	26,600,990	6,874,784	297,568
4-02 Goods and proportion of mixed			
{ Excluding departmental	41,049,729	8,618,284	286,090
{ Including departmental	42,832,676	9,124,757	313,478
*5. Vehicle and Wagon Usage—			
5-01 Vehicle Miles per vehicle day	139·8	102·9	67·3
5-02 Wagon miles per wagon day	37·3	31·2	14·9
5-03 Net ton miles per wagon day	328·5	153·3	40·9
5-04 Average wagon load (Total traffic)	12·6	6·59	3·90
*6. Running of trains—			
Average speed—Train miles per train engine hour—			
6-01 Passenger trains	20·2	16·1	12·1
6-02 Mixed trains	13·6	12·2	11·4
6-03 Goods trains—Main lines	10·1	9·53	} 8·79
6-04 Goods trains—Branch lines	9·25	9·49	
*7. Average train load—			
Passenger—			
7-01 Number of vehicles	16·9	18·1	--
Passenger and proportion of mixed—			
7-02 Gross weight (including weight of engine)	396·0	237·9	--
Goods—			
7-03 Main lines—Loaded wagons	33·2	30·1	..
7-04 Main lines—Empty wagons	14·7	11·1	..
7-05 Main lines—Total	47·9	73·2	..
7-06 Percentage loaded of total	69·4	73·2	--
7-07 Branch lines—Loaded wagons	24·0	20·5	--

* Excluding departmental.

Particulars.	5' 6" Gauge.	3' 3 $\frac{1}{2}$ " Gauge.	2' 6" and 2' 0" Gauges.
<i>Average train load—concl'd.</i>			
<i>Goods—cont'd.</i>			
7·08 Branch lines—Empty wagons	11·8	7·70	..
7·09 Branch lines—Total	35·8	28·2	..
7·10 Percentage loaded of total Main and Branch Lines—	67·0	72·7	..
<i>Goods and proportion of mixed—</i>			
7·11 Net or freight weight	383·0	160·8	54·1
7·12 Gross weight (including weight of engine)	901·7	381·9	178·7
7·13 Gross weight (excluding weight of engine)	791·1	323·9	129·5
*8. Light Running—			
<i>Light engine miles per 100 train miles—</i>			
8·01 Passenger and proportion of mixed	1·87	0·91	..
8·02 Goods and proportion of mixed	6·95	2·44	..
<i>*Light and assisting not required miles per 100 train miles—</i>			
8·03 Passenger and proportion of mixed	2·42	1·36	..
8·04 Goods and proportion of mixed	8·03	3·64	..
*9. Shunting.—			
<i>Shunting miles per 100 train miles—</i>			
9·01 Passenger and proportion of mixed	5·29	5·48	..
9·02 Goods and proportion of mixed [†]	36·9	32·8	..
9·03 Wagon miles per shunting engine hour	595·1	504·4	..
10. Efficiency.—			
10·01 Wagon miles per engine hour	188·1	154·1	..
10·02 Net ton miles per engine hour	1,641·4	748·3	..
10·03 Gross ton miles per engine hour	4,032·3	1,881·2	..
(a) 11. Engines and Engine Usage.—			
11·01 Average authorised stock (excluding engines ordered but not yet handed over to traffic)	6,239	2,591	312
11·02 Average total number on the line	5,994	2,644	274
11·03 Average number available for use	4,791	2,172	220
11·04 Actual number in good repair stored in any one month. { Maximum No. 147	147	14	15
{ Minimum No. 13	13		4
11·05 Engine miles per day per engine on the line	69·7	69·9	47·4
11·06 Net ton miles per goods locomotive day on the line	12,976·3	6,919·9	1,815·8
11·07 Net ton miles per locomotive day of locomotives in use on Goods Service	19,614·3	9,576·9	3,343·5
(a) 12. Density.—			
12·01 Passenger miles per running track mile per annum	601,736	458,739	112,679
12·02 Passenger miles per route mile per annum	708,606	466,463	112,679
12·03 Net ton miles per running track mile per annum	752,317	255,006	43,589
12·04 Net ton miles per route mile per annum	885,931	259,300	43,589
12·05 Gross ton miles per running track mile per annum	2,937,857	1,081,592	286,735
12·06 Gross ton miles per route mile per annum	3,459,628	1,099,804	286,735
12·07 Train miles per running track mile per day	13·7	10·1	4·89
13. Repair of Rolling stock.—			
(a) Engines—			
Average number under or awaiting repair (daily)			
In Mechanical workshops.—			
13·01 Number	450	214	15
13·02 Percentage of item 13·01 to average number on the line	7·51	8·09	5·47

* Excluding departmental.
(a) Including departmental.
(b) Including weight of engine.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' C Gauges.
<i>In sheds and transportation workshops—</i>			
13·03 Number	741	255	
13·04 Percentage of item 13·03 to average total No. on the line . . .	12·5	9·64	13·
<i>Engines undergoing repairs not available for traffic (daily)—</i>			
13·05 Average number undergoing heavy repairs	177	58	
13·06 Average number undergoing light repairs	41	16	..
13·07 Average number of days engines undergoing heavy repairs were not available for traffic.	81	103	8
13·08 Average number of days engines undergoing light repairs were not available for traffic.	54	37	..
<i>(a) Coaching Stock—</i>			
<i>Average number under or awaiting repairs (daily)—</i>			
13·09 Passenger carriages	1,117	768	50
13·10 Other coaching vehicles	330	136	1
13·11 Percentage of item 13·09 to average total No. on the line . . .	10·7	9·95	6·19
13·12 Percentage of item 13·10 to average total No. on the line . . .	7·62	7·56	8·91
<i>*Goods Stock—</i>			
13·13 Average number of unserviceable wagons daily	9,896	2,574	189
13·14 Percentage of items 13·13 to average No. on the line	6·53	3·92	2·89
<i>Hot boxes—</i>			
13·15 Coaching vehicles—Number. (Monthly)	100	70	2
13·16 Wagons—Number. (Monthly)	2,672	447	7
<i>14. Coal consumption for locomotive services.—</i>			
<i>Number of tons of fuel consumed—</i>			
(a) 14·01 Foreign coal . . . . .	..	..	..
(a) 14·02 Indian coal	5,075,454	1,373,813	114,175
(a) 14·03 Wood	5,180	44,605	109
(a) 14·04 Oil fuel	120,770	50	..
(a) 14·05 Total (in terms of coal)	5,297,109	1,391,746	114,219
<i>† Passenger and Mixed—</i>			
*14·06 Total net tons of coal consumed	2,106,597	740,540	65,059
<i>† Goods—</i>			
*14·07 Total net tons of coal consumed—Goods service	2,376,699	450,178	31,787
*14·08 Total net tons of Shunting (including siding)	595,100	133,167	} 14,190
14·09 Total net tons of Departmental	217,753	66,992	

(a) Including Departmental.

* Excluding Departmental.

† See foot-notes (a) and (b) under statement 27 (b).

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
Goods—concl'd.			
*14·10 Lbs. per engine mile (shunting including siding) (b) Lbs. of coal consumed per 1,000 gross ton miles—	62·4	34·2	..
*14·11 Passenger and proportion of mixed	173·7	193·2	375·3
*14·12 Goods and proportion of mixed	133·8	154·9	385·5
5. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental).—			
15·01 Total pints (Passenger and Mixed)	6,199,959	2,206,011	} 290,959
15·02 Total pints (Goods trains)	4,547,305	1,171,308	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·60	5·99	} 6·08
15·04 Pints per 100 engine miles (Goods)	9·16	7·04	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	6,287,167	1,660,673	..
15·06 Pints per 1,000 vehicle miles	1·88	1·33	..

* Excluding Departmental.
(b) Including weight of engines.

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1928-29 and of the per-
Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1929.	Net Revenue Re- ceipts.	Percentage of net Revenue Receipts on Capital at charge.
1	2	3	4
<i>Central.</i>			
STATE LINES WORKED BY THE STATE.			
1. Aden	14,03	—23	—1.64
2. Delhi (New Capital) Railway Works Scheme	75,48	..	..
3. Eastern Bengal	47,83,76	2,33,87	4.88
4. East Indian (including South Bihar)	1,39,55,11	8,13,76	5.83
5. North Western (Commercial)	1,02,36,37	4,21,51	4.11
6. North Western (Military)	33,10,29	—31,95	—0.96
7. Great Indian Peninsula	1,12,34,06	5,26,38	4.68
8. Coal Department	97,56	..	..
9. Burma	32,76,05	1,94,86	5.94
TOTAL	4,69,82,71	21,58,20	4.59
STATE LINES WORKED BY COMPANIES OR INDIAN STATES.			
10. Assam-Bengal	21,62,30	97,25	4.49
11. Bengal-Nagpur	71,61,06	2,34,84	3.28
12. Bezwada Extension including D. K. extension (N. G. S.)	32,96	4,93	14.98
13. Bombay, Baroda and Central India	70,24,26	5,09,00	7.24
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	82,84	2,68	3.25
15. Lucknow-Bareilly (R. & K.)	1,55,89	18,98	12.17
16. Madras and Southern Mahratta	54,75,45	4,57,66	8.36
17. South Indian	33,45,92	} 2,44,26	6.81
18. Coonoor-Ootacamund (S. I.)	50,34		
19. Travancore (British Section) (S. I.)	52,57		
20. Travancore (Indian State Section) (S. I.)	1,38,71	} 1,03,12	11.13
21. Tirhoot (B. & N. W.)	9,25,97		
22. Contribution to Depreciation Fund on account of Company-worked lines . . . . .	..	—79,63	..
TOTAL	2,66,08,27	15,93,09	5.98
<i>Miscellaneous Items.</i>			
23. Abandoned Projects, etc.	32,26	..	..
24. Other miscellaneous items	2,88,40	..	..
Deduct—Interest during construction . . . . .	..	..	..
TOTAL CENTRAL	7,39,11,64	37,51,29	5.08
<i>Provincial.</i>			
Assam (Jorhat)	13,22	..	..
United Provinces (Distillery siding)	1,39	..	..
Total Provincial	14,61	..	....
GRAND TOTAL	7,39,26,25	37,51,29	5.08

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue Report.

centage of those figures on the Capital at Charge, on 31st March 1929 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees).

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
5	6	7	8	9	10
..	65	65	..	88	-6.27
..	4,27	4,27	..	4,27	-5.66
..	1,79,98	1,79,98	53,89	..	1.13
..	5,69,47	5,69,47	2,44,29	..	1.77
..	4,07,43	4,07,43	14,08	..	0.13
..	1,41,82	1,41,82	..	1,73,77	-5.25
..	4,20,49	4,20,49	1,05,89	..	0.94
..	4,99	4,99	..	4,99	-5.11
45,52	1,23,34	1,68,86	26,00	..	0.79
45,52	18,52,44	18,97,96	2,60,24	..	0.55
3,96	82,87	86,83	10,42	..	0.48
7,47	3,22,63	3,30,10	..	95,26	-1.33
..	1,42	1,42	3,51	..	10.68
15,73	2,68,23	2,83,96	2,25,04	..	3.20
..	3,27	3,27	..	59	0.70
1,73	9,22	10,95	8,03	..	5.15
73,22	2,23,44	2,96,66	1,61,00	..	2.95
6,27	1,49,09	1,55,36	85,38	..	2.38
..	1,84	1,84			
..	54	54			
..	1,14	1,14			
5,24	33,05	38,29	64,83	..	7.00
..	..	..	..	79,63	..
1,13,62	10,96,74	12,10,36	3,82,73	..	1.43
..	1,07	1,07	..	1,07	-3.31
..	13,25	13,25	..	13,25	-4.59
..	30,54	30,54	30,54	..	..
1,59,14	29,32,96	30,92,10	6,59,19	..	0.88
..	47	47	..	47	-3.55
..	8	8	..	8	-5.75
..	55	55	..	55	3.76
1,59,14	29,33,51	30,92,65	6,58,64	..	0.88

against each individual railway are determined after taking into account the amount actually spent on replacements and renewals shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this

2. (a).—Statement of Capital at Charge of State-owned

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Aden	—5	—3	..	—1	—9
Delhi (New Capital) Railway Works Scheme.	—4	..	56	—1,32	—80
Eastern Bengal	5,28,81	73,72	37,52	2,78	2,79	1,16,81
East Indian (including South Bihar)	—1,08	49,62,17	2,54,96	59,38	8,32	20,24	3,42,90
Great Indian Peninsula (including Bhopal State).	..	49,09,94	3,56,31	91,21	14,38	—67,51	3,94,39
North Western (Commercial)	12,59,60	1,56,57	59,27	3,27	4,61	2,23,72
North Western (Military)	15,29	4,79	13	..	20,21
Coal Department	6,48	..	..	1,06	7,54
Burma	30,22	24,00	—3	—3	54,16
Total I (i)	—1,08	1,16,60,52	8,93,46	2,76,14	29,41	—40,17	11,58,84
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	46,45	..	3,81	1,10	51,36
East Indian	1,51,66	..	12,62	—14,79	1,49,49
Great Indian Peninsula	15,09	..	2,54	1	17,64
North-Western (Commercial)	1,68,65	9,26	14,23	—14,59	1,77,55
North-Western (Military)	48,29	..	2,97	—2,97	48,29
Burma	76,98	..	9,75	4	86,77
Total I (ii)	5,07,12	9,26	46,92	—31,20	5,31,10
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
Assam-Bengal—I	30	..	..	..	30
Assam-Bengal—II	21,73	9,64	..	7,15	38,52
Bengal-Nagpur	28,12	18,12	—3,14	16,82	59,92
Bezwada Extension (N. G. S.)	17	..	..	..	17
Bombay, Baroda and Central India	..	19,40,92	99,96	16,29	5,41	—17,32	1,04,34
Total Companies' Lines (Open lines)	..	19,40,92	1,50,28	44,05	2,27	6,65	2,03,25
Carried over							

Railways on the 31st March 1929. (In thousands of rupees).

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	REMARKS.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
8,07	4,50	16	1,30	14,03	14,03	
61,27	..	12,97	1,24	75,48	75,48	
28,33,89	10,88,13	1,40,05	1,07,99	41,70,06	46,98,87	
45,37,71	34,12,38	1,25,42	3,52,31	84,27,82*	1,33,89,99	
44,19,26	14,94,00	1,51,53	2,21,01	62,85,80*	1,11,95,74	
51,03,59	25,70,46	3,18,43	4,12,21	84,04,69*	96,64,29	
22,47,57	4,88,22	2,03,81	—74	29,38,86*	29,38,86	
95,94	..	..	1,62	97,56	97,56	
19,47,91	6,08,18	1,69,23	58,71	27,84,03	27,84,03	
2,12,55,21	96,65,87	11,21,60	11,55,65	3,31,98,33	4,48,58,85	
78,35	..	5,44	1,10	84,89	84,89	
4,88,31	..	62,96	13,85	5,65,12	5,65,12	
33,82	..	4,48	2	38,32	38,32	
4,87,12	9,26	40,66	35,04	5,72,08	5,72,08	
3,31,39	..	—54,02	94,06	3,71,43*	3,71,43	
4,38,12	..	53,81	9	4,92,02	4,92,02	
18,57,11	9,26	1,13,33	1,44,16	21,23,86	21,23,86	
58,18	..	..	..	58,18	58,18	
13,63,68	4,09,80	1,45,53	25,69	19,44,70	19,44,70	
40,78,46	24,78,25	2,59,80	1,37,90	69,54,41	69,54,41	
16,33	..	1,17	..	17,50	17,50	
34,21,16	13,16,62	1,66,72	1,56,98	50,61,48	70,02,40	
89,37,81	42,04,67	5,73,22	3,20,57	1,40,36,27	1,59,77,19	

*The up-to-date expenditure to end of the previous year has been taken as that appearing in the Finance and Revenue Accounts of the Government of India and the difference between the expenditure in the Administration Report and the Finance and Revenue Accounts has been shown under general charges.

2 (a).—Statement of Capital at Charge of State-owned Railways

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (open lines) Brought forward	19,40,92	1,50,28	44,05	2,27	6,65	2,03,25
Jodhpur	13,09	..	..	..	13,09
Lucknow-Bareilly (R. & K.)	75	75
Madras and Southern Mahratta including Dhone-Kurnool	17,47,75	77,66	29,53	4,12	—3,56	1,07,75
South Indian	7,63,49	82,51	32,74	5,90	2,43	1,23,58
Coonoor-Ootacamund (S. I.)	5	..	..	..	5
Travancore (British Section) (S. I.)	1,46	..	10	..	1,56
Travancore (Indian State Section) (S. I.)	1	..	..	..	1
Tirhoot (B. & N. W.)	4,88	15,16	..	—7,82	12,22
TOTAL II (i)	44,52,16	3,29,94	1,21,48	12,39	—1,55	4,62,26
II (ii) New Constructions.							
Assam Bengal I	12,29	..	..	..	12,29
Assam Bengal II	34,05	..	3,75	1,54	39,34
Bengal Nagpur	63,45	..	19,44	—40	82,49
Dhone-Kurnool Extension	5,33	..	36	—62	5,07
Bombay, Baroda and Central India	11,48	1,12	64	..	13,24
Madras and Southern Mahratta	63,23	..	4,75	—12,40	55,58
South Indian	1,45,75	..	27,28	—17,28	1,55,75
Tirhot	89	..	14	1	1,04
Total II (ii)	3,36,47	1,12	56,36	—29,15	3,64,80
III.—Miscellaneous Items.							
Abandoned Projects, etc.
Controller of Railway Accounts Account Current.	19,70	—94	18,76
Total III.	19,70	—94	18,76
Total Central I(i)—III	—1,08	1,61,12,68	20,66,99	4,08,00	1,63,78	—1,03,01	25,35,76
IV.—Provincial.							
Assam (Jorhat)
United Provinces (Distillery Siding)
Total IV.—Provincial
GRAND TOTAL I(i)—IV	—1,08	1,61,12,68	20,66,99	4,08,00	1,63,78	—1,03,01	25,35,76

on the 31st March 1929. (In thousands of rupees)—concl'd.

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.						REMARKS,
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.	Capital at charge at the end of the Financial year. (Columns 3+13)	
9	10	11	12	13	14	15
89,37.81	42,04,67	5,73,22	3,20,57	1,40,36,27	1,59,77,19	
79,19	34	3,08	23	82,84	82,84	
1,04,52	35,57	5,26	10,54	1,55,89	1,55,89	
24,96,26	8,57,68	1,15,32	77,57	35,46,83	52,94,58	
11,45,35*	6,50,58	69,13*	93,78	19,58,84*	27,22,33	*Includes 5,27 (5,04 under works and 23 under general charges) representing outlay on Sur- mangalam Salem Railway brought on without financial adjustment.
30,00	17,28	3,06	..	50,34	50,34	
41,74	6,04	4,79	..	52,57	52,57	
1,01,62	25,13	11,96	..	1,38,71	1,38,71	
6,25,42	2,18,52	50,71	30,28	9,24,93	9,24,93	
1,35,61,91	60,15,81	8,36,53	5,32,97	2,09,47,22	2,53,99,38	
22,63	..	..	..	22,63	22,63	
1,23,14	..	11,27	2,38	1,36,79	1,36,79	
1,59,20	..	45,30	2,15	2,06,65	2,06,65	
14,03	..	1,09	34	15,46	15,46	
19,56	1,12	1,18	..	21,86	21,86	
1,55,88	..	13,89	11,10	1,80,87	1,80,87	
5,01,45	..	86,74	35,40	6,23,59	6,23,59	
89	..	14	1	1,04	1,04	
9,96,78	1,12	1,59,61	51,38	12,08,89	12,08,89	
32,26	..	..	..	32,26	(a) 32,26	(a) Distribution over minor heads is not available.
2,35,52	..	(b) 53,37	—49	2,88,40	2,88,40	(b) Represents investment in share of Branch Line Companies.
2,67,78	..	53,37	—49	3,20,66	3,20,66	
3,79,38,79	1,56,92,06	22,84,44	18,83,67	5,77,98,96	7,39,11,64	
7,43	4,70	41	68	13,22	13,22	
1,39	..	..	..	1,39	1,39	
8,82	4,70	41	68	14,61	14,61	
3,79,47,61	1,56,96,76	22,84,85	18,84,35	5,78,13,57	7,39,26,25	

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
OPEN LINES.						
(A) Worked by the Branch						
Ahmadpur-Katwa	2' 6"	7	..	..	..	7
Bankura-Damodar River	"	59	..	..	—25	34
Burdwan-Katwa	"	19	41	..	—19	41
Futwah-Islampur	"	—2,74	10	2,75	—9	2
Kalighat-Falta	"	31	..	..	—19	12
TOTAL 1 (A) . . . . .	.....	—1,58	51	2,75	—72	96
OPEN LINES.						
(B) Worked by the						
Hardwar-Dehra (E. I.)	5' 6"	—8	..	..	..	—8
Chaparmukh-Silghat (A. B.)	3' 3½"	1,42	..	..	..	1,42
Katakhal Lalabazar (A. B.)	"	60	..	..	..	60
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	..	..	..	..	..
Total 1-(B) . . . . .	..	1,94	..	..	..	1,94
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti (N. W.)	5' 6"	79	..	..	..	79
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	"	43	..	..	..	43
Phagwara-Rahon (N. W.)	"	19	..	..	..	19
Mandra-Bhaun(N. W.)	"	61	..	..	..	61
Sara-Sirajganj (E. B.)	"	86	..	..	..	86
Sialkot-Narawal (N. W.)	"	15	..	..	..	15
Southern Punjab (N. W.)—						
Main line	"	5,13	..	1	..	5,14
Jullundur Doab (N. W.)	"	33	..	..	..	33
Ludhiana Extension (N. W.)	"	5	..	..	..	5
Sutlej Valley (N. W.) . . . . .	..	30	..	..	..	30
Tapti Valley (B., B. & C. I.)	"	18	..	2	..	20
Ahmedabad-Parantij (B., B. & C. I.)	3' 3½"	7	..	1	..	8
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2' 6"	..	—4	..	..	—4
Dhond-Baramati (G. I. P.)	"	..	9	..	..	9
Ellichpur-Yetmal (including Pulgaon-Arvi railway) (G. I. P.)	"	4	26	..	..	30
Godhra-Lunavada (B., B. & C. I.)	"	13	..	2	..	15
Jacobabad-Kashmor (N. W.)	"	11	..	..	..	11
Khulna Bagerhat (E. B.)	"	4	..	..	..	4
Larkana-Jacobabad (N. W.)	"	—3	..	..	..	—3
Mayurbhanj (B. N.) . . . . .	"	..	..	..	..	..
Nadiad Kapadvanij (B., B. & C. I.)	"	1	1	..	..	2
Pachora-Jamner (G. I. P.)	"	..	—6	..	..	—6
Darjeeling-Himalayan Extensions	2' 0"	13	1	..	..	14
TOTAL (2) . . . . .	..	9,52	27	6	..	9,85

year 1928-29 of other than State-owned Railways. (In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					
16,34	2,15	1,85	2	20,36	
29,66	4,52	3,66	56	38,40	
14,46	3,31	1,63	48	19,88	
12,62	2,70	4,07	9	19,48	
14,92	5,99	1,62	38	22,91	
88,00	18,67	12,83	1,53	1,21,03	
Main Line.					
29,47	..	4,41	..	33,88	
30,79	..	1,72	..	32,51	
15,65	..	1,39	..	17,04*	
2,02	1,16	19	2	3,39	
77,93	1,16	7,71	2	86,82	*Includes Rs. 1,13,000 direct outlay by the Managing Agents.
TERMS WORKED BY THE MAIN LINE.					
34,04†	..	2,04†	..	36,08	†Includes an adjustment of Rs. 72,000 between "Works" and "General Charges."
32,75(a)	..	2,77(b)	..	35,52	(a) Excludes Rs. 76,000 transferred to "General Charges."
25,66(c)	..	2,40(d)	..	28,06	(b) Including <i>plus</i> adjustment of Rs. 7,000 Rs. 76,000 transferred from "Works."
21,58(e)	..	3,13(f)	..	24,71	(c) Excludes Rs. 63,000 transferred to "General Charges."
87,45	..	5,81	..	93,26	(d) Includes <i>plus</i> adjustment of Rs. 6,000 and Rs. 63,000 transferred from "Works."
26,70(g)	..	2,41(g)	..	29,11	(e) Includes Rs. 2,36,000 transferred to "General Charges."
2,77,74(h)	..	25,54(h)	..	3,03,28	(f) Includes Rs. 2,36,000 transferred from "Works" and <i>minus</i> adjustment of Rs. 1,000.
1,21,30(i)	..	14,75(i)	..	1,36,05	(g) Includes an adjustment of Rs. 1,78,000 between "Works" and "General Charges."
90,93(j)	..	8,56(j)	..	99,49	(h) Includes an adjustment of Rs. 9,79,000 between "Works" and "General Charges."
1,38,50(k)	..	15,16(k)	..	1,53,66	(i) Excludes an adjustment of Rs. 7,45,000 between "Works" and "General Charges."
1,25,58	..	10,67(l)	..	1,36,25(l)	(j) Includes an adjustment of Rs. 3,88,000 between "Works" and "General Charges."
33,95	3	3,77	..	37,75	(k) Includes an adjustment of Rs. 7,02,000 between "Works" and General Charges."
11,18	6,38	3,40	..	20,96	(l) Includes <i>plus</i> adjustment of Rs. 1,000.
8,21	2,34	1,85	..	12,40	(m) Includes <i>minus</i> adjustment of Rs. 22,000.
57,85	18,35	15,10	..	91,30	
8,89	1,80	3,40	..	14,09	
17,42†	5,29	1,67†	..	24,38	
6,57	1,24	79	..	8,60	
20,15	6,73	3,56(m)	..	(m) 30,44	
24,12	58	..	..	24,70	
8,84	4,73	2,70	..	16,27	
12,03	2,03	3,77	..	17,83	
41,43	6,70	9,54	..	57,67	
12,32,87	56,20	1,42,79	..	14,31,86	

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.		3. BRANCH LINE COMPANIES' RAILWAYS UNDER				
Jamnagar and Dwarka	3' 3½"	10	..	..	..	10
Mymensingh-Bhairab Bazar (A. B.)	"	1,46	..	..	7	1,53
TOTAL (3) . . . . .	..	1,56	..	..	7	1,63
OPEN LINES.		4. COMPANIES' LINES SUBSIDIZED BY THE				
Bengal and North-Western	3' 3½"	4,76	4,39	—1	—3,05	6,09
Bengal Dooars Extensions*	"	93	39	..	2,10	3,42
Mirpur Khae-Khadro* (Jodhpur)	"	3	..	..	..	3
Rohilkund and Kumaon	"	1,39	62	..	—20	1,81
Barsi Light*	2' 6"	1,53	3,91	10	—1,19	4,35
Dehri-Rohtas Light	"	10	..	..	33	43
Shahdara (Delhi)-Saharanpur Light*	"	—1,02	8	1,07	—14	—1
Matheran Light*	2' 0"	..	8	..	..	8
TOTAL (4) . . . . .	..	7,72	9,47	1,16	—2,15	16,20
OPEN LINES.		5. COMPANIES' LINES SUBSIDIZED				
Dibru-Sadiya	3' 3½"	8,53	9,55	2,02	..	20,10
Darjeeling-Himalayan	2' 0"	13	35	..	46	94
TOTAL (5) . . . . .	..	8,66	9,90	2,02	46	21,04
OPEN LINES.		6. UNASSISTED				
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	..	..	..	..	..
Bengal Provincial	2' 6"	..	..	..	..	..
Jessore Jhenidah	"	3	11	..	..	14
Jagadhri Light	2' 0"	..	..	..	..	..
Kulasekarapatnam Light	"	34	9	..	..	43
Trivellore Light . . . . .	"	..	..	..	..	..
Total (6) . . . . .	..	37	20	..	..	57

1928-29 of other than State-owned Railways. (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13

GUARANTEE AND REBATE TERMS.

59,94	3,37	2,56	2,00	67,87
1,12,96	..	7,00	25	1,20,21
1,72,90	3,37	9,56	2,25	1,88,08

GOVERNMENT OF INDIA.

†7,95,79	2,52,62	82,34	6,98	11,37,73	*Receives land only from Government.
91,58	14,74	7,81	6,43	1,20,56	†Includes Rs. 4,000 on account of survey.
7,98	..	58	..	8,56	
1,29,28	49,99	11,96	..	1,91,23	
1,17,37	44,17	7,80	2,66	1,72,00	
7,61	3,85	42	85	12,73	
30,32	13,75	4,86	1,07	50,00	
..	8	..	..	12,03‡	§ Includes Rs. 11,95,000 being the capital outlay to the end of the year 1927-28, the details of which are not available.
11,79,93	3,79,20	1,15,77	17,99	17,04,84†	‡Excludes Rs. 9,26,000 (which is made up of Rs. 8,68,000 in respect of works, and Rs. 58,000 for General charges) being the capital outlay of Mirpur Khas-Jhudo Rly. transferred from this head to State Lines worked by companies.

BY LOCAL GOVERNMENTS.

70,61	57,16	18,18	1,50	1,47,45
32,60	12,45	2,78	3,44	51,27
1,03,21	69,61	20,96	4,94	1,98,72

COMPANIES' LINES.

16,94		Details not available		16,94
8,77	2,76	1	31	11,85
10,97	3,26	76	..	14,99
62	40	12	..	1,14
4,57	3,01	67	..	8,25
39	67	10	..	1,16
42,26	10,10	1,66	31	54,33||

|| Includes Rs. 14,85,000 (which is made up of Rs. 10,94,000 in respect of works, Rs. 3,15,000 for rolling stock and Rs. 76,000 for general charges) being the capital outlay of Jessore Jhenidah Railway transferred from head 8 to this head.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
1	2	3	4	5	6	7	
		Rs.	Rs.	Rs.	Rs.	Rs.	
7. DISTRICT							
OPEN LINES.							
Tenali-Repalle (M. & S. M.)	5' 6"	9	..	..	..	9
Bezawada-Masulipatam (M. & S. M.)	3' 3½"	7	..	..	..	7
Podanur-Jaipur (S. I.)	"	4	..	..	..	4
Tanjore District Board (S. I.)	"	27	..	..	..	27
Tinnevely-Tiruchendur (S. I.)	"	14	..	..	..	14
TOTAL (7)	"	61	..	..	..	61

OPEN LINES.		8. COMPANIES' LINES SUBSIDIZED BY				
Bengal Dooars	3' 3½"	1,48	21	..	..	1,69
Arrah-Sasaram Light	2' 6"	..	..	..	22	22
Baraset-Basirhat Light	"	3	42	-1	-8	36
Bukhtiarpur-Bihar Light	"	2	..	..	25	27
Tezpur-Balipara Light . . . . .	"	..	..	..	..	..
Howrah-Amta Light	2' 0"	12	22	7	1,25	1,66
Howrah Sheekhala Light.	"	2	..	..	-1	1
TOTAL (8) . . . . .	..	1,67	85	6	1,63	4,21

1928-29 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs	Rs	Rs	Rs.	Rs.	13
BOARD LINES.					
14,49	..	1,14	..	15,63	
21,83	..	1,59	..	23,42	
9,07	6,97	1,28	.	17,32	
62,55	..	6,75	..	69,30	
23,88	..	2,23	..	26,11	
1,31,82	6,97	12,99	..	1,51,78*	*Excludes Rs. 5,27,000 (which is made up of Rs. 5,04,000 in respect of works, and Rs. 23,000 for general charges) being the capital outlay of Suramangalam-Salem Railway transferred from this head to State Lines worked by Companies.

DISTRICT BOARDS.

28,77	6,26	3,53	..	38,56	
18,66	4,60	11	36	23,73	
18,75	6,04	30	39	25,48	
10,54	4,17	..	39	15,10	
3,20	1,60	7	..	4,87	
16,87	10,87	92	3,60	32,26	
4,81	2,66	12	66	8,25	
1,01,00	36,20	5,05	5,40	1,48,25†	†Excludes Rs. 14,85,000 (which is made up of Rs. 10,94,000 in respect of works, Rs. 3,15,000 for rolling stock, and Rs. 76,000 for general charges) due to the transfer of Jessore-Jhenidah Railway from this head to head 6-unassisted companies lines.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries.)	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
OPEN LINES.						
Bhavnagar State	3' 3½"	82	2,23	5	—82	2,28
Bikaner State	"	10,72	9,62	32	—20	20,46
Gondal	"	81	2,99	..	—58	3,22
Jetalsar-Rajkot (Gondal)	"	35	..	1	—33	3
Jodhpur	"	11,39	—3,62	..	28	8,05
Junagad State	"	65	31	..	42	1,38
Khijadiya-Dhari (Gondal)	"	2	..	..	—2	..
Morvi	"	16	62	..	43	1,21
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug Mysore Bangalore, Mysore Arsikere and Nanjangud Chamaranagar Sections).	"	2,10	3,46	..	—81	4,75
Porbandar State	"	12	1,06	13	—19	1,12
Udaipur-Chitorgarh	"	8	83	..	—18	73
Bodei-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	3	..	..	..	3
Cutch State	"	—26	—1	12	..	—15
Dholpur-Bari (including Mohari-Barauli)*	"	37	—1	1	..	37
Gaekwar's Baroda State	"	5,17	3,48	—30	—4,78	3,57
Kolar District	"	2	33	..	..	35
Gwalior Light	2' 0"	88	..	..	..	88
Tarikere-Narasimharajapura Light	"	12	85	—1	..	96
TOTAL . . . . .	..	33,55	22,14	33	— 6,78	49,24
LINES UNDER CONSTRUCTION.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3½"	6,65	..	9	2,86	9,60
Shimoga to Arasalu (Mysore)	"	7,81	1,16	49	12	9,58
Jalore-Bhinmal Phalodi-Pokran (Jodhpur)	"	13,20	—52	38	..	13,06
Prachi Road to Jamwala (Junagad State) . . . . .	"	..	..	4	..	4
Dholpur to Rajakhera (Dholpur-Bari)	2' 6"	1	..	..	..	1
Mahuva Anaval (Gaekwar's Baroda State) . . . . .	"	..	..	..	..	..
Dungarda Waghai (Gaekwar's Baroda State)	"	1,04	..	10	..	1,14
Bilimora Bunder Siding (Gaekwar's Baroda State)	"	56	..	4	..	60
Zankhvav to Umerpada (Gaekwar's Baroda State)	"	2,86	..	25	..	3,11
Navsari to Kamrej (Gaekwar's Baroda State) . . . . .	"	..	..	..	..	..
Total . . . . .	..	32,13	64	1,39	2,98	37,14
TOTAL (9) . . . . .	..	65,68	22,78	1,72	3,80	86,38

1928-29 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					REMARKS.	
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.		
8	9	10	11	12		
Rs.	Rs.	Rs.	Rs.	Rs.	13	
1,52,30	40,72	7,47	3,22	2,03,71†	†Includes Rs. 2,84,000 (which is made up of 2,21,000 in respect of works, Rs. 55,000 for rolling stock and Rs. 8,000 for general charges) being the capital outlay on 31st December 1928 of Ningola-Gadhada Tramway converted into railway from 1st January 1929.	
2,25,18	85,87	4,30	4,93	3,20,28		
49,31	26,23	2,47	4,95	82,96		
21,24	..	90	—2	22,12		
2,07,44	1,61,04	1,85	14,50	3,84,83‡		‡The figures of Pipar-Bilara Light Railway have been amalgamated with Jodhpur Railway.
75,80	24,02	2,91	7,56	1,10,29		
18,37	..	1,65	4	20,06		§Includes Rs. 2,20,000 being the capital outlay of Maoli-Kankroli Railway construction, the details of which are not available.
45,93	27,74	1,76	2,39	77,82		
1,82,78	60,26	16,82	7,11	2,66,97		
12,62	11,12	83	1,50	26,07		
17,91	7,76	1,11	62	29,60§		
9,19	..	1,17	..	10,36		
10,87	1,77	1,69	..	14,33		
10,86	4,32	50	..	15,68		
2,01,71	48,52	18,84	12,67	2,81,74	*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli section.	
14,26	10,10	1,50	17	26,03		
82,59	10,33	4,55	..	97,47		
8,79	2,71	75	—2	12,23		
13,47,15	5,22,51	71,07	59,62	20,02,55		
6,65	..	9	2,86	9,60		
14,91	1,16	1,83	13	18,03		
26,07	—52	83	..	26,38		
3,15	..	40	..	3,55		
96	..	7	..	1,03		
8	..	..	..	8	
1,27	..	13	..	1,40		
96	..	6	..	1,02		
6,82	..	64	..	7,46		
3	..	..	..	3	
60,90	64	4,05	2,99	68,58		
14,08,05	5,23,15	75,12	62,61	20,71,13		

2 (b).—Statement of Capital Outlay to the end of the year

Railway	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
10. INDIAN STATE LINE							
OPEN LINES.							
Kazipet Balharshah (N. G. S.)	5' 6"	12,70	1	1,17	—4.27	9,61	
Bhopal Itarsi* (G. I. P.)	"	33	..	..	..	33
Bhopal Ujjain (G. I. P.)	"	4	..	..	..	4
Bina-Goonna-Baran (G. I. P.) . . . . .	"	..	..	..	..	..
Jammu and Kashmir (Indian State section) (N. W.)	"	2	..	..	..	2
Jind-Panipat (Indian State section) (N. W.)	"	4	..	1	..	5	
Karepalli-Kothagudiam (N. G. S.) . . . . .	"	..	..	..	..	..
Khanpur-Chachran (N. W.)	"	5	..	..	..	5
Bahawalnagar Cholistan (N. W.)	"	6,99	..	70	—26	7,43	
Ludhiana-Dhuri-Jakhal (N. W.)	"	37	..	..	..	37
Nagda-Ujjain (B., B. & C. I.) . . . . .	"	..	..	1	..	1
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	"	1	..	..	..	1
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	"	2	..	..	..	2
Rajpura-Bhatinda (N. W.)	"	10	..	..	..	10
Sirhind Rupar (N. W.) . . . . .	"	..	..	..	..	..
Bangalore-Harihar (M. & S. M.)	3' 3½"	1,24	40	..	—24	1,40	
Cooch Behar State (E. B.)	"	21	..	..	..	21
Dhrangadra (B., B. & C. I.)	"	3	..	..	..	3
Gaekwar's Mehsana (B., B. & C. I.)	"	4,20	..	44	..	4,64	
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	16	..	..	..	16
Hingoli Branch (N. G. S.)	"	1	2	..	1	4	
Jaipur State (B., B. & C. I.)	"	3	..	..	8	11
Kolhapur State (M. & S. M.)	"	2	..	..	..	2
Okhamandal (Jamnagar and Dwarka)	"	43	3,40	..	..	3,83
Pajampur-Deesa † (B., B. & C. I.) . . . . .	"	..	..	..	..	..
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	2	..	..	..	2
Rajkot-Jamnagar (Jamnagar and Dwarka)	"	1,44	2,09	..	—1,79	1,74	
Sangli State (M. & S. M.)	"	6	..	..	..	6
Secunderabad-British Frontier (N. G. S.)	"	81	4	3	43	1,31	
Shoranur-Cochin (S. I.)	"	6	..	..	—2	4
Parlakimedi Light (B. N.)	2' 6"	..	..	..	..	..
Piplod Devgad Baria (B., B. & C. I.)	"	4,86	1,66	49	..	7,01	
Rajpipla State (B., B. & C. I.)	"	2	..	..	..	2
TOTAL . . . . .	..	34,27	7,62	2,85	—6,06	38,68
LINES UNDER CONSTRUCTION.							
Vikarabad Bidar (N. G. S.)	5' 6"	2,93	..	72	14,31	17,96	
Wagrod to Khareda (B., B. & C. I.)	3' 3½"	..	..	..	..	..
Parbhani-Purli (N. G. S.)	"	9,32	..	96	2,24	12,52	
Trichinopoly to Pudukkottai (S. I.) . . . . .	"	..	..	..	..	..
TOTAL . . . . .	..	12,25	..	1,68	16,55	30,48
TOTAL (10) . . . . .	..	46,52	7,62	4,53	10,49	69,16

1928-29 of the other than State-owned Railways. (In thousands of rupres)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					
1,71,12	8,05	17,55	1,06	1,97,78	
50,00	..	..	..	50,00	*A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.
73,32	..	6,96	..	80,28	
93,72	18	8,24	..	1,02,14	
10,50†	..	60	..	11,10†	† Includes plus adjustment of Rs. 3,000
15,72	..	1,73	..	17,45	
13,86	..	1,24	..	15,10	
13,42	..	88	..	14,30	
37,69	..	3,30	1,02	42,01†	† Includes outlay of Rs. 34,58,000, (which is made up of Rs. 30,70,000 in respect of works, Rs. 2,60,000 for General charges and Rs. 1,28,000 for Stores, etc.) to the end of 1927-28.
45,74	..	2,29	..	48,03	
20,87	..	1,72	..	22,59	
13,19	..	77	10	14,06	
8,88	..	30	..	9,18	
75,45	..	2,69	..	78,14	
21,63	..	1,52	..	23,05§	§ Represents the capital outlay to end of 1927-28.
1,13,31	30,32	5,52	2,91	1,61,06	
19,71	1,03	94	..	21,68	
14,30	4	65	..	14,99	
1,07,67	65	8,92	..	1,17,24||	|| Includes outlay of Rs. 10,000 (9,000 in respect of works, and 1,000 for General charges) on Vijapur Ambliasan, which has been opened to traffic.
24,52	..	1,44	..	25,96	
26,58	2,42	3,03	..	32,03	
72,60	..	3,40	1,07	77,07	
22,30	..	1,21	..	23,51	
23,99	12,55	2,04	1,00	39,58	
1,85	..	..	..	1,85(a)	(a) This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.
43,51	5,72	4,25	..	53,48	
28,08	15,16	95	4,76	48,95	
1,94	..	9	..	2,03	
1,03,22	17,09	13,06	45	1,33,82	
52,14	18,32	4,70	54	75,70	
5,27	1,78	63	..	7,68	
4,86	1,66	49	..	7,01	
14,51	2,71	1,17	..	18,39	
13,46,37	1,26,68	1,02,28	12,91	15,87,24(b)	(b) Excludes Rs. 5,50,000 being the capital outlay to the end of 1927-28 of Jhagadia-Thawa Ry. which has been closed for traffic from 25-7-27.
2,93	..	72	14,31	17,96	
2	..	..	..	2	
10,70	..	1,29	2,04	14,03	
12	..	..	..	12	
13,77	..	2,01	16,35	32,13	
13,59,14	1,26,68	1,04,29	20,26	16,19,37	

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
OPEN LINES.						
Nizam's Guaranteed State	5' 6"	1,46	62	—18	—2,09	—19
Hyderabad-Godavari Valley	3' 3½"	2,07	14	5	—1,28	98
Bangalore-Chick Ballapur Light	2' 6"	1	17	..	—1	17
TOTAL (11) . . . . .	..	3,54	93	—13	—3,38	96
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES						
Peralam-Karaikkal (S. L.)	3' 3½"	..	..	..	..	..
Pondicherry (S. L.) . . . . .	..	1	..	..	..	1
West of India Portuguese (M. & S. M.) . . . . .	..	1,66	..	..	..	..
TOTAL (12) . . . . .	..	1,67	..	..	..	1,67
TOTAL (1) TO (12). . . . . .	..	1,47,88	52,53	12,17	2,60	2,15,18
Miscellaneous . . . . .	..	2,00	..	..	..	2,00
GRAND TOTAL . . . . .	..	1,49,88	52,53	12,17	2,60	2,17,18

1928-29 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	REMARKS.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
4,55,23	1,23,35	9,73	12,29	6,00,60	
2,80,59	65,00	18,74	9,37	3,73,70	
8,26	5,26	1,77	..	15,29	
7,44,08	1,93,61	30,24	21,66	9,89,59	
BY BRITISH INDIAN RAILWAY COMPANIES.					
6,10	..	1,15	..	7,25	
5,37	..	36	..	5,73	
2,03,43	..	..	..	2,03,43	
2,14,90	..	1,51	..	2,16,41	
68,56,69	14,24,92	5,40,48	1,45,97	89,82,21	
27,44	2,03	2,01,09	28	2,30,84*	
68,84,13	14,26,95	7,41,57	1,46,25	92,13,05	

*Made up of—

(1) Interest charges during construction of the Assam-Bengal Railway debited to capital	..	Rs.	75,70,000
(2) State outlay on the Patri branch charged against the Civil Works grant	..	..	8,08,000
(3) Expenditure in England on the South Bihar Railway	..	..	52,18,000
(4) Outlay by Forest Department on the Alnavar-Dandeli Railway	..	..	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	..	..	86,01,000
			<u>2,30,84,000</u>

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway. 1	GROSS REVENUE RECEIPTS.					
	Earnings. 2	Suspense. 3	Total. 4	Deduct.		Gross Receipts. 7
				Refunds. 5	Non-budget Lines. 6	
CENTRAL.						
STATE LINES WORKED BY THE STATE.						
Aden	1,61	—5	1,56	1	..	1,55
East Indian	20,55,25	—94	20,54,31	4,44	8,02	20,41,85
Eastern Bengal	7,32,88	—2,64	7,30,24	3,03	18,23	7,08,98
North Western	18,37,23	—2,04	18,35,19	7,56	2,30,39	15,97,24
Great Indian Peninsula	16,00,96	—11,92	15,89,04	8,72	36,33	15,43,99
Burma	4,98,61	—1,41	4,97,20	82	..	4,96,38
Total	67,26,54	—19,00	67,07,54	24,58	2,92,97	63,80,99
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,31,53	—1,83	2,29,70	78	21,36	2,07,56
Bengal-Nagpur	9,20,48	—4,45	9,16,03	1,88	..	9,14,15
Bezwada Extension and Dhone Kurnool	8,29	..	8,29	..	..	8,29
Bombay, Baroda and Central India	12,81,26	6,47	12,87,73	3,21	87,54	11,96,98
Jodhpur-Hyderabad (British Section) (Jodhpur),	28,90	—3,75	25,15	8	3,81	21,26
Lucknow-Bareilly (R. & K.)	68,83	23	69,06	28	31,06	37,72
Madras and Southern Mahratta including Mysore State and Dhone-Kurnool.	9,62,94	2,19	9,65,13	2,11	40,14	9,22,88
South Indian (including Travancore)	6,25,81	—3,42	6,22,39	1,12	58,03	5,63,24
Tirhoot (B. & N. W.)	3,68,89	—1,40	3,67,49	2,28	1,93,53	1,71,68
Contribution to Depreciation Fund on account of Company-worked Lines.	..	..	..	..	..	..
TOTAL	44,96,93	—5,96	44,90,97	11,74	4,35,47	40,43,76
TOTAL, CENTRAL	1,12,23,47	—24,96	1,11,98,51	36,32	7,28,44	1,04,33,75
GRAND TOTAL	1,12,23,47	—24,96	1,11,98,51	36,32	7,28,44	1,04,33,75

Revenue Receipts of State-owned Railways for the year 1928-29 (In thousands of rupees).

WORKING EXPENSES.									
Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Fund.	Suspense.	Total.	DEDUCT.		Net Working Expenses.	Net Revenue Receipts.	Percentage of Ordinary Working Expenses on Earnings for budget lines only.
					Expenditure met from Depreciation Fund.	Non-budget Lines.			
8	9	10	11	12	13	14	15	16	17
1,40	12	33	5	1,90	12	..	1,78	(b)—23	86.98
10,26,61	1,25,60	2,15,53	—10,09	13,57,65	1,25,60	3,96	12,28,09	8,13,76	50.06
4,02,84	50,79	82,88	—1,86	5,34,65	50,79	8,75	4,75,11	2,33,87	55.38
10,86,77	1,70,95	2,46,09	—7,38	14,96,43	1,70,95	1,17,80	12,07,68	(a) 3,89,56	60.59
8,79,15	2,04,12	1,66,62	—7,00	12,42,89	2,04,12	21,16	10,17,61	5,26,38	55.14
2,75,87	25,13	..	52	3,01,52	..	..	3,01,52	1,94,86	57.43
36,72,64	5,76,71	7,11,45	—25,76	49,35,04	5,51,58	1,51,67	42,31,79	21,58,20	54.94
1,14,29	8,36	..	—1,66	1,20,99	..	10,68	1,10,31	97,25	49.48
5,17,16	1,66,10	..	—2,53	6,80,73	..	1,42	6,79,31	2,34,84	56.15
3,43	—7	..	..	3,36	..	..	3,36	4,93	40.53
6,67,76	68,70	..	—62	7,35,84	..	47,86	6,87,98	5,09,00	52.07
18,11	1,29	..	66	20,06	..	1,48	18,58	2,68	66.49
30,45	2,93	..	35	33,73	..	14,99	18,74	18,98	41.24
4,21,36	63,78	..	25	4,85,39	..	20,17	4,65,22	4,57,66	43.57
2,99,62	55,30	..	—1,30	3,53,62	..	34,64	3,18,98	2,44,26	46.76
1,33,67	16,75	..	—1,42	1,49,00	..	80,44	68,56	1,03,12	30.75
2	..	4,88,30	—42	4,87,90	4,08,27	..	79,63	—79,63	..
22,05,87	3,83,14	4,88,30	—6,69	30,70,62	4,08,27	2,11,68	24,50,67	15,93,09	49.24
58,78,51	9,59,85	11,99,75	—32,45	80,05,66	9,59,85	3,63,35	66,82,46	37,51,29	52.73
58,78,51	9,59,85	11,99,75	—32,45	80,05,66	9,59,85	3,63,35	66,82,46	37,51,29	52.73

	Receipts.	Working expenses.	Net Receipts.
(a) N. W. Railway, Commercial	14,31,69	10,10,18	4,21,51
N. W. Railway Military	1,65,55	1,97,50	—31,95
Total	15,97,24	12,07,68	3,89,56
(b) Aden Railway Commercial	45	68	—23
Aden Railway, Military	1,10	1,10	..
Total	1,55	1,78	—22

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1928-29.

[Columns 7 to 10 in thousands of rupees].

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED COMPANIES.			Total Columns 2 and 5.	Converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL.
		On share capital.	On Debentures and Debenture Stock.	Total.					
1	2	3	4	5	6	7	8	9	10
STATE LINES WORKED BY THE STATE.									
Aden . . . . .	..	..	..	..	..	..	65	..	65
Delhi (New Capital) Railway Works Scheme.	..	..	..	..	..	..	4,27	..	4,27
Eastern Bengal	124,553	..	..	..	124,553	16,62	1,63,36	..	1,79,98
East Indian (including South Bihar).	2,065,981	..	..	..	2,065,981	2,75,67	2,91,88	1,92	5,69,47
North Western (Commercial) .	355,639	..	..	..	355,639	47,53	3,59,90	..	4,07,43
North Western (Military) .	..	..	..	..	..	..	1,41,82	..	1,41,82
Burma . . . . .	..	75,000	37,496	112,496	112,496	15,04	108,30	..	1,23,34
Great Indian Peninsula . . .	983,545	..	..	..	983,545	1,31,46	2,89,03	..	4,20,49
Coal Dept. (Ry. Collieries) .	..	..	..	..	..	..	4,99	..	4,99
TOTAL	3,529,718	75,000	37,496	112,496	3,642,214	4,86,32	13,64,20	1,92	18,52,44
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.									
Assam-Bengal . . . . .	..	45,000	36,545	81,545	81,545	10,91	71,96	..	82,87
Bengal-Nagpur . . . . .	..	105,000	185,025	290,025	290,025	38,79	2,83,84	..	3,22,63
Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,42	..	1,42
Bombay, Baroda and Central India	385,084	60,000	34,999	94,999	480,083	64,96	1,95,77	7,50	2,68,23
Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,27	..	3,27
Lucknow-Bareilly (R. & K.) .	..	..	(a)26,319	26,319	26,319	3,23	5,99	..	9,22
Madras and Southern Mahratta	362,194	175,000	158,050	333,050	695,244	92,85	1,30,59	..	2,23,44
South Indian	146,635	35,000	112,480	147,480	294,115	39,33	1,09,76	..	1,49,09
Coonoor-Ootacamund (S. L.) .	..	..	..	..	..	..	1,84	..	1,84
Travancore (British Section), (S. L.)	..	..	..	..	..	..	54	..	54
Travancore (Indian State Section), (S. L.)	..	..	..	..	..	..	1,14	..	1,14
Tirhoot (B. & N. W.) . . . . .	..	..	36,275	36,275	36,275	4,84	28,21	..	33,05
TOTAL	893,913	420,000	589,693	1,009,693	1,903,606	2,54,91	8,34,33	7,50	10,96,74
<i>Miscellaneous Items.</i>									
Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
Other miscellaneous items .	..	..	..	..	..	-23	13,48	..	13,25
Deduct:—									
Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	30,54	..	30,54
Total Central	4,423,631	495,000	627,189	1,122,189	5,545,820	7,41,00	21,82,54	9,42	29,32,96
<i>Provincial Railways.</i>									
Assam (Jorhat) . . . . .	..	..	..	..	..	..	47	..	47
United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
GRAND TOTAL	4,423,631	495,000	627,189	1,122,189	5,545,820	7,41,00	21,83,09	9,42	29,33,51

(a) Represents interest on the state share of joint debenture stock.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1927-28 and 1928-29 (In thousands of rupees).

Railway System.	Gauge.	Year.	† Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	‖ Gross earnings.	‖ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	REMARKS.
1	2	3	4	5	6	7	8	9	10
CLASS I.									
Assam-Bengal	3' 3½"	1927-28	(a)23,13,76	2,25,53	1,17,41	1,08,12	52.06	4.67	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1928-29	(a)24,07,76	2,30,76	1,22,65	1,08,11	53.15	4.49	
Bengal and North-Western	3' 3½"	1927-28	20,44,35	3,74,74	1,40,98	2,33,76	37.62	11.43	
		1928-29	20,63,70	3,62,67	1,48,98	2,13,69	41.08	10.35	
Bengal-Nagpur	5' 6", 2' 6" and 2' 0"	1927-28	70,51,03	9,19,16	5,62,56	3,56,60	61.20	5.06	
		1928-29	71,93,44	9,22,15	6,83,42	2,38,73	74.11	3.32	
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1927-28	(b)76,51,66	12,39,45	7,67,96	4,71,49	61.96	6.16	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1928-29	(b)75,40,06	12,86,19	7,42,24	5,43,95	57.71	7.21	
Burma	3' 3½"	1927-28	31,35,12	5,07,88	2,89,31	2,18,07	57.06	7.25	
		1928-29	32,76,05	4,97,79	3,01,00	1,96,79	60.47	6.01	
Eastern Bengal	5' 6", 3' 3½" and 2' 6"	1927-28	48,03,93	7,23,13	4,69,49	2,53,64	64.93	5.28	
		1928-29	49,07,30	7,29,80	4,85,60	2,44,20	66.53	4.98	
East Indian	5' 6"	1927-28	(c) 1,41,70,42	20,78,12	12,09,31	8,68,81	58.39	6.13	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1928-29	(c) 1,40,41,17	20,50,69	12,37,06	8,13,63	60.32	5.79	
Great Indian Peninsula	5' 6" and 2' 6"	1927-28	1,17,46,16	15,86,63	10,24,48	5,62,15	64.56	4.78	
		1928-29	1,15,88,01	16,08,78	10,53,47	5,55,31	65.48	4.79	
Jodhpur	3' 3½"	1927-28	4,74,71	93,68	73,68	20,00	78.65	4.21	
		1928-29	4,99,68	1,01,44	66,32	35,12	65.38	7.03	
	2' 0"	1927-28	2,93	55	25	30	44.62	10.36	
		§1928-29	2,93	28	2,01	-1,73	717.86	-59.04	
Madras and Southern Maharashtra.	5' 6" and 3' 3½"	1927-28	59,91,03	§§9,12,41	§§5,31,04	§§3,81,37	58.20	6.37	
		1928-29	59,39,36	§§9,65,79	§§4,77,50	§§4,88,29	49.44	8.22	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures are for railway systems as a whole, i.e., State-owned portion plus other than State owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§§ Converted into 3' 3½" gauge from 1st August 1928.

§§§ Include Harbour receipts and expenditure.

5.—Statement of *Capital at Charge**, *Revenue Earnings and Expenses for the years 1927-28 and 1928-29 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	† Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	§ Gross earnings.	§ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	REMARKS.
1	2	3	4	5	6	7	8	9	10
CLASS I—concl'd.			Rs.	Rs.	Rs.	Rs.			
Nizam's Guaranteed State	5' 6"	1927-28	8,31,73	1,12,65	43,04	69,61	38.20	8.37	
		1928-29	8,48,94	1,26,19	45,88	80,31	36.36	9.46	
	3' 3½"	1927-28	5,38,73	89,36	39,20	50,16	43.87	9.31	
		1928-29	5,69,04	96,13	42,59	53,54	44.30	9.41	
North Western (Commercial)	5' 6" and 2' 6"	1927-28	1,10,57,70	17,12,89	11,05,26	6,07,63	64.53	5.49	
		1928-29	1,13,71,23	16,61,97	11,31,91	5,30,06	68.11	4.66	
North Western (Military) ||	5' 6" and 2' 0"	1927-28	32,37,76	1,59,43	1,93,63	-34,20	121.45	-1.06	
		1928-29	33,10,29	1,65,55	1,97,43	-31,88	119.26	-0.96	
Total North Western . . .	..	1927-28	1,42,95,46	18,72,32	12,98,89	5,73,43	69.37	4.01
		1928-29	1,46,81,52	18,27,52	13,29,34	4,98,18	72.74	3.39	
Rohilkund and Kumaon . . .	3' 3½"	1927-28	(a)4,28,57	72,11	35,65	36,46	49.44	8.51	(a) Includes Rs. 84,01,000 (1927-28) and Rs. 86,01,000 (1928-29) being the outlay from Joint Debenture Stock on Lucknow-Bareilly Railway.
		1928-29	(a)4,33,13	68,16	33,38	34,78	48.98	8.03	
South Indian	5' 6", 3' 3½" and 2' 6"	1927-28	36,55,52	6,29,02	3,80,62	2,48,40	60.51	6.79	
		1928-29	38,42,55	6,10,91	3,46,88	2,64,03	56.78	6.87	
Total Class I Railways . . . . .	..	1927-28	7,91,36,11	1,14,36,74	69,84,37	44,52,37	61.07	5.63
CLASS II.		1928-29	7,98,34,64	1,14,85,25	71,18,32	43,66,93	61.98	5.47	
Barsi Light	2' 6"	1927-28	1,67,65	18,67	9,36	9,31	50.16	5.55	
		1928-29	1,72,00	25,29	13,92	11,37	55.05	6.61	
Bengal Dooars	3' 3½"	1927-28	1,54,01	25,12	12,98	12,14	51.69	7.88	
		1928-29	1,59,12	25,32	12,62	12,70	49.84	7.98	
Bhavnagar State	3' 3½"	1927-28	1,98,59	29,13	17,54	11,59	60.20	5.90	
		1928-29	2,03,71	33,83	17,75	16,08	52.46	7.90	
Bikaner State	3' 3½"	1927-28	2,99,82	42,57	28,88	13,69	67.84	4.57	
		1928-29	3,29,88	38,66	26,06	12,60	67.41	3.82	
Darjeeling Himalayan	2' 0"	1927-28	1,07,86	23,08	15,24	7,84	66.03	7.26	
		1928-29	1,08,94	22,28	13,92	8,36	62.48	7.67	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ The figures are for railway systems as a whole, i.e., State-owned portion plus other than State-owned portion.

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

|| North Western railway 2'0" line closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

5.—Statement of *Capital at Charge**, *Revenue Earnings and Expenses for the years 1927-28 and 1928-29 (In thousands of rupees)*—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	REMARKS.
1	2	3	4	5	6	7	8	9	10
CLASS II—concl'd.			Rs.	Rs.	Rs.	Rs.			
Dibru-Sadiya	3' 3½"	1927-28	1,44,29	30,91	16,64	14,27	53.85	9.88	
		1928-29	1,64,39	28,29	14,36	13,93	50.75	8.47	
Gaekwar's Baroda State	2' 6"	1927-28	3,00,31	23,24	20,57	2,67	88.52	0.89	
		1928-29	3,02,09	25,40	22,46	2,94	88.44	0.97	
Gondal	3' 3½"	1927-28	1,21,89	24,75	12,00	12,75	48.50	10.46	}
		1928-29	1,25,14	27,86	12,79	15,07	45.92	12.04	
Howrah-Amta Light	2' 0"	1927-28	30,60	10,69	6,99	3,70	65.37	12.09	}
		1928-29	32,26	10,51	7,11	3,40	67.66	10.54	
Jamnagar and Dwarka	3' 3½"	1927-28	1,50,73	15,29	8,96	6,33	58.58	4.20	
		1928-29	1,56,40	16,92	11,04	5,88	65.25	3.76	
Junagad State	3' 3½"	1927-28	1,12,42	14,00	9,05	4,95	64.65	4.40	
		1928-29	1,13,84	15,44	8,96	6,48	58.06	5.87	
Morvi	3' 3½"	1927-28	76,61	18,48	10,46	8,02	56.60	10.47	}
		1928-29	77,82	21,43	11,16	10,27	52.09	13.91	
Mysore	3' 3½"	1927-28	2,70,67	32,71	23,88	8,83	73.00	3.26	
		1928-29	2,85,00	32,11	19,01	13,10	59.21	4.60	
	2' 6"	1927-28	40,80	5,04	3,57	1,47	70.95	3.60	
		1928-29	41,32	4,95	3.80	1,15	76.76	2.78	
2' 0"	1927-28	11,27	58	34	24	58.35	2.16		
	1928-29	12,23	49	27	22	55.59	1.76		
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1927-28	50,01	10,33	4,61	5,72	44.60	11.44	}
		1928-29	50,00	10,53	4,47	6,06	42.47	12.12	
Total Class II Railways . . . . .	..	1927-28	22,37,53	3,24,59	2,01,07	1,23,52	61.94	5.52	
		1928-29	23,34,14	3,30,31	1,99,70	1,39,61	58.85	5.98	
CLASS III.									
Aden	3' 3½"	1927-28	14,12	1,32	1,60	—28	121.21	—1.98	
		1928-29	14,03	1,61	1,73	—12	107.45	—0.86	
Ahmadpur Katwa	2' 6"	1927-28	20,29	1,38	1,28	10	92.47	0.51	
		1928-29	20,36	1,20	1,43	—23	119.19	—1.13	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1927-28 and 1928-29 (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	† Gross earnings.	† Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—contd.									
Arrah-Sasaram	2' 6"	1927-28	23,51	4,11	2,56	1,55	62.35	6.59	
		1928-29	23,73	3,77	2,35	1,42	62.32	5.98	
Bankura-Damoodar River	2' 6"	1927-28	38,06	2,12	2,28	-16	107.84	-0.42	
		1928-29	38,40	1,82	2,35	-53	129.18	-1.38	
Baraset-Basirhat Light	2' 6"	1927-28	25,12	5,82	3,88	1,94	66.71	7.72	
		1928-29	25,48	5,65	4,13	1,52	73.05	5.97	
Bengal Provincial	2' 6"	1927-28	15,24	1,87	1,37	50	73.06	3.31	
		1928-29	15,24	1,72	1,34	38	77.80	2.49	
Bukhtiarpur-Bihar Light	2' 6"	1927-28	14,83	3,87	2,28	1,59	59.02	10.72	}
		1928-29	15,10	3,90	2,49	1,41	63.85	9.34	
Burdwan-Katwa	2' 6"	1927-28	19,47	2,11	1,60	51	76.04	2.59	
		1928-29	19,88	1,77	1,60	17	90.55	0.84	
Cutch State	2' 6"	1927-28	14,48	90	55	35	61.09	2.42	
		1928-29	(a)14,33	1,28	59	69	46.47	4.81	} (a) The decrease is due to credit from refund of exchange and sale of surplus stores.
Dehri-Rohtas Light	2' 6"	1927-28	12,30	3,28	1,67	1,61	50.94	12.17	
		1928-29	12,73	2,96	1,55	1,41	52.21	11.22	
Dholpur-Bari	2' 6"	1927-28	16,33	2,21	1,22	99	55.42	6.58	
		1928-29	16,71	1,88	1,19	69	63.07	4.42	
Futwah-Islampur	2' 6"	1927-28	19,46	1,77	92	85	52.27	4.37	
		1928-29	19,48	1,42	97	45	67.94	2.31	
Gwalior Light	2' 0"	1927-28	96,59	8,22	6,30	1,92	76.65	1.99	
		1928-29	97,47	9,12	5,71	3,41	62.54	3.51	
Howrah-Sheakhala Light	2' 0"	1927-28	8,24	2,25	1,53	72	68.17	8.74	
		1928-29	8,25	2,29	1,62	67	70.82	8.12	
Jagadhri Light	2' 0"	1927-28	1,14	26	20	6	76.95	5.36	
		1928-29	1,14	29	20	9	68.97	7.89	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1927-28 and 1928-29 (In thousands of rupees)—concl'd.

Railway System.	Gauge.	Year.	Total capital at charge (including ferries and suspense) on open lines and on lines wholly or partly under construction.	† Gross earnings.	‡ Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital at charge given in column 4.	REMARKS.
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah	2' 6"	1927-28	14,85	1,23	1,03	20	83.64	1.34	
		1928-29	14,99	1,12	1,04	8	92.86	0.54	
Jorhat (Provincial)	2' 0"	1927-28	13,22	2,01	2,07	-6	102.99	-0.45	* In the case of State-owned railways.
		1928-29	13,22		Information not available				
Kalighat-Falta	2' 6"	1927-28	22,79	2,89	2,42	47	83.83	2.05	† In the case of other than State-owned railways.
		1928-29	22,91	3,14	2,37	77	75.42	3.37	
Kulasekarapatnam Light	2' 0"	1927-28	7,82	88	76	12	86.82	1.47	
		1928-29	8,25	95	81	14	85.02	1.72	‡ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.
Matheran Light	2' 0"	1927-28	§	93	1,33	-40	143.01	..	
		1928-29	12,03	1,11	95	16	85.58	1.35	
Porbandar State	3' 3½"	1927-28	24,95	4,44	2,71	1,73	61.01	6.94	
		1928-29	26,07	4,52	3,09	1,43	68.32	5.49	
Tempore-Balipara Light	2' 6"	1927-28	4,87	1,87	1,49	38	79.74	7.76	
		1928-29	4,87	1,95	1,54	41	78.80	8.50	
Trivellore Light	2' 0"	1927-28	1,16	4	7	-3	187.22	-2.59	
		1928-29	1,16	4	6	-2	141.18	-1.72	
Udaipur-Chitorgarh	3' 3½"	1927-28	26,67	5,24	2,92	2,32	55.71	3.70	
		1928-29	29,60	5,89	2,72	3,17	46.21	11.56	
Total Class III Railways	..	1927-28	4,55,51	61,02	44,04	16,98	72.19	3.73	§ Information not available.
		1928-29	4,75,43	59,40	41,83	17,57	70.42	3.70	
Other items not included in the preceding heads.	..	1927-28	(a) 4,57,10	(e) 3,84	(e) 30,58	-26,74	..	..
		1928-29	(b) 4,95,09	(f) 2,86	(g) 1,02,09	-99,23	..	..
GRAND TOTAL . . . . .	..	1927-28	(c) 8,22,86,25	1,18,26,19	72,60,06	45,66,13	61.39	5.55	
		1928-29	(d) 8,31,39,30	1,18,86,82	74,61,94	44,24,88	62.77	5.32	

(a) For details see foot-note (a) in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1927-28.

In thousands of rupees.

(b) Delhi (New Capital) Railway works	75,48
Coal Department	97,58
Abandoned Projects	32,26
Controller of Railways Account's account current	2,88,40
United Provinces (Distillery siding)	1,39

Total 4,95,09

(c) For details see foot-note (c) in statement 5 of Volume II of Report by Railway Board on Indian Railways for 1927-28.

In thousands of rupees.

(d) Total capital at charge to end of 31st March 1929 as shown in statement No. II-A	7,39,26,25
Do. do. do. do. do. do. do. do. II-B	92,13,05

Total 8,31,39,36

(e) For details see foot-notes (h) and (i) in Summary V of Volume II of Report by Railway Board on Indian Railways for 1927-28.

(f) Made up of—	Rs.	(g) Made up of—	Rs.
+3,000 Dividend on Government holdings (B. N. Railway).		+22,87,000 on account of rebate, etc.	
+6,41,000 Interest on capital deposited by companies (M. S. Railway).		+1,44,000 Interest adjustment of Tirhoot Railway.	
-2,90,000 Gross earnings of Bezwada and Dhone Kurnool Railways.		+80,05,000 Contribution to Depreciation Fund on account of company-worked lines.	
- 6,000 Gross earnings of Jodhpur Hyderabad (British sec.) Railway.		- 1,58,000 Working expenses of Bezwada and Dhone Kurnool Railways.	
- 62,000 Gross earnings of Annapur Bijuri Railway.		- 49,000 Working expenses of Annapur Bijuri Railway.	
Total	+2,86,000	Total	+1,02,09,000

6.—Details of Gross Earnings of each Railway System for the years 1927-28 and 1928-29.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds and remissions).
			Earnings from passengers carried (including refunds and remissions).	Other coaching earnings (including refunds and remissions).	Total coaching earnings (excluding refunds and remissions).	Earnings from goods carried (including refunds and remissions).	Other goods earnings (including refunds and remissions).	Total goods earnings (excluding refunds and remissions).	Electric telegraph earnings (excluding refunds and remissions.)	Other miscellaneous earnings (excluding refunds and remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
CLASS I.											
Assam Bengal	3' 3½"	1927-28	87,79	12,13	99,73	1,15,33	97	1,15,77	38	9,65	2,25,68
		1928-29	89,81	12,05	1,01,62	1,18,75	85	1,19,08	33	9,73	2,30,76
Bengal and North-Western	3' 3½"	1927-28	1,81,62	16,68	†1,90,64	1,94,31	6,08	†1,79,16	57	4,37	3,74,74
		1928-29	1,72,24	17,40	†1,82,83	1,87,79	6,99	†1,74,75	53	4,56	3,82,67
Bengal-Nagpur	5' 6"	1927-28	2,03,71	39,28	2,42,94	6,02,62	6,84	6,08,42	46	17,79	8,69,61
		1928-29	1,98,57	42,10	*2,40,60	6,07,35	3,65	*6,09,32	52	18,89	8,69,33
	2' 6"	1927-28	23,35	1,99	25,34	23,60	22	23,73	9	39	49,55
		1928-29	24,29	1,98	*26,27	25,65	44	*25,99	9	47	52,82
	5' 6"	1927-28	2,09,07	56,15	2,65,10	4,02,25	-1,44	3,99,17	69	17,61	6,82,57
		1928-29	2,19,61	55,83	2,75,35	4,22,81	-2,23	4,18,87	64	17,52	7,12,38
Bombay, Baroda and Central India	3' 3½"	1927-28	2,14,49	28,04	2,42,48	2,94,07	85	2,93,39	70	11,07	5,47,64
		1928-29	2,15,59	26,37	2,42,43	3,12,60	1,35	3,12,39	70	8,23	5,03,75
	2' 6"	1927-28	4,15	40	4,55	4,62	1	4,59	3	7	9,24
		1928-29	4,24	41	4,65	4,86	1	4,84	2	55	10,06
Burma	3' 3½"	1927-28	1,63,40	17,98	1,81,13	3,13,22	61	3,13,16	60	12,99	5,07,88
		1928-29	1,52,81	18,32	1,70,95	3,15,02	60	3,15,29	58	10,97	4,97,79
Eastern Bengal	5' 6"	1927-28	1,53,89	30,36	1,84,14	2,59,91	4,73	2,62,72	36	15,60	4,62,82
		1928-29	1,53,52	36,41	1,89,81	2,63,77	5,38	2,67,23	33	14,93	4,72,30
East Indian	3' 3½" and 2' 6"	1927-28	1,11,85	17,80	1,29,57	1,24,54	1,59	1,25,24	31	5,19	2,60,31
		1928-29	1,10,41	14,59	1,24,91	1,27,03	2,12	1,28,25	31	4,03	2,57,50
Great Indian Peninsula	5' 6"	1927-28	6,18,05	94,42	7,12,36	13,13,83	11,99	13,20,52	1,52	43,72	20,73,12
		1928-29	5,72,87	90,44	6,62,97	13,46,17	12,47	13,54,25	1,50	31,97	20,50,09
Jodhpur	5' 6"	1927-28	4,28,05	1,06,48	5,33,96	10,10,35	7,88	10,10,32	1,43	25,35	15,71,06
		1928-29	4,14,03	94,60	5,07,43	10,50,97	8,90	10,52,31	1,53	30,97	15,02,24
	2' 6"	1927-28	6,48	60	7,08	8,51	4	8,42	1	6	15,57
		1928-29	6,19	54	6,73	9,85	7	9,74	2	5	16,54
Madras and Southern Mahratta	3' 3½"	1927-28	35,99	5,94	41,83	46,41	24	46,28	10	5,47	93,68
		1928-29	36,29	5,54	41,79	54,89	13	54,68	9	4,88	1,01,44
	0"	1927-28	36	3	39	17	..	16	..	..	55
		1928-29	12	1	13	15	..	15	..	..	28
Nizam's Guaranteed State	5' 6"	1927-28	1,63,69	33,62	1,97,11	3,06,10	1,41	3,06,54	25	10,93	5,14,83
		1928-29	1,62,16	33,32	1,95,27	3,31,38	1,65	3,31,94	24	11,59	5,38,94
	3' 3½"	1927-28	1,15,78	22,66	1,38,37	†2,51,40	1,31	2,52,03	47	6,71	†3,97,58
		1928-29	1,15,37	22,07	1,37,36	†2,70,72	1,28	2,82,76	46	6,27	†4,26,55
North Western (Commercial)	5' 6"	1927-28	27,81	5,43	33,20	75,09	51	75,48	45	3,52	1,12,65
		1928-29	28,24	6,51	34,71	85,92	98	86,73	42	4,33	1,26,19
	3' 3½"	1927-28	31,74	4,34	36,06	50,17	53	50,61	28	2,41	89,36
		1928-29	34,41	4,13	38,52	53,55	88	54,30	27	3,04	96,13
2' 6"	1927-28	6,81,98	91,02	6,72,47	9,46,74	22,66	9,61,23	1,63	46,08	16,81,41	
	1928-29	5,59,04	88,73	6,47,28	9,19,02	23,85	9,35,22	1,71	45,53	16,29,74	
North Western (Commercial)	2' 6"	1927-28	13,12	3,86	16,97	14,05	30	14,32	5	14	31,48
		1928-29	12,51	4,21	16,69	15,11	30	15,39	4	11	32,23

* Converted into 3' 3½" gauge from 1st August 1928.

† Excluding the Cawnpore-Burhwal (3' 3½" gauge) link earnings, which, as to details, are included with the Bengal and North-Western railway, and as to totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour receipts.

6.—Details of Gross Earnings of each Railway System for the years 1927-28 and 1928-29—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.			Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (including refunds & remissions).	Other coaching earnings (including refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).		
1	2	3	4	5	6	7	8	9	10	11	12	
CLASS I—contd.												
North Western (Military)	5' 6"	1927-28	60,44	13,25	73,60	77,29	30	77,74	23	1,46	1,53,03	
		1928-29	60,96	12,46	73,35	84,17	93	84,66	23	1,41	1,50,65	
	2' 6"	1927-28	2,61	31	2,92	2,62	5	2,66	1	7	5,66	
		1928-29	2,01	29	2,30	3,09	5	3,13	1	15	5,50	
	2' 0"	1927-28	27	16	42	31	..	31	..	1	74	
		1928-29*	14	17	31	..	..	..	..	..	31
North Western (Total)	..	1927-28	6,58,42	1,08,59	7,66,38	10,41,01	23,81	10,56,26	1,92	47,76	18,72,32	
		1928-29	6,34,66	1,05,86	7,39,93	10,21,39	25,13	10,38,40	1,99	47,20	18,27,52	
Rohilkund and Kumaon	3' 3½"	1927-28	28,24	3,74	31,95	35,51	37	35,45	10	4,61	72,11	
		1928-29	25,34	3,47	28,79	35,10	44	34,91	8	4,38	68,16	
South Indian	6' 6"	1927-28	58,72	11,96	70,64	86,94	37	87,21	10	14,29	1,72,24	
		1928-29	56,97	11,76	68,68	89,95	54	90,34	10	15,42	1,74,54	
	3' 3½"	1927-28	2,18,07	20,88	2,38,76	1,97,52	2,30	1,99,24	42	14,65	4,53,07	
		1928-29	2,06,22	19,60	2,25,58	1,89,00	2,81	1,91,16	42	15,54	4,32,70	
	2' 6"	1927-28	2,03	13	2,16	1,53	1	1,54	..	1	3,71	
		1928-29	1,99	11	2,10	1,54	1	1,55	1	1	3,67	
Total Class I Railways	..	1927-28	37,46,75	6,39,63	43,75,87	67,59,01	71,23	67,75,41	11,24	2,74,22	1,14,36,74	
		1928-29	36,35,76	6,23,92	42,49,41	60,26,21	74,65	60,59,13	11,18	2,65,53	1,14,85,25	
CLASS II.												
Barsi Light	2' 6"	1927-28	8,18	30	8,48	9,60	8	9,68	4	47	18,67	
		1928-29	12,74	86	13,60	11,11	11	11,22	4	43	25,29	
Bengal Dooars	3' 3½"	1927-28	4,90	1,04	5,94	18,75	6	18,81	5	32	25,12	
		1928-29	5,31	1,07	6,38	18,52	7	18,59	5	30	25,32	
Bhavnagar State	3' 3½"	1927-28	14,07	1,65	15,72	12,06	9	12,15	35	91	29,15	
		1928-29	15,97	1,59	17,56	14,99	5	15,04	34	89	33,83	
Bikaner State	3' 3½"	1927-28	19,76	2,47	22,23	19,23	8	19,31	17	86	42,57	
		1928-29	19,60	2,39	21,99	15,05	9	15,14	19	1,34	38,66	
Darjeeling-Himalayan	2' 0"	1927-28	6,24	2,56	8,80	14,03	6	14,09	4	15	23,08	
		1928-29	5,56	2,46	8,02	14,03	4	14,07	4	15	22,28	
Dibru-Sadiya	3' 3½"	1927-28	4,87	1,05	5,92	24,26	7	24,33	4	62	30,91	
		1928-29	5,82	1,16	6,98	20,48	4	20,52	4	75	28,29	
Gaekwar's Baroda State	2' 6"	1927-28	12,29	89	13,18	9,48	6	9,53	12	41	23,24	
		1928-29	13,22	93	14,15	10,50	5	10,55	12	58	25,40	
Gondal	3' 3½"	1927-28	11,76	1,26	13,02	10,69	1	10,70	7	96	24,75	
		1928-29	12,44	1,28	13,72	11,17	1	11,18	4	2,92	27,86	

*Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

6.—Details of Gross Earnings of each Railway System for the years 1927-28 and 1928-29—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—contd.											
Howrah-Amta Light	2' 0"	1927-28	8,70	41	9,11	1,50	..	1,50	..	8	10,69
		1928-29	8,56	42	8,98	1,45	..	1,45	1	7	10,51
Jamnagar and Dwarka	3' 3 1/2"	1927-28	7,07	73	7,80	6,91	5	6,96	6	47	15,29
		1928-29	7,13	64	7,77	8,24	12	8,36	5	74	16,92
Junagad State	3' 3 1/2"	1927-28	6,88	72	7,60	6,11	2	6,13	6	21	14,00
		1928-29	7,49	77	8,26	6,80	2	6,82	6	30	15,44
Morvi	3' 3 1/2"	1927-28	8,08	1,32	9,40	8,66	1	8,67	8	33	18,48
		1928-29	8,66	1,33	9,99	10,97	1	10,98	8	38	21,43
	3' 3 1/2"	1927-28	17,47	1,77	19,24	12,57	25	12,82	2	63	32,71
		1928-29	17,41	1,81	19,22	11,52	23	11,75	2	1,12	32,11
Mysore	2' 6"	1927-28	3,08	15	3,23	1,78	1	1,79	1	1	5,04
		1928-29	2,89	18	3,07	1,84	2	1,86	1	1	4,95
	2' 6"	1927-28	17	1	18	40	..	40	..	..	58
		1928-29	14	2	16	33	..	33	..	..	49
Shaldara (Delhi)-Saharanpur Light.	2' 6"	1927-28	5,67	37	6,04	4,01	1	4,02	..	27	10,33
		1928-29	5,62	18	5,80	4,34	3	4,37	..	36	10,53
Total Class II Railways . . . . .	..	1927-28	1,39,19	16,70	1,55,89	1,60,04	85	1,60,89	1,11	6,70	3,24,59
		1928-29	1,48,56	17,09	1,65,65	1,61,34	89	1,62,23	1,09	10,34	3,39,31
CLASS III.											
Aden	3' 3 1/2"	1927-28	65	5	70	57	2	59	..	3	1,32
		1928-29	67	5	72	79	6	85	..	4	1,61
Ahmadpur-Katwa	2' 6"	1927-28	1,13	7	1,20	17	..	17	..	1	1,38
		1928-29	96	4	1,00	17	..	17	1	2	1,20
Arrah-Sasaram	2' 6"	1927-28	3,11	11	3,22	87	..	87	..	2	4,11
		1928-29	2,86	8	2,94	80	1	81	..	2	3,77
Bankura-Damoodar River	2' 6"	1927-28	1,36	6	1,42	64	..	64	1	5	2,12
		1928-29	1,18	5	1,23	54	..	54	..	5	1,82
Baraset-Basirhat Light	2' 6"	1927-28	3,90	82	4,72	1,07	..	1,07	..	3	5,32
		1928-29	3,64	64	4,28	1,34	..	1,34	..	3	5,65
Bengal Provincial	2' 6"	1927-28	1,15	18	1,33	47	1	48	1	5	1,87
		1928-29	1,09	27	1,36	34	..	34	1	1	1,72
Bukhtiarpur-Bihar Light	2' 6"	1927-28	2,17	29	2,46	1,36	1	1,37	..	4	3,87
		1928-29	2,95	- 4	2,91	94	..	94	..	5	3,00
Burdwan Katwa	2' 6"	1927-28	1,63	12	1,75	31	..	31	1	4	2,11
		1928-29	1,37	8	1,45	28	..	28	..	4	1,77

6.—Details of Gross Earnings of each Railway System for the years 1927-28 and 1928-29—concl'd.
[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (excluding refunds & remissions).	Other coaching earnings (excluding refunds & remissions).	Total coaching earnings (excluding refunds & remissions).	Earnings from goods carried (excluding refunds & remissions).	Other goods earnings (excluding refunds & remissions).	Total goods earnings (excluding refunds & remissions).	Electric telegraph earnings (excluding refunds & remissions).	Other miscellaneous earnings (excluding refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Ootch State	2' 6"	1927-28	45	12	57	25	6	31	..	2	90
		1928-29	46	18	64	52	8	60	..	4	1,28
Dehri-Rohtas Light	2' 6"	1927-28	33	1	34	2,82	7	2,89	..	5	3,28
		1928-29	29	1	30	2,57	4	2,61	1	4	2,96
Dholpur-Bari	2' 6"	1927-28	69	4	73	1,44	..	1,44	1	3	2,21
		1928-29	63	3	66	1,19	..	1,19	1	2	1,88
Futwah-Islampur	2' 6"	1927-28	1,25	11	1,36	38	1	39	..	2	1,77
		1928-29	1,03	—4	99	20	8	28	..	15	1,42
Gwalior Light	2' 0"	1927-28	3,74	24	3,98	3,37	18	4,05	8	11	8,22
		1928-29	3,69	26	3,95	5,27	—31	4,96	11	10	9,12
Howrah-Sheakhala Light	2' 0"	1927-28	1,41	44	1,85	38	..	38	..	2	2,25
		1928-29	1,38	45	1,83	45	..	45	..	1	2,29
Jagadhri Light	2' 0"	1927-28	11	1	12	12	..	12	..	2	26
		1928-29	13	..	13	14	..	14	..	2	29
Jessore-Jhenidah	2' 6"	1927-28	64	7	71	50	1	51	..	1	1,23
		1928-29	55	6	61	49	1	50	..	1	1,12
Jorhat (Provincial)	2' 0"	1927-28	..	..	..	..	..	..	..	..	*2,01
		1928-29†	..	..	..	..	..	..	..	..	..
Kalighat-Falta	2' 6"	1927-28	2,17	4	2,21	59	..	59	..	9	2,89
		1928-29	2,24	4	2,28	79	..	79	..	7	3,14
Kulasekarapatnam Light	2' 0"	1927-28	46	2	48	40	..	40	..	..	88
		1928-29	51	1	52	43	..	43	..	..	95
Matheran Light	2' 0"	1927-28	69	..	69	24	..	24	..	..	93
		1928-29	93	2	95	16	..	16	..	..	1,11
Porbandar State	3' 3½"	1927-28	1,39	14	1,53	2,47	1	2,48	..	43	4,44
		1928-29	1,44	14	1,58	2,48	1	2,49	..	45	4,52
Tezporo-Balipara Light	2' 6"	1927-28	59	12	71	1,08	..	1,08	2	6	1,67
		1928-29	61	13	74	1,13	..	1,13	2	6	1,95
Trivellore Light	2' 0"	1927-28	4	..	4	..	..	..	..	..	4
		1928-29	4	..	4	..	..	..	..	..	4
Udaipur-Chitorgarh	3' 3½"	1927-28	3,10	42	3,52	1,60	4	1,64	1	7	5,24
		1928-29	3,35	37	3,72	2,02	3	2,05	2	10	5,89
Total Class III Railways		1927-28	32,16	3,48	36,64	21,60	42	22,02	16	1,20	61,02
		1928-29	32,00	2,83	34,83	23,74	1	23,05	19	1,33	59,40
Other items not included in the preceding heads.		1927-28	..	..	..	..	..	..	..	..	13,84
		1928-29	..	..	..	..	..	..	..	..	12,86
GRAND TOTAL		1927-28	(a) 39,18,16	(a) 6,59,81	45,67,40	(a) 69,40,65	(a) 72,50	69,53,32	12,50	2,82,12	1,18,26,19
		1928-29	(a) 38,16,32	(a) 6,43,84	44,49,89	(a) 71,10,59	(a) 75,55	71,44,41	12,46	2,77,23	1,18,86,82

* Details are not available.

† Information not furnished.

(a) Includes refunds and remissions in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

‡ For details see foot-notes (b) and (g) in summary V of Volume II of the Report by the Railway Board on Indian Railways for 1927-28 and 1928-29 respectively.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3 $\frac{3}{4}$ "	1927-28	25.69	11.39	31.91	14.15	9.03	4.00	..	..
		1928-29	29.56	12.81	30.15	13.06	10.58	4.58	..	..
Bengal and North-Western	3' 3 $\frac{3}{4}$ "	1927-28	30.98	8.27	40.58	10.83	14.93	3.98	..	..
		1928-29	36.99	10.20	42.27	11.66	13.49	3.72	..	..
Bengal-Nagpur	5' 6"	1927-28	1,18.84	13.67	1,47.60	16.97	72.30	8.31	..	..
		1928-29	2,16.82	24.94	1,62.51	18.69	77.87	8.96	..	..
	2' 6"	1927-28	11.33	22.87	12.85	25.93	5.59	11.28	..	..
		1928-29	14.41	27.28	13.10	24.81	5.10	9.67	..	..
Bombay, Baroda and Central India.	5' 6"	1927-28	94.82	13.89	1,38.70	20.32	51.50	7.55	14.68	2.15
		1928-29	45.90	6.44	1,46.50	20.57	57.30	8.04	30.21	4.24
	3' 3 $\frac{3}{4}$ "	1927-28	71.67	13.09	1,12.52	20.54	40.43	7.38	9.92	1.81
		1928-29	56.09	9.95	1,13.98	20.22	39.55	7.01	10.68	1.89
	2' 6"	1927-28	2.59	27.97	1.81	19.62	50	5.46	5	0.55
		1928-29	1.72	17.10	2.41	23.96	49	4.87	6	0.59
Burma	3' 3 $\frac{3}{4}$ "	1927-28	78.89	15.53	89.19	17.56	34.67	6.83	..	..
		1928-29	86.65	17.41	87.37	17.55	32.35	6.50	..	..
Eastern Bengal	5' 6"	1927-28	71.06	15.35	73.61	15.90	42.52	9.19	..	..
		1928-29	79.00	16.72	77.01	16.34	40.93	8.66	..	..
East Indian	3' 3 $\frac{3}{4}$ " and 2' 6"	1927-28	46.02	17.68	41.96	16.12	24.90	9.56	..	..
		1928-29	50.73	19.70	41.73	16.21	23.23	9.02	..	..
East Indian	5' 6"	1927-28	2,48.19	11.95	3,40.65	16.39	2,13.66	10.28	..	..
		1928-29	2,30.59	11.25	3,49.48	17.04	2,25.41	10.99	..	..
Great Indian Peninsula	5' 6"	1927-28	1,91.00	12.16	3,67.43	23.38	1,54.44	9.83	34.97	2.22
		1928-29	2,29.73	14.43	3,63.30	22.82	1,37.90	8.66	42.48	2.67
	2' 6"	1927-28	..	..	..	..	..	..	..	..
		1928-29	..	..	..	..	..	..	..	..
Jodhpur	3' 3 $\frac{3}{4}$ "	1927-28	26.13	27.89	20.94	22.35	8.75	9.35	..	..
		1928-29	14.71	14.50	22.12	21.80	11.49	11.33	..	..
	2' 0"	1927-28	8	14.74	8	15.00	2	2.45	..	..
		1928-29†	1.58	564.29	21	75.00	20	71.43	..	..
Madras and Southern Mahratta.	5' 6"	1927-28	85.75	16.66	99.58	19.34	34.90	6.78	..	..
		1928-29	65.10	12.08	96.73	17.95	35.79	6.64	..	..
	3' 3 $\frac{3}{4}$ "	1927-28	57.33	14.42	72.64	18.52	39.89	10.03	..	..
		1928-29	37.60	8.81	81.95	19.20	20.00	4.68	..	..
Nizam's Guaranteed State.	5' 6"	1927-28	7.18	6.37	13.98	12.41	5.10	4.53	..	..
		1928-29	7.70	6.11	12.74	10.09	7.06	5.60	..	..
	3' 3 $\frac{3}{4}$ "	1927-28	7.61	8.52	11.85	13.26	3.46	3.87	..	..
		1928-29	7.83	8.14	13.15	13.68	3.74	3.90	..	..
North Western (Commercial.)	5' 6"	1927-28	2,36.21	14.05	3,60.16	21.42	1,64.28	9.77	..	..
		1928-29	2,60.07	15.69	3,54.46	21.69	1,52.76	9.35	..	..
	2' 6"	1927-28	8.90	28.27	12.41	39.42	3.82	12.14	..	..
		1928-29	10.57	46.38	15.42	50.86	4.02	13.78	..	..

* Including replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
† Converted into 3' 3 $\frac{3}{4}$ " gauge from 1st August 1928.

System for the years 1927-28 and 1928-29 (In thousands of rupees)

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
8,35	3.71	24,15	10.71	11,30	5.01	6,98	3.09	1,17,41	52.06	
6,84	2.97	25,55	11.07	11,35	4.92	8,62	3.74	1,22,65	53.15	
7,29	1.95	27,38	7.31	13,62	3.63	6,20	1.65	1,40,98	37.62	
7,42	2.05	27,83	7.67	15,09	4.16	5,89	1.62	1,48,98	41.08	
7,95	0.91	90,92	10.46	41,03	4.72	40,45	1.65	5,19,00	59.69	
6,98	0.80	97,25	11.19	42,25	4.86	36,58	4.21	6,40,26	73.65	
..	..	8,97	18.11	3,80	7.66	93	1.88	43,47	87.73	
..	..	6,21	11.76	3,44	6.51	90	1.69	43,16	81.72	
..	..	80,74	11.83	28,20	4.13	23,44	3.43	4,32,08	63.30	
..	..	80,17	11.25	28,29	3.97	27,47	3.86	4,15,84	58.37	
..	..	51,74	9.45	24,73	4.52	18,20	3.32	3,29,21	60.11	
..	..	52,91	9.39	25,08	4.45	21,61	3.81	3,19,90	56.72	
..	..	1,16	12.48	43	4.64	13	1.41	6,67	72.13	
..	..	1,22	12.13	49	4.87	11	1.09	6,50	64.61	
2,55	0.50	44,06	8.68	23,17	4.56	17,28	3.40	2,89,81	57.06	
2,94	0.59	47,50	9.54	23,27	4.68	20,92	4.20	3,01,00	60.47	
..	..	71,86	15.53	23,05	4.98	22,46	4.85	3,04,56	65.80	
..	..	67,87	14.37	25,67	5.43	24,85	5.25	3,15,33	66.77	
7,34	2.82	25,12	9.65	10,61	4.07	8,98	3.45	1,64,93	63.35	
7,99	3.10	28,93	11.23	8,64	3.36	9,02	3.50	1,70,27	66.12	
1,24	0.06	2,36,10	11.36	85,07	4.09	84,40	4.06	12,09,31	58.19	
1,22	0.06	2,53,34	12.35	85,84	4.18	91,18	4.45	12,37,06	60.32	
..	..	1,55,20	9.88	61,70	3.93	52,73	3.36	10,17,47	61.76	
..	..	1,60,38	10.07	62,64	3.93	49,59	3.11	10,46,02	65.69	
..	..	..	..	..	..	..	..	7,01	45.00	
..	..	..	..	..	..	..	..	7,45	45.00	
..	..	8,95	9.55	5,71	6.10	3,20	3.41	73,68	78.65	
..	..	9,00	8.87	5,90	5.82	3,10	3.06	66,32	65.38	
..	..	6	10.77	1	1.03	..	0.63	25	44.62	
..	..	2	7.14	..	..	..	..	2,01	717.86	
..	..	36,55	7.10	21,02	4.08	19,14	3.72	2,96,94	57.68	
..	..	37,09	6.88	20,30	3.77	19,64	3.64	2,74,65	50.96	
4,84*	1.22	28,38	7.14	16,53	4.16	13,49	3.39	2,34,10*	58.88	
6,01*	1.41	26,68	6.25	17,28	4.05	13,33	3.12	2,02,85*	47.52	
..	..	7,59	6.73	5,89	5.23	3,30	2.93	43,04	38.20	
..	..	7,94	6.29	6,35	5.03	4,09	3.24	45,88	36.36	
..	..	7,68	8.59	6,27	7.02	2,33	2.61	39,20	43.87	
..	..	8,23	8.53	6,55	6.75	3,09	3.30	42,59	44.30	
..	..	1,68,05	9.99	77,70	4.62	64,55	3.84	10,70,95	63.69	
..	..	1,79,80	10.99	77,70	4.76	66,89	4.10	10,91,68	66.58	
1,44	4.57	5,52	17.54	1,46	4.64	76	2.41	31,31	108.99	
1,50	4.65	6,29	21.76	1,65	5.46	78	2.49	40,23	145.38	

*Includes Harbour expenditure.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl'd.										
North Western (Military)	5' 6"	1927-28 .	54.91	35.88	60.24	39.37	17.85	11.66	..	..
		1928-29 .	52.83	33.09	59.26	37.12	21.82	13.67	..	..
	2' 6"	1927-28 .	7.41	130.92	5.77	101.94	1.08	19.08	..	..
		1928-29 .	7.12	127.12	5.39	96.42	1.42	25.68	..	..
2' 0"	1927-28 .	1.09	147.30	1.01	136.44	35	47.30	..	..
	1928-29 .	83	267.65	67	216.15	22	72.09	..	..
Total North Western	..	{	3,08.52	16.48	4,39.59	23.48	1,87.38	10.00	..	..
			3,31.42	18.11	4,35.20	23.82	1,80.24	9.86	..	..
Rohilkund and Kumaon	3' 3½"	1927-28 .	8.98	12.45	10.51	14.58	4.99	6.92	..	..
		1928-29 .	9.18	13.48	9.50	13.94	3.22	4.72	..	..
South Indian	5' 6"	1927-28 .	†	†	†	†	†	†	..	..
		1928-29 .	†	†	†	†	†	†	..	..
	3' 3½"	1927-28 .	†1,07.72	†17.12	†1,29.11	†20.53	†41.38	†6.58	..	..
1928-29 .		†70.58	†11.55	†1,12.11	†18.35	†31.13	†5.10	..	..
2' 6"	1927-28 .	†	†	†	†	†	†	..	..
	1928-29 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	{	16,00.38	13.99	21,98.09	19.22	9,90.34	8.66	59.62	0.52
			16,23.89	14.14	22,13.52	19.27	9,57.07	8.33	83.43	0.72
CLASS II.										
Barai Light	2' 6"	1927-28 .	1.09	5.81	3.23	17.32	71	3.79	..	..
		1928-29 .	1.94	7.68	5.57	22.03	1.04	4.11	..	..
Bengal Dooars	3' 3½"	1927-28 .	4.84	19.27	2.33	9.29	76	3.02	..	..
		1928-29 .	4.33	17.16	2.39	9.43	66	2.61	..	..
Bhavnagar State	3' 3½"	1927-28 .	3.33	11.43	6.28	21.56	1.19	4.07	..	..
		1928-29 .	3.05	9.01	6.57	19.42	1.42	4.19	..	..
Bikaner State	3' 3½"	1927-28 .	5.73	13.47	12.99	30.50	2.34	5.50	..	..
		1928-29 .	5.73	14.83	10.34	26.74	2.65	6.85	..	..
Darjeeling-Himalayan	2' 0"	1927-28 .	2.19	12.88	3.69	21.73	1.44	8.52	..	..
		1928-29 .	1.56	9.58	3.27	20.09	1.07	6.61	..	..
Dibru-Sadiya	3' 3½"	1927-28 .	3.36	10.87	4.55	14.74	4.35	14.07	..	..
		1928-29 .	2.94	10.38	4.42	15.62	2.69	9.52	..	..
Gaekwar's Baroda State.	2' 6"	1927-28 .	5.55	23.89	5.84	25.14	3.09	13.30	..	..
		1928-29 .	6.62	26.06	6.47	25.50	2.90	11.41	..	..
Gondal	3' 3½"	1927-28 .	1.09	4.39	4.70	19.01	1.12	4.54	..	..
		1928-29 .	2.39	8.59	4.82	17.29	1.19	4.28	..	..
Howrah-Amta Light	2' 0"	1927-28 .	1.79	16.75	1.43	13.41	1.00	9.31	..	..
		1928-29 .	2.23	21.19	1.43	13.63	72	6.88	..	..
Jamnagar and Dwarka	3' 3½"	1927-28 .	2.39	15.60	3.31	21.66	69	4.52	..	..
		1928-29 .	3.70	21.85	3.75	22.16	60	3.52	..	..
Junagad State	3' 3½"	1927-28 .	1.73	12.37	3.82	27.29	63	4.50	..	..
		1928-29 .	1.92	12.44	3.18	20.57	72	4.69	..	..
Morvi	3' 3½"	1927-28 .	1.04	5.62	3.46	18.73	79	4.28	..	..
		1928-29 .	1.41	6.57	4.08	19.04	80	3.72	..	..
Mysore	3' 3½"	1927-28 .	4.88	14.92	8.87	27.10	2.74	8.38	..	..
		1928-29 .	2.53	7.88	6.08	18.95	2.61	8.12	..	..
2' 6"	1927-28 .	61	12.25	1.31	25.86	52	10.34	..	..
	1928-29 .	1.75	35.35	1.02	20.61	-16	-3.23	..	..
2' 0"	1927-28 .	12	20.41	5	8.54	4	7.04	..	..
	1928-29 .	14	29.88	5	9.40	-4	-7.85	..	..
Shahdara (Delhi) Saharanpur Light.	2' 6"	1927-28 .	99	9.58	1.20	11.60	28	2.73	..	..
		1928-29 .	94	8.91	1.16	11.02	30	2.91	..	..
TOTAL CLASS II RAILWAYS	..	{	40,00	12.54	65,70	20.60	21,13	6.62	..	..
			43,18	12.73	64,60	19.04	19,17	5.65	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1927-28 and 1928-29 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	..	21.92	14.32	11.28	7.37	7.72	5.05	1,73.92	113.65	
..	..	24.19	15.13	12.63	7.91	8.17	5.14	1,78.90	112.06	
..	..	1.39	24.56	1.00	17.67	27	4.77	16.92	298.94	
..	..	1.68	29.85	68	12.02	22	4.09	16.51	295.18	
..	..	26	35.13	7	9.46	1	1.35	2.79	377.03	
..	..	16	50.64	11	34.89	3	10.35	2.02	651.77	
1.44	0.07	1,97.14	10.53	91.51	4.89	73.31	3.92	12,98.89	69.37	
1.50	0.08	2,12.12	11.62	92.77	5.08	76.00	4.17	13,29.34	72.74	
..	..	5.59	7.75	4.17	5.78	1.41	1.96	35.65	49.44	
..	..	5.87	8.61	4.43	6.50	1.18	1.73	33.38	48.98	
†	†	†	†	†	†	†	†	1,15.60	67.11	†Included with 3' 3½"
†	†	†	†	†	†	†	†	98.44	56.40	gauge.
†4.02	†0.64	†46.57	†7.40	†25.16	†4.00	†26.66	†4.24	2,60.77	57.55	†Includes the 5' 6" and
†3.80	†0.62	†46.70	†7.64	†26.50	†4.34	†56.06	†9.18	2,44.14	56.42	2' 6" gauges.
†	†	†	†	†	†	†	†	4.25	114.55	
†	†	†	†	†	†	†	†	4.30	117.17	
45.02	0.39	11,55.91	10.10	5,02.98	4.40	4,25.02	3.71	69,84.37	61.07	
44.70	0.39	12,02.81	10.47	5,12.13	4.46	4,73.32	4.12	71,18.32	61.98	
..	..	1.53	8.22	2.06	11.05	74	3.97	9.36	50.16	
..	..	1.90	7.50	2.55	10.07	92	3.66	13.92	55.05	
19	0.75	2,24	8.90	1,85	7.39	77	3.07	12.98	51.69	
22	0.86	2,46	9.72	1,89	7.42	67	2.64	12.62	49.84	
..	..	3.65	12.52	2.33	8.01	76	2.61	17.54	60.20	
..	..	4.01	11.86	2.01	5.93	69	2.05	17.75	52.46	
..	..	4.34	10.20	2.65	6.22	83	1.95	28.88	67.84	
..	..	4.02	10.40	2.40	6.21	92	2.38	26.06	67.41	
..	..	2.48	14.56	1.30	7.62	1.10	6.48	15.24	66.03	§Includes the Darjeeling
..	..	2.50	15.34	1.45	8.92	1.07	6.61	13.92	62.48	Himalayan Extension
..	..	2.30	7.45	1.81	5.84	27	0.88	16.64	53.85	Railway not included
..	..	2.27	8.01	1.84	6.51	20	0.71	14.36	50.75	in details.
..	..	3.82	16.43	1.90	8.15	37	1.61	20.57	88.52	
..	..	4.08	16.07	1.96	7.72	43	1.68	22.46	88.44	
..	..	3.25	13.14	1.37	5.53	47	1.89	12.00	48.50	
..	..	2.90	10.41	1.07	3.84	42	1.51	12.79	45.92	
..	..	1.65	15.41	62	5.77	50	4.72	6.99	65.37	
..	..	1.71	16.22	63	6.04	39	3.70	7.11	67.66	
..	..	1.28	8.39	96	6.25	33	2.16	8.96	58.58	
..	..	1.57	9.31	1.10	6.50	32	1.91	11.04	65.25	
..	..	1.56	11.15	1.04	7.41	27	1.93	9.05	4.65	
..	..	1.78	11.53	1.05	6.80	31	2.03	8.96	58.06	
..	..	1.74	9.39	63	3.41	2.80	15.17	10.46	56.60	
..	..	1.86	8.69	70	3.25	2.31	10.82	11.16	52.09	
..	..	4.28	13.09	2.10	6.42	1.01	3.09	23.88	73.00	
..	..	4.55	14.15	2.18	6.78	1.06	3.33	19.01	59.21	
..	..	65	12.88	33	6.53	15	3.09	3.57	70.95	
..	..	70	14.14	33	6.66	16	3.23	3.80	76.76	
..	..	7	12.75	4	6.54	2	3.07	34	58.35	
..	..	7	14.28	3	6.62	2	3.26	27	56.59	
..	..	1.19	11.56	51	4.88	44	4.25	4.61	44.60	
..	..	1.25	11.84	51	4.87	31	2.92	4.47	42.47	
19	0.06	35.31	11.07	21.13	6.63	10.66	3.34	1,97.16	61.81	
22	0.06	37.63	11.09	21.70	6.39	10.20	3.01	1,99.70	58.85	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of Gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Aden	3' 3 $\frac{1}{2}$ "	{ 1927-28 . 1928-29 .	46 38	34.85 22.98	68 73	51.50 45.96
Ahmadpur-Katwa	2' 6"	{ 1927-28 . 1928-29 .	29 37	20.87 30.79	39 44	28.32 36.73
Arrah-Sasaram Light	2' 6"	{ 1927-28 . 1928-29 .	72 74	17.60 19.71	83 72	20.22 19.15
Bankura-Damoodar River	2' 6"	{ 1927-28 . 1928-29 .	68 74	32.28 40.79	80 87	37.90 48.09
Baraset-Basirhat Light	2' 6"	{ 1927-28 . 1928-29 .	1,13 1,34	19.49 23.67	1,20 1,23	20.64 21.70
Bengal Provincial	2' 6"	{ 1927-28 . 1928-29 .	29 21	15.71 17.88	56 53	29.81 30.65
Bukhtiarpur-Bihar Light	2' 6"	{ 1927-28 . 1928-29 .	89 1,04	22.96 26.65	53 59	13.86 15.00
Burdwan-Katwa	2' 6"	{ 1927-28 . 1928-29 .	48 49	22.62 27.80	47 52	22.39 29.09
Cutch State	2' 6"	{ 1927-28 . 1928-29 .	13 12	14.58 9.57	20 21	22.31 16.83
Debri-Rohtas Light	2' 6"	{ 1927-28 . 1928-29 .	30 32	9.29 10.85	70 64	23.13 21.57
Dholpur-Bari	2' 6"	{ 1927-28 . 1928-29 .	23 20	10.36 10.59	62 63	28.39 33.58
Futwah-Islampur	2' 6"	{ 1927-28 . 1928-29 .	26 34	14.58 23.42	25 24	14.19 16.79

* Including Replacement or Renewal or Appropriation to Depreciation Fund as the case may be.

System for the years 1927-28 and 1928-29 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Remarks.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
14	10.62	30	22.73	2	1.51	1,60	121.31	
14	8.70	44	27.33	4	2.48	1,73	107.45	
36	25.94	21	15.14	3	2.20	1,28	92.47	
37	31.13	23	18.89	2	1.65	1,43	119.19	
50	12.25	34	8.25	17	4.03	2,56	62.35	
46	12.14	33	8.80	10	2.52	2,35	62.32	
36	16.98	35	16.46	9	4.22	2,28	107.84	
36	19.53	35	19.22	3	1.55	2,35	129.18	
95	16.25	42	7.19	18	3.14	3,88	66.71	
1,00	17.66	43	7.63	13	2.39	4,13	73.05	
30	16.12	20	10.43	2	0.99	1,37	73.06	
29	16.99	19	11.19	2	1.09	1,34	77.80	
45	11.60	26	6.80	15	3.80	2,28	59.02	
54	13.96	27	6.98	5	1.26	2,49	63.85	
35	16.79	25	12.08	5	2.16	1,60	76.04	
31	17.62	25	14.30	3	1.74	1,60	90.55	
6	6.86	16	17.34	..	..	55	61.09	
7	5.75	18	13.78	1	0.54	59	46.47	
29	8.79	26	7.81	6	1.92	1,67	50.94	
20	9.54	25	8.50	5	1.75	1,55	52.21	
17	7.84	19	8.52	1	0.31	1,22	55.42	
18	9.58	17	9.13	1	0.19	1,19	63.07	
24	13.43	15	8.85	2	1.22	92	52.27	
22	15.05	15	10.57	2	1.51	97	67.94	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of structural works.		Maintenance and Supp of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concl.						
Gwalior Light	2' 0"	1927-28	95	11.58	3,63	44.15
		1928-29	1,04	11.40	2,87	31.48
Howrah-Sheakhala Light	2' 0"	1927-28	49	21.92	42	18.43
		1928-29	49	21.28	49	21.60
Jagadhri Light	2' 0"	1927-28	2	6.84	9	34.65
		1928-29	2	6.90	9	31.03
Jessore-Jhenidah	2' 6"	1927-28	17	13.54	44	36.41
		1928-29	15	13.39	51	45.54
Jorhat (Provincial)	2' 0"	1927-28	..	..	..	..
		1928-29†	..	..	..	..
Kalighat-Falta	2' 6"	1927-28	51	17.63	1,00	34.55
		1928-29	48	15.22	1,01	32.23
Kulasekarapatnam Light	2' 0"	1927-28	36	41.52	32	35.94
		1928-29	37	39.08	35	36.32
Matheran Light	2' 0"	1927-28	26	27.96	56	60.22
		1928-29	11	9.91	45	40.53
Porbandar State	3' 3½"	1927-28	40	9.03	1,35	30.31
		1928-29	37	8.26	1,73	38.17
Tespore-Balipara	2' 6"	1927-28	33	17.75	60	32.15
		1928-29	38	19.23	57	29.31
Trivellore Light	2' 0"	1927-28	..	..	4	97.89
		1928-29	..	3.04	4	87.58
Udaipur-Chitorgarh	3' 3½"	1927-28	89	17.00	1,22	23.22
		1928-29	70	11.87	1,25	21.19
TOTAL CLASS III RAILWAYS . . . . .	..	1927-28	10,24	16.46	16,96	28.33
		1928-29	10,50	17.65	16,71	28.15

*Including Replacement and Renewal or contribution to Depreciation Fund as the case may be.

†Information not furnished.

System for the years 1927-28 and 1928-29 (in thousands of rupees)—concl'd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		REMARKS.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
60	7.27	66	8.05	46	5.60	6,30	76.65	
64	6.98	74	8.12	42	4.56	5,71	62.54	
31	13.68	24	10.83	7	3.31	1,53	68.17	
33	14.48	25	10.72	6	2.74	1,62	70.82	
6	21.79	3	13.67	..	..	20	76.95	
7	24.14	2	6.90	..	..	20	68.97	
20	16.05	20	16.23	2	1.41	1,03	83.64	
19	16.97	18	16.07	1	0.89	1,04	92.86	
..	..	..	..	..	..	2,07	102.99	
..	
50	17.45	34	11.73	7	2.47	2,42	83.83	
50	15.88	32	10.06	6	2.03	2,37	75.42	
7	8.05	1	1.31	..	..	76	86.82	
7	7.88	2	1.74	..	..	81	85.02	
12	12.90	27	29.03	12	12.90	1,33	143.01	
11	9.91	19	17.12	9	8.11	95	85.58	
40	8.96	48	10.87	8	1.84	2,71	61.01	
41	9.10	44	9.78	14	3.01	3,09	68.32	
31	16.58	22	11.92	3	1.34	1,49	79.74	
32	16.38	22	11.21	5	2.67	1,54	78.80	
2	68.25	1	21.08	..	..	7	187.22	
1	26.70	1	11.97	..	11.29	6	141.18	
43	8.13	28	5.38	10	1.98	2,92	55.71	
39	6.66	26	4.49	12	2.00	2,72	46.21	
7,91	11.87	5,80	9.30	1,79	2.88	47,04	71.95	
7,27	12.24	5,89	9.92	1,46	2.46	41,83	70.42	

STATISTICAL STATEMENTS.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1929.				TRACK MILEAGE OPEN ON 31ST MARCH 1929.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-95	1,009.70	..	..	1,009.70	1,009.70	208.04	12.35	1,230.09
	Chaparmukh-Silghat . . .	3' 3½"	30-3-20	50.81	..	..	50.81	50.81	3.61	..	54.42
	Katakhal-Lalabazar . . .	3' 3½"	1-4-23	23.49	..	..	23.49	23.49	0.90	..	24.39
	Mymensingh-Bhairab Bazar . .	3' 3½"	20-3-17	100.68	..	..	100.68	100.68	16.77	0.19	117.64
	Total—1 . . .	..	..	1,184.68	..	..	1,184.68	1,184.68	229.32	12.54	1,426.54
2	Bengal and North Western—	3' 3½"	2-4-84	1,268.86	..	..	1,268.86	1,268.86	261.59	16.10	1,546.55
	Mashrak to Thawe . . .	3' 3½"	..	..	..	..	..	..	..	..	..
	Tirhoot	3' 3½"	1-11-75	800.21	10.05	..	810.26	820.31	190.24	10.48	1,021.04
	Total—2 . . .	..	..	2,069.07	10.05	..	2,079.12	2,089.17	451.83	26.59	2,567.59
3	Bengal-Nagpur	5' 6"	6-4-80	1,899.25	247.80	..	2,147.05	2,394.85	580.24	125.71	3,100.80
	Annupur-Bijuri	5' 6"	17-6-28	29.61	..	..	29.61	29.61	1.07	0.11	30.79
	Mayurbhanj	2' 6"	20-1-05	70.64	..	..	70.64	70.64	3.81	0.10	74.35
	Parlakimedi Light	2' 6"	1-4-00	24.62	..	..	24.62	24.62	1.77	..	26.39
	Purulia-Banchi	2' 6"	15-11-07	116.54	..	..	116.54	116.54	10.70	0.05	127.29
	Baipur-Dhamtari	2' 6"	10-9-00	56.94	..	..	56.94	56.94	4.61	0.05	62.20
	Satpura	2' 6"	18-4-03	625.15	..	..	625.15	625.15	62.45	13.14	700.74
	Tumsar-Tirodi Light	2' 0"	1-4-16	46.80	..	..	46.80	46.80	7.99	..	54.79
	Total—3 . . . . .	..	..	2,869.55	247.80	..	3,117.35	3,365.15	672.44	130.76	4,177.35
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	746.43	240.22	119.46	1,006.11	1,304.46	320.79	121.72	1,746.97
	Nagda-Ujjain	5' 6"	15-7-96	34.61	..	..	34.61	34.61	2.99	1.78	39.38
	Petlad Cambay (Anand-Tarapur).	5' 6"	5-5-90	21.42	..	..	21.42	21.42	1.28	2.34	25.04
	Petlad Cambay (Tarapur-Cambay).	5' 6"	20-6-01	12.36	..	..	12.36	12.36	1.48	2.32	16.16
	Tapti Valley	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.48	4.16	167.36
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,874.38	1.78	..	1,876.16	1,877.94	366.04	26.33	2,270.31

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1929.				TRACK MILEAGE OPEN ON 31ST MARCH 1929.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4— seacd.	Ahmedabad-Parantij . . .	3' 3½"	1-5-97	88-73	..	..	88-73	88-73	14-39	1-49	104-61
	Dhrangadra	3' 3½"	1-6-98	40-28	..	..	40-28	40-28	5-68	1-64	47-60
	Gaekwar's Mehsana . . .	3' 3½"	21-3-87	256-01	..	..	256-01	256-01	26-02	3-18	285-21
	Jaipur State	3' 3½"	10-11-05	181-11	..	..	181-11	181-11	11-95	..	193-06
	Palanpur-Deesa*	3' 3½"	8-11-93	17-11	..	..	17-11	17-11	1-47	..	18-68
	Bombay Baroda and Central India.	2' 6"	23-11-14	29-69	..	..	29-69	29-69	2-90	1-30	33-89
	Champaner-Shivrajpur-Pani	2' 6"	2-2-11	30-68	..	..	30-68	30-68	2-14	5-11	37-93
	Godhra-Lunavada	2' 6"	4-2-13	25-43	..	..	25-43	25-43	1-57	1-12	28-12
	Nadiad-Kapadvanj	2' 6"	5-3-13	28-17	..	..	28-17	28-17	3-48	1-33	32-98
	Rajpipla State	2' 6"	1-7-97	39-24	..	..	39-24	39-24	2-46	0-99	42-69
	Jhagadia-Thawa Road† . .	2' 6"	8-3-26	..	..	..	..	..	..	..	..
Piplod-Devgad Baria ..	2' 6"	1-1-29	9-52	..	..	9-52	9-52	0-55	1-02	11-09	
Total—4 . . . . .	..	..	..	3,590-89	242-00	19-46	3,852-35	4,152-48	772-07	175-83	5,100-98
5	Burma	3' 3½"	1-5-77	1,723-66	206-85	..	1,930-51	2,137-36	429-89	104-65	2,671-90
6	Eastern Bengal	5' 6"	2-1-02	602-82	131-56	124-29	758-67	961-41	518-47	38-65	1,518-53
	Sara-Sirajganj	5' 6"	1-7-15	51-06	..	..	51-06	51-06	27-17	..	78-23
	Eastern Bengal	3' 3½"	28-8-77	959-92	7-29	..	967-21	974-50	287-92	9-40	1,271-88
	Cooch Behar State	3' 3½"	15-9-93	33-09	..	..	33-09	33-09	2-42	0-28	35-79

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1920.				TRACK MILEAGE OPEN ON 31ST MARCH 1920.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6— contd.	Eastern Bengal	2' 6"	18-7-81	17-14	..	..	17-14	17-14	1-28	..	18
	Khulna-Bagerhat	2' 6"	10-6-18	19-75	..	..	19-75	19-75	1-05	..	21
	Total—6 . . . . .	..	..	1,683-78	138-85	24-29	1,846-92	2,056-95	830-21	48-39	2,944
7	East Indian	5' 6"	15-8-54	*3,065-64	865-45	†58-76	3,989-85	5,005-25	1,505-23	198-59	6,709-11
	Hardwar-Dehra	5' 6"	1-3-00	32-04	..	..	32-04	32-04	4-78	..	36-8
	South Bihar	5' 6"	5-7-99	76-56	2-70	..	79-26	81-96	7-95	..	89-91
	Cawnpore-Burhwal link	3' 3½"	24-11-96	(a)82-52	..	..	(a) 82-52	82-52	12-18	1-19	95-80
	Total—7 . . . . .	..	..	3,256-76	868-15	58-76	4,183-67	5,201-77	1,530-14	199-78	6,931-60
	8	Great Indian Peninsula (b)	5' 6"	18-4-53	2,411-34	772-12	32-94 (quad-ruple)	3,216-40	4,087-34	1,018-53	115-40	5,221-27
Bhopal-Ujjain		5' 6"	11-11-95	113-26	..	..	113-29	113-29	9-24	..	122-53
Bina-Goonsa-Baran		5' 6"	23-9-95	147-07	..	..	147-07	147-07	10-71	..	157-78
Dharua-Pusad		2' 6"	..	..	..	..	..	..	..	..	..
Dhond-Baramati		2' 6"	20-5-14	27-26	..	..	27-26	27-26	1-25	0-45	28-96
Ellichpur Yeotmal		2' 6"	1-12-13	117-81	..	..	117-81	117-81	10-42	0-17	128-40
Pachora-Jamner		2' 6"	1-4-18	34-76	..	..	34-76	34-76	2-06	0-85	37-67
Pulgaon-Arvi		2' 6"	25-9-17	21-83	..	..	21-83	21-83	1-18	0-54	23-55
Total—8 . . . . .		..	..	2,873-36	772-12	32-94	3,678-42	4,549-36	1,053-30	117-41	5,720-16
9		Jodhpur	3' 3½"	24-6-82	693-26	693-26	693-26	98-99	11-27	803-52
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	174-41	..	..	174-41	174-41	38-02	5-22	217-65
	Mirpur Khas-Khadro	3' 3½"	1-1-12	49-50	..	..	49-50	49-50	3-14	0-48	53-12
	Total—9 . . . . .	..	..	917-17	..	..	917-17	917-17	140-15	16-97	1,074-29

Statement for 1928-29—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1928-29.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1929.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Branch line under rebate terms.	
..	106.95	..	..	..	165.96		
Daitonganj to Barakakhana.	113.38	..	..	Calcutta Chord 10.53 Lucknow to Zafarabad 136.46 Unao to Madhoganj 47.93 Chandpur to Muzzampur 37.32 Bijuri to Karimatj 10.44	..	State line.	* Including 16.79 miles of mixed (5' 6" and 3' 3 1/2" gauge line between Burhwal and Barabank).
..	..	..	..	..	..	Branch line under guarantee terms.	† Although a leased line, it is for convenience treated as a State line.
..	..	..	..	..	..	State line. †	§ Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.
..	..	..	..	..	..	§ State line.	(a) Including the mixed gauge line referred to in the note marked with * above and also 2.18 miles of E. I. Railway metre gauge line at Benares.
..	113.38	..	..	..	242.72		
Agra to Kasba Fatehabad.	22.00	Kartal to Kamain 58.66 Khamgaon to Chikli 38.50 Belapur to Sheogaon 45.50 Amraoti to Narkhed 79.00	..	Kasba Fatehabad to Bah 21.19	..	State line.	(b) Includes Agra-Delhi Chord, Baran Kotah Bhopal Itarsi (a part of this line is owned by the Bhopal Durbar) and Cawnpore Banda Railways.
..	..	..	..	..	..	Indian State lines.	
..	
..	..	..	..	Dharwa to Pusad 42.67	..	State line.	
..	..	..	..	..	..	Branch lines under rebate terms.	
..	
..	
..	22.00	..	221.66	..	63.86		
Samdari to Jalore Makrana to Parbatsar	(c) 36.67 13.21	..	..	Jalore to Bhimal 39.22 Phalodi to Pokaran 37.00	..	Indian State line.	(c) Opened for goods traffic only.
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Line subsidized by the Government of India(d).	(d) Receives land only from Government.
..	49.88	..	..	..	76.22		

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1929.			TRACK MILEAGE OPEN ON 31ST MARCH 1929.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
10	Madras and Southern Mahratta.	5' 6"	1-7-56	1,045-67	44-48	..	1,090-15	1,134-03	261-60	5-36	1,391-69
	Kolar Gold-fields	5' 6"	1-6-94	9-88	..	..	9-88	9-88	2-77	3-10	15-76
	Tenali-Repalle	5' 6"	18-3-16	21-41	..	..	21-41	21-41	1-17	..	22-68
	Madras and Southern Mahratta	3' 3½"	24-3-84	1,581-78	..	..	1,581-78	1,581-78	208-11	1-92	1,791-81
	Alnavar-Dandeli (Provincial) .	3' 3½"	1-2-19	19-12	..	..	19-12	19-12	1-96	..	21-08
	Bangalore-Harihar	3' 3½"	11-8-84	209-98	..	..	209-98	209-98	26-91	..	236-89
	Bezwada-Masulipatam	3' 3½"	4-2-08	51-80	..	..	51-80	51-80	9-02	..	60-82
	Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51-62	..	..	51-62	51-62	4-35	..	55-97
	Kolhapur State	3' 3½"	21-4-91	29-27	..	..	29-27	29-27	1-89	..	31-16
	Sangli State	3' 3½"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese	3' 3½"	17-1-87	51-10	..	..	51-10	51-10	18-33	..	69-43
	Total—10 . . . . .	..	..	3,076-53	44-48	..	3,121-01	3,166-49	526-53	10-38	3,702-40
11	Nizam's Guaranteed State	5' 6"	9-10-74	330-18	..	..	330-18	330-18	61-55	10-08	401-81
	Bezwada Extension	5' 6"	10-2-89	21-47	..	..	21-47	21-47	1-45	..	22-92
	Kazipet—Belharshah	5' 6"	1-2-24	145-69	..	..	145-69	145-69	4-04	2-13	151-86
	Karipalli-Kothagudam	5' 6"	21-3-27	24-52	..	..	24-52	24-52	1-30	..	25-82
	Vikarabad-Bidar	5' 6"	..	..	..	..	..	..	..	..	..
	Hingoli Branch	3' 3½"	15-5-12	50-31	..	..	50-31	50-31	0-83	..	51-14
	Hyderabad-Godavari Valley	3' 3½"	21-10-99	377-11	8-54	..	385-65	394-19	60-46	1-88	456-53
	Parbhani-Purbi	3' 3½"	..	..	..	..	..	..	..	..	..
	Secunderabad-British Frontier	3' 3½"	1-2-16	138-80	9-28	..	148-08	157-36	13-55	0-05	170-96
	Dhone Kumool	3' 3½"	1-1-09	36-37	..	..	36-37	36-37	2-92	..	39-29
	Total—11 . . . . .	..	..	1,124-45	17-82	..	1,142-27	1,160-09	146-10	14-14	1,320-33
12	North Western	5' 6"	13-5-61	*3,756-80	881-50	..	*4,638-30	5,519-80	1,503-90	154-20	7,177-90
	Amritsar-Patti	5' 6"	21-9-06	54-30	..	..	54-30	54-30	7-44	..	61-74
	Bahawalnagar-Cholistan	5' 6"	4-4-28	63-08	..	..	63-08	63-08	3-15	..	66-23
	Jind Panipat (Indian State Section).	5' 6"	1-11-16	25-94	..	..	25-94	25-94	2-14	0-86	28-94
	Jullundur-Mukerian	5' 6"	1-1-15	44-70	..	..	44-70	44-70	3-61	..	48-31
	Phagwara-Rahon	5' 6"	1-4-15	45-59	..	..	45-59	45-59	5-30	..	50-96

Statement for 1928-29—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1928-29.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1929.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Nidadavolu to Narasapur.	47·16	....	..	Coconada to Kotipalli.	27·03	State lines.	
..		
..	..	....	..	....	..	District Board line.	
Gudivada to Bhimavaram.	40·28	....	..	Guntur to Macherla	80·44		
..	..	....	..	....	..	State lines.	
..		
..	..	....	..	....	..	District Board line.	
..		
..	..	....	..	....	..	State line.	
..		
..	..	....	..	....	..	Indian State lines.	
..		
..	..	....	..	....	..	Foreign line.	
..	87·44	....	..	....	107·47		
..	..	....	..	....	..	Line guaranteed by Indian State.	
..		
Asifabad Road to Bahharshah.	52·44	....	..	....	..	State line.	
..	..	Bhadrachalam Road to Ramaram.	1·99	....	..
..	..	....	..	Vikarabad to Bidar.	57·26	Indian State lines.	
..		
..	..	....	..	....	..	Line guaranteed by Indian State.	
..	..	....	..	Parbhani to Purli .	30·40		
Allumpur Road to British Frontier.	3·04	....	..	....	..	Indian State lines.	
British Frontier to Kurnool.	4·37	....	..	....	..
..	50·85	....	1·99	....	90·75	State line.	
Batala to Qadian.	12·04	....	..	Jessar to Dera Baba Nanak.	5·67		
Chinnikhichi to Hundewali.	21·88	....	..	Qadian to Beas .	29·54	State line.	
Sargodaha to Shahpur.	22·22	..	..	Mahrabpur to Padidan.	43·07		
Rohtak to Panipat.	44·01	..	..	Tharushah to Sakrand	64·90	State line.	
..	..	..	..	Nawabshah to Tando Adam.	54·13		
..	..	..	..	Risalewala to Channawala.	109·84	State line.	
..	..	..	..	Chiniot to Chhinkhichi.	3·41		
..	..	..	..	Shahpur City to Khushab	6·00	State line.	
..		
..	..	..	..	....	..	Branch line under rebate terms.	
Bahawalnagar to Fort Abbas.	63·08	....	..	....	..
..	..	....	..	....	..	Indian State lines.	
..		
..	..	....	..	....	..	Branch lines under rebate terms.	
..		

*Includes 51·95 miles of the Mirjawa Duzdap section worked by the N. W. Ry. at the cost of the Military Department.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1929.			TRACK MILEAGE OPEN ON 31ST MARCH 1929.				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12— contd.	Jammu and Kashmir (Indian State Section).	5' 6"	15-3-90	16-01	..	..	16-01	16-01	0-79	2-23	19-00
	Khanpur-Chachran . . .	5' 6"	2-7-11	21-98	..	..	21-98	21-08	2-83	..	24-81
	Ludhiana-Dhuri-Jakhal . .	5' 6"	10-4-01	79-08	..	..	79-08	79-08	5-88	..	84-96
	Mandra-Bhaun	5' 6"	1-5-15	46-38	..	..	46-38	46-38	3-90	..	50-28
	Rajpura-Bhatinda.	5' 6"	1-11-84	108-57	..	..	108-57	108-57	21-33	0-08	129-8
	Sialkot-Narowal	5' 6"	10-11-15	38-59	..	..	38-59	38-59	5-66	..	44-25
	Sirhind-Rupur	5' 6"	26-2-28	30-96	..	..	30-96	30-96	4-53	0-03	36-42
	Southern Punjab (Main line) .	5' 6"	10-11-97	427-01	0-52	..	427-53	428-05	82-82	0-58	511-45
	" " Jullundur Doab	5' 6"	23-6-12	132-79	..	..	132-79	132-79	17-13	..	149-92
	" " Ludhiana Extension	5' 6"	10-6-05	153-35	..	..	153-35	153-35	25-09	..	178-44
	" " Sutlej Valley	5' 6"	6-7-10	212-78	..	..	212-78	212-78	23-53	..	236-31
	Jacobabad-Kashmor	2' 6"	1-12-14	76-70	..	..	76-70	76-70	3-98	..	80-68
	Kalka-Simla	2' 6"	9-11-03	59-92	..	..	59-92	59-92	8-30	1-83	70-05
	Kangra Valley	2' 6"	1-12-28	103-03	..	..	103-03	103-03	6-32	..	109-35
	Zhob Valley	2' 6"	1-1-21	174-06	..	..	174-06	174-06	12-36	18-87	205-29
	Kohat-Thal	2' 6"	1-4-03	61-75	..	..	61-75	61-75	10-30	0-13	72-18
Larkana-Jacobabad	2' 6"	16-2-22	53-24	..	..	53-24	53-24	3-25	..	56-49	
Trans Indus (Kalashagh-Bannu)	2' 6"	15-6-13	161-70	..	..	161-70	161-70	15-81	20-89	198-40	
	Total—12 . . . . .	..	..	5,948-31	882-02	..	6,830-33	7,712-35	1,770-44	200-66	9,692-45
13	Rohilkund and Kumaon	3' 3½"	12-10-84	258-72	..	..	258-72	258-72	33-93	2-46	295-11
	Lucknow-Bareilly	3' 3½"	12-10-84	310-90	1-16	..	312-06	313-22	61-46	10-08	384-76
	Total—13 . . . . .	..	..	569-62	1-16	..	570-78	571-94	95-39	12-54	679-87
14	South Indian	5' 6"	23-5-00	491-94	..	..	491-94	491-94	93-53	1-38	586-85
	South Indian	3' 3½"	15-7-61	1,246-38	..	..	1,246-38	1,246-38	250-00	16-39	1,511-77

Statement for 1928-29—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1928-29.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1929.				Classification.	REMARKS.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
13	14	Section.	Miles.	Section.	Miles.	19	20	
..	..	....	..	....	..	} Indian State lines.	
..			
..			
..	..	....	..	....	..		Branch line under rebate terms.
..	..	....	..	....	..		Indian State line.
..	..	....	..	....	..		Branch line under rebate terms.
..	..	....	..	....	..		Indian State line.
..	..	....	..	....	..		} Branch lines under rebate terms.
..			
..			
..			
Pathankot to Jogindar Nagar.	*103.03	....	..	....	..	} State lines.	*Opened for Goods Traffic only.
Killa Saifullah to Fort Sandeman.	*88.64			
..			
..	..	....	..	....	..	Branch line under rebate terms.	
..	..	....	..	....	..	State line.	
..	354.90	....	..	....	316.56		
..	..	....	..	....	..	Line subsidized by the Government of India.	
..	..	....	..	....	..	State line.	
..			
..	..	....	..	Salem to Mettur Dam	25.35	State line.	
Vriddhachalam to Lalgudi.	59.33	Pollachi to Palghat	33.45	Salem to Vriddhachalam.	82.53	} State line.		
Madura to Bodinalakanur.	55.94							
Cuddalore to Vriddhachalam.	35.59							
Dindigul to Pollachi	75.10							
				Trichinopoly to Manmadura.	93.48			

8.—Mileage
CLASS

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1929.			TRACK MILEAGE OPEN ON 31ST MARCH 1929				
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation-sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
14— contd.	Nilgiri	3' 3½"	15-6-99	28-96	..	..	28-96	28-96	4-56	..	33-52
	Peralam-Karaikkal	3' 3½"	14-3-98	14-65	..	..	14-65	14-65	2-13	..	16-78
	Podanur-Pollachi	3' 3½"	15-10-15	25-04	..	..	25-04	25-04	2-80	..	27-84
	Pondicherry	3' 3½"	15-12-79	7-85	..	..	7-85	7-85	2-14	0-22	10-21
	Shoranur Cochin	3' 3½"	2-6-02	64-75	..	..	64-75	64-75	10-11	1-82	76-68
	Tanjore District Board	3' 3½"	2-4-94	130-98	..	..	130-98	130-98	17-18	0-50	148-66
	Tinnevely-Tiruchendur	3' 3½"	24-2-23	38-18	..	..	38-18	38-18	2-71	..	40-89
	Travancore (British Section)	3' 3½"	1-6-02	50-42	..	..	50-42	146-38	19-53	..	165-91
	Travancore (Indian State Section).*	3' 3½"	1-6-04	95-96	..	..	95-96				
	Morappur-Hosur	2' 6"	18-1-06	73-30	..	..	73-30	73-30	4-40	..	77-70
	Tirupattur-Krishnagiri]	2' 6"	18-9-05	25-38	..	..	25-38	25-38	2-51	..	27-89
	Total—14 . . . . .	..	..	2,293-79	..	..	2,293-79	2,293-79	411-60	†19-31	2,724-70
	Total [Class I . . . . .	..	..	33,181-62	3,431-30	135-45	36,748-37	40,557-75	9,078-10	1,098-95	50,734-80

Statement for 1928-29—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1928-29.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1929.				Classification.	REMARKS.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
..	State line.	
..	Foreign line.	
..	District Board line.	
..	Foreign line.	
..	Indian State line.	
..	} District Board lines.	
..		
..	..	Trivandrum to Thambanur.	3·43	..	..	} State lines.	*Although the property of the Travancore Durbar, it is for convenience classed among State Railways.
..		
..	} State lines.	
..		
..	225·96	..	36·88	..	261·36	..	†Includes 0·62 broad gauge and 8·05 metre gauge miles of Permanent way in sidings outside Com- pany's limits worked by private owners.
..	1,204·10	..	635·02	..	1,954·89	..	

8.—Mileage Statement for 1928-29—contd.

CLASS II RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1929.	TRACK MILEAGE OPEN ON 31ST MARCH 1929.			Classification.	REMARKS.	
					Running track.	Sidings.	Total.			
1	2	3	4	5	6	7	8	9	10	
CLASS II RAILWAYS.										
1	Barai Light	2' 6"	1-3-97	202.57	202.57	20.92	223.49	Line subsidized by the Government of India.*	*Receives lar only fro Government	
2	Bengal Dooars	3' 3½"	15-1-93	35.04	35.04	5.84	40.88	Line subsidized by District Board.		
	Bengal Dooars Extensions	3' 3½"	20-4-00	121.09	121.09	17.28	138.37	Line subsidized by the Government of India.*		
	Total—2 . . . . .	..	..	156.13	156.13	23.12	179.25		
3	Bhavnagar State	3' 3½"	20-12-80	307.01	307.01	46.57	353.58	} Indian State Lines.		
4	Bikaner State	3' 3½"	9-12-91	759.27	759.27	66.25	825.52			
5	Darjeeling Himalayan	2' 0"	23-8-80	51.00†	51.07	10.76	61.83	Line subsidized by Local Government.	†Of this 0.1 mile is doub line.	
	Darjeeling Himalayan Ex-tensions.	2' 0"	16-3-14	95.44	95.44	4.17	99.61	Branch line under rebat e terms.		
	Total—5 . . . . .	..	..	146.44	146.51	14.93	161.44		
6	Dibru-Sadiya	3' 3½"	15-8-82	86.02	86.02	35.51	121.53	Line subsidized by Local Government.		
	Ledo and Tikak Margherita	3' 3½"	17-2-84	5.50	5.50	20.57	26.07	Unassisted Company's line.		
	Total—6 . . . . .	..	..	91.52	91.52	56.08	147.60		
7	Gackwar's Baroda State	2' 6"	8-4-73	318.50	318.50	52.27	370.77	} Indian State lines.		
	Bodeli Chhota Udaipur	2' 6"	1-12-17	22.67	22.67	2.81	25.48			
	Total—7 . . . . .	..	..	341.17	341.17	55.08	396.25		
8	Gondal	3' 3½"	19-1-81	106.24	106.24	13.38	119.62	} Indian State lines.		
	Jetalsar-Rajkot	3' 3½"	12-4-93	46.21	46.21	7.83	54.04			
	Khijadiya-Dbari	3' 3½"	1-3-13	37.22	37.22	4.47	41.69			
	Total—8 . . . . .	..	..	189.67	189.67	25.68	215.35		
9	Howrah-Amta Light	2' 0"	1-7-97	43.87	43.87	6.31	50.18	Line subsidized by Dis-trict Board.		
10	Jamnagar-Dwarka	3' 3½"	7-11-22	65.92	65.92	3.86	69.78	} Branch line under guar-antee and rebat e terms.	‡Includes 3 miles, Jar nagar to Be Bund e worked fo goods traff only.	
	Jamnagar	3' 3½"	8-4-97	154.22	154.22	11.70	65.92			
	Okhamandal	3' 3½"	15-11-22	37.21	37.21	4.08	41.29			
	Total—10 . . . . .	..	..	157.35	157.35	19.64	176.99		
11	Junagad State	3' 3½"	1-9-88	148.10§	148.10§	17.33	165.43	} Indian State lines.	§Includes 0.1 mile Dungar p u quarry lit and 0.3 mile of Ver val Dox Estate wor ed for goo traffic only.	
12	Morvi	3' 3½"	4-3-05	102.33	102.33	14.01	116.34			
13	Mysore	3' 3½"	1-12-99	286.81	286.81	37.03	323.84	} Line guaranteed by Indian State.		
	Bangalore-Chik Ballapur Light	2' 6"	15-9-14	38.63	38.63	} 4.63	106.83			
	Kolar District	2' 6"	15-12-13	63.57	63.57					
	Tarikere Narasimharajapura	2' 0"	15-1-15	26.70	26.70	2.55	29.25		} Indian State Lines.	
	Total—13 . . . . .	..	..	415.71	415.71	44.21	459.92		
14	Shahdara (Delhi)-Saharanpur Light.	2' 6"	7-5-07	92.50	92.50	8.62	101.12	Line subsidized by the Government of India.*		
	Total Class II . . . . .	..	..	3,153.64	3,153.71	418.75	3,572.46		

8.—Mileage Statement for 1928-29—contd.
CLASS II RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1928-29.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1929.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
<i>Bhavnagar State—</i> Ningala to Gadhbada .	3' 3½"	9.52				<i>Bikaner State—</i> Bhadran to Sadulpur ..	3' 3½"	40.00
<i>Bikaner State—</i> Nohar to Bhadran .	3' 3½"	25.10	<i>Gaekwar's Baroda State—</i> Mahuva to Anaval ..	2' 6"	17.91	<i>Gaekwar's Baroda State—</i> Zankhvav to Umerpada.	2' 6"	13.17
Sarupgar to Anupgarh	3' 3½"	35.28	Umerpada to Bardipada	2' 6"	9.40	Dungarda to Waghai	2' 6"	2.20
		60.38	Navsari to Kamrej ..	2' 6"	26.25			15.37
					53.56			
<i>Mysore—</i> Shimoga to Shimoga Town.	3' 3½"	1.34				<i>Junagad State—</i> Prachi Road to Jamwala.	3' 3½"	7.50
			<i>Gondal—</i> Sidsar to Patan ..	3' 3½"	7.85	<i>Mysore—</i> Shimoga Town to Arasalu.	3' 3½"	25.16
			<i>Junagad State—</i> Jamwala to Una ..	3' 3½"	22.08			
			<i>Jamnagar and Dwarka—</i> Khambalia to Saliya ..	3' 3½"	8.96			
			<i>Mysore—</i> Chamarajanagar to Hardanhalli.	3' 3½"	4.83			
Total Class II .	..	71.24	....	..	97.28	..	..	88.03

8.—Mileage Statement for 1928-29—contd.

CLASS III RAILWAYS.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1929.	TRACK MILEAGE OPEN ON 31ST MARCH 1929.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
CLASS III RAILWAYS.									
1	Aden	3' 3½"	1-1-18	28-75	28-75	4-43	33-18	State Line.	
2	Ahmadpur-Katwa	2' 6"	30-5-17	32-26	32-67	2-69	35-36	Branch Line under guarantee terms.	
3	Arrah-Sasaram	2' 6"	6-3-11	65-16	65-16	5-15	70-31	Line subsidized by District Board.	
4	Bankura-Damoodar River	2' 6"	15-12-16	59-95	60-33	7-30	67-63	Branch line under guarantee terms.	
5	Baraset-Basirhat Light	2' 6"	1-2-05	52-24	52-24	4-57	56-81	Line subsidized by District Board.	
6	Bengal Provincial	2' 6"	7-11-94	33-27	33-27	2-31	35-58	Unassisted Company's line.	
	Daaghara-Jamalpurgunj	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.	
	Total—6 . . . . .	..	..	41-58	41-58	3-08	44-66		
7	Bukhtiarpur-Bihar Light	2' 6"	1-7-03	33-00	33-00	2-87	35-87	Line subsidized by District Board.	
8	Burdwan-Katwa	2' 6"	1-12-15	32-47	32-86	3-58	36-44	Branch line under guarantee terms.	
9	Cutch State	2' 6"	18-5-05	52-15	52-15	3-57	55-72	Indian State line.	
10	Dehri-Rohtas Light	2' 6"	6-2-11	25-51	25-51	5-59	31-10	Line subsidized by the Government of India.	
11	Dholpur-Bari	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.	
12	Futwah-Islampur	2' 6"	24-1-22	27-00	27-00	1-65	28-65	Branch line under guarantee terms.	
13	Gwalior Light	2' 0"	2-12-99	253-20	253-20	*23-87	276-87	Indian State line.	* Includes 1.06 miles of Gwalior Palace siding (5' 6" gauge) which is being maintained by the Gwalior Light Railway.
14	Howrah-Sheakhala Light	2' 0"	2-8-97	19-75	19-75	1-37	21-12	Line subsidized by District Board.	
15	Jagadhri Light	2' 0"	11-8-11	3-31	3-31	0-55	3-86	Unassisted Companies' lines.	
16	Jessore-Jhenidah	2' 6"	1-10-13	36-75	36-75	1-76	38-51		
17	Jorhat (Provincial)	2' 0"	13-9-83	32-50	32-50	2-04	34-54	State line.	
18	Kalighat-Falta	2' 6"	28-5-17	26-25	26-42	5-72	32-14	Branch line under guarantee terms.	

8.—Mileage Statement for 1928-29—concl'd.

CLASS III RAILWAYS—concl'd.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1929.	TRACK MILEAGE OPEN ON 31ST MARCH 1929.			Classification.	REMARKS.
					Running track.	Sidings.	Total.		
1	2	3	4	5	6	7	8	9	10
CLASS III RAILWAYS—concl'd.									
19	Kulasekarapatnam Light . . .	2' 0"	18-7-15	26-75	26-75	..	26-75	Unassisted Company's line.	
20	Matheran Light . . .	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.	
21	Porbandar State . . .	3' 3½"	1-10-89	*41-29	*41-29	7-83	49-12	Indian State line.	*Includes 1-55 miles of Porbandar Dook Estate line and 3-70 miles of Ranawao quarry line worked for goods traffic only.
22	Tezporo-Balipara Light . . .	2' 6"	9-8-94	20-10	20-10	1-11	21-21	Subsidized by District Board.	
23	Tirupati-Tiruchanur Light . . .	2' 0"	..	..	..	..	..	Unassisted Companies' lines.	
24	Trivellore Light . . .	2' 0"	17-9-21	2-37	2-37	0-20	2-57		
25	Udaipur-Chitorgarh . . .	3' 3½"	1-8-95	67-30	67-30	5-08	72-38	Indian State line.	
TOTAL CLASS III . . .				..	..	1,047-69	1,049-04	100-66	1,149-

ROUTE MILEAGE OPENED DURING YEAR 1928-29.			ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1929.					
			SANCTIONED BUT NOT COMMENCED.			UNDER CONSTRUCTION.		
Section.	Gauge.	Miles.	Section.	Gauge.	Miles.	Section.	Gauge.	Miles.
<i>Dholpur-Bari—</i>						<i>Cutch State—</i>		
Berauli to Sirmuttra . . .	2' 6"	3-81	<i>Tirupati-Tiruchanur Light—</i>			Warsamede to Baohan	2' 6"	19-86
			Tirupati to Tiruchanur	2' 0"	3-00	<i>Dholpur Bari—</i>		
<i>Kulasekarapatnam Light—</i>						Dholpur to Rajakhera	2' 6"	22-34
			<i>Udaipur Chitorgarh—</i>			<i>Kulasekarapatnam Light—</i>		
Kulasekarapatnam to Udangudi.	2' 0"	3-00	Kankroli to Sursinghji ka Gudha.	3' 3½"	56-50	Kulasekarapatnam Port to Manapad . . .	2' 0"	0-75
						<i>Udaipur Chitorgarh—</i>		
						Mauli to Kankroli . . .	3' 3½"	18-50
Total Class III . . .	..	6-81	....	..	59-50	....		61-45

9.—Description of Class I Railways worked during the year 1928-29.

Railway.	Mean Mileage worked.	†Number of Stations.	Total length of gradients (in miles).					Total.	Steepest gradient worked.		Maximum Degree of Curvature and Radius.			Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.		Length.	Inclination.	Degree.	Radius in feet.			
													4		
5' 6" GAUGE.															
Bengal-Nagpur .	2,227.3	375	Nil	8.11	186.3	775.1	177.2	1,146.7	2.30	1 in 60	5.45	1,000	16.0	14.8	
Bombay, Baroda & Central India.	1,323.4	245	Nil	1.35	0.48	260.7	96.0	358.5	0.88	1 in 80	5.45	996	13.8	18.2	
Eastern Bengal .	774.0	218	Nil	Nil	0.64	3.14	10.3	14.1	0.64	1 in 100	6.00	955	13.7	11.0	
East Indian .	4,239.7	793	0.15	23.0	66.1	304.6	134.3	528.2	0.15	1 in 50	8.00	712	15.3	10.0	
Great Indian Peninsula.	3,535.1	524	19.7	8.74	74.9	864.6	359.8	1,327.7	0.16	1 in 34	7.00	819	27.4	17.1	
Madras and Southern Mahratta.	1,088.4	239	Nil	13.4	34.4	163.3	105.5	316.6	0.80	1 in 60	7.00	818	24.5	11.2	
Nizam's Guaranteed State.	492.2	75	Nil	Nil	107.2	183.1	23.2	313.5	2.52	1 in 100	4.40	1,300	17.6	17.5	
North Western .	6,072.6	969	109.2	117.1	309.9	297.5	245.2	1,078.9	6.54	1 in 25	12.6	455	12.2	13.7	
South Indian .	623.9	100	Nil	12.7	48.1	118.0	45.0	223.8	1.16	1 in 62	8.19	700	38.2	22.9	
Total .	20,376.6	3,538	129.1	184.4	828.0	2,970.0	1,196.5	5,308.0	..	..	..	..	..	..
3' 3 1/2" GAUGE.															
Assam Bengal .	1,158.6	263	10.2	47.8	37.0	168.1	32.3	295.4	10.0	1 in 37	15.0	382	15.0	36.5	
Bengal and North Western.	2,161.6	369	0.11	1.52	3.73	8.70	8.86	22.9	0.11	1 in 50	8.73	656	10.2	7.99	
Bombay, Baroda & Central India	2,446.5	393	3.40	0.48	19.4	394.5	236.6	654.4	3.40	1 in 40	8.00	716	9.55	10.3	
Burma .	1,921.9	422	105.9	47.9	73.8	198.9	178.0	604.5	25.2	1 in 25	17.0	337	14.9	36.4	
Eastern Bengal .	970.7	201	0.34	0.52	3.04	43.5	41.1	88.5	0.34	1 in 50	14.3	400	9.40	11.0	
East Indian .	*	21	Nil	Nil	Nil	0.65	2.80	3.45	0.65	1 in 200	7.40	748	14.7	11.6	
Jodhpur .	870.6	137	0.51	Nil	1.47	187.6	65.6	255.2	0.51	1 in 50	8.00	716	8.84	11.9	
Madras and Southern Mahratta.	1,996.5	312	16.3	50.5	652.5	316.8	122.0	1,158.1	15.7	1 in 40	10.0	573	21.5	33.0	
Nizam's Guaranteed State.	601.3	106	Nil	Nil	6.68	328.2	172.8	507.7	0.78	1 in 100	5.00	1,146	9.86	7.60	
Rohilkund and Bumaon.	560.7	102	Nil	4.85	8.44	13.9	23.6	50.8	3.31	1 in 70	12.0	479	8.70	8.25	
South Indian .	1,562.1	431	24.0	45.4	87.0	294.6	128.1	579.1	0.04	1 in 50	11.5	500	18.8	17.4	
Total .	14,250.5	2,757	160.8	199.6	893.1	1,955.4	1,011.7	4,220.0	..	..	..	..	..	..
2' 6" AND 2' 0" GAUGES.															
Bengal Nagpur .	893.9	135	0.51	44.2	152.5	195.5	48.7	441.3	0.51	1 in 50	14.1	409	18.8	39.1	
Bombay, Baroda & Central India.	155.6	43	Nil	Nil	26.0	30.2	10.5	66.7	1.99	1 in 100	9.33	600	19.3	37.5	
Eastern Bengal .	40.6	14	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	15.0	382	25.0	42.3	
Great Indian Peninsula.	201.7	37	0.76	1.24	50.8	48.9	14.2	115.9	0.76	1 in 25	12.0	478	19.2	42.1	
Jodhpur .	24.9	4	Nil	Nil	0.66	2.75	3.33	6.74	0.68	1 in 100	12.0	478	5.95	16.4	
North West-ern. { 2' 6"	551.4	72	122.6	39.8	96.3	99.1	43.4	401.2	7.01	1 in 25	52.1	110	23.1	139.4	
{ 2' 0"	21.1	6	Nil	0.16	0.26	1.35	2.51	4.28	0.08	1 in 60	52.1	110	7.16	20.6	
South Indian .	98.7	15	Nil	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	62.2	
Total .	1,987.9	326	123.9	118.2	338.4	397.2	125.1	1,102.7	..	..	..	..	..	..

* Included in the B. and N. W. Ry. who work the line.

† Excludes block huts, branch booking offices and out agencies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.

Railway.	LOCOMOTIVES.				RAIL MOTORS.			STEAM COACHES.			ELECTRIC MOTOR COACHES.*			Average weight in tons.
	Tender.	Tank.	Total.	Total tractive effort. bs.	No.	Seats.		No.	Seats.		No.	Seats.		
						Upper.	Lower.		Upper.	Lower.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur ..	621	78	699	18,722,546	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	†348	39	387	9,365,836	..	..	..	..	..	..	37	..	4,449	70.9
Eastern Bengal ..	253	76	329	6,912,168	..	..	..	†1	..	..	..	..	..	..
East Indian ..	1,257	344	1,601	32,835,740	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula ..	960	178	1,138	27,277,496	..	..	..	4	36	317	46	..	3,856	67.9
Madras and Southern Mahratta.	252	60	312	7,277,114	..	..	..	1	..	84	..	..	..	..
Nizam's Guaranteed State	68	4	72	1,447,240	..	..	..	..	..	..	..	..	..	..
North Western ..	1,183	93	1,276	29,252,621	2	..	12	4	..	342	..	..	..	..
South Indian ..	142	3	145	2,967,213	..	..	..	..	..	..	..	..	..	..
Total ..	5,084	875	5,959	136,057,974	2	..	12	15	114	1,173	83	..	8,296	69.2
3' 3½" GAUGE.														
Assam-Bengal ..	169	15	184	2,477,798	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	339	14	353	4,094,405	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	439	71	510	6,689,849	..	..	..	..	..	..	..	..	..	..
Burma ..	325	66	391	5,768,905	..	..	..	..	..	..	..	..	..	..
Eastern Bengal ..	220	4	224	3,111,651	..	..	..	†2	..	56	..	..	..	..
Jodhpur ..	104	4	108	1,359,141	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	335	12	347	5,237,491	..	..	..	..	..	..	..	..	..	..
Nizam's Guaranteed State	69	12	81	1,110,408	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	70	2	72	882,858	..	..	..	..	..	..	..	..	..	..
South Indian ..	337	60	397	5,215,729	4	16	220	..	..	..	..	..	..	..
Total ..	2,407	260	2,667	35,948,235	4	16	220	4	..	280	..	..	..	..
2' 6" GAUGE.														
	Number.													
Bengal-Nagpur ..	115			1,534,184	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	15			151,548	..	..	..	..	..	..	..	..	..	..
Eastern Bengal ..	9			30,635	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	19			260,564	..	..	..	..	..	..	..	..	..	..
North Western ..	100			1,329,396	9	..	94	..	..	..	..	..	..	..
South Indian ..	11			138,009	..	..	..	..	..	..	..	..	..	..
Total ..	269			3,444,336	9	..	94	3	18	96	..	..	..	..
2' 0" GAUGE.														
Bengal-Nagpur ..	17			65,522	..	..	..	..	..	..	..	..	..	..
Total ..	17			65,522	..	..	..	..	..	..	..	..	..	..

*Motor Coach composites.

† Includes one Sentinel engine.

‡ Includes 2 electric battery locomotives.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st Mar 1929—contd.

B.—COACHING STOCK.

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	446	191	340	3,400	38,402	123	108	72	648	4,700
Bombay, Baroda and Central India	356	102	1,653	..	37,908	43	..	224	..	2,004
Eastern Bengal	239	297	93	798	27,450	45	145	72	371	1,472
East Indian	1,148	1,512	1,632	9,752	106,078	549	764	1,464	983	23,121
Great Indian Peninsula	672	1,603	520	143	61,562	234	132	874	44	8,790
Madras and Southern Mahratta	187	40	204	..	20,966	230	40	259	36	10,558
Nizam's Guaranteed State	39	..	..	..	5,178	23	12	158	..	880
North Western	1,078	336	389	4,354	116,714	272	50	537	1,410	10,370
South Indian	98	..	104	..	9,140	2	24	..	..	..
Total	4,263	4,081	4,935	18,447	423,398	1,521	1,275	3,660	3,492	61,895
3' 3½" GAUGE.										
Assam-Bengal	230	..	..	..	16,282	..	..	..	..	..
Bengal and North-Western	404	..	..	716	35,888	638	276	504	1,352	22,880
Bombay, Baroda and Central India	788	48	60	..	59,414	320	402	624	..	5,809
Burma	472	44	..	..	33,916	232	172	218	..	7,493
Eastern Bengal	258	226	..	484	17,408	152	180	24	428	3,160
Jodhpur	71	..	..	..	5,881	58	33	80	312	786
Madras and Southern Mahratta	315	128	243	..	19,856	167	152	168	..	4,016
Nizam's Guaranteed State	41	..	..	..	3,953	62	108	240	..	2,015
Rohilkund and Kumaon	75	..	..	..	6,960	112	96	78	66	3,488
South Indian	724	592	517	30	45,854	25	..	..	..	781
Total	3,378	1,038	820	1,230	245,412	1,766	1,419	1,936	2,158	50,428

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
12	13	14	15	16	17	18	19	20	21	
5' 6" GAUGE.										
Bengal-Nagpur	94	1,173	1,356	603	1,131	26	144	242	32	59
Bombay, Baroda and Central India	110	1,629	2,761	150	1,812	19	95	95	..	..
Eastern Bengal	203	1,634	2,585	8,160	7,800	23	204	276	96	104
East Indian	467	2,867	5,609	11,439	14,485	127	571	813	784	956
Great Indian Peninsula	257	2,739	4,810	1,195	4,417	21	115	223	72	72
Madras and Southern Mahratta	107	440	1,501	1,203	3,922	35	118	212	125	191
Nizam's Guaranteed State	15	180	572	..	36	7	42	91	..	..
North Western	691	4,478	6,554	12,901	30,730	80	522	639	161	288
South Indian	49	514	1,200	..	1,112	5	45	82	..	24
Total	1,993	15,654	26,948	35,651	65,445	343	1,856	2,673	1,270	1,694
3' 3½" GAUGE.										
Assam-Bengal	167	1,104	988	1,568	3,535	..	..	..	..	..
Bengal and North Western	56	420	612	691	703	103	429	438	460	964
Bombay, Baroda and Central India	135	1,134	1,359	231	1,609	38	228	228	..	..
Burma	161	1,187	2,422	..	2,049	21	126	168	..	..
Eastern Bengal	118	781	711	1,406	1,946	66	234	234	258	338
Jodhpur	42	132	190	697	995	11	28	42	13	..
Madras and Southern Mahratta	87	382	627	325	1,644	24	96	144	..	..
Nizam's Guaranteed State	12	108	255	..	196	10	63	138	..	..
Rohilkund and Kumaon	20	147	216	224	442	20	67	69	139	143
South Indian	138	878	1,882	135	1,764	9	54	72	..	..
Total	926	6,273	9,262	5,277	14,883	302	1,325	1,533	870	1,445

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four wheelers.					No.	Seats.	No.	Seats.
	Seats by classes.					Seats by classes.								
	No.	1st.	2nd.	Inter.	Thrd.	No.	1st.	2nd.	Inter.	Thrd.	No.	Seats.	No.	Seats.
22	23	24	25	26	27	28	29	30	31	32	33	34	35	
5' 6" GAUGE.														
Bengal-Nagpur . . .	79	..	..	276	4,184	27	..	..	78	870	..	..	12	120
Bombay, Baroda and Central India.	75	32	..	..	6,047	3	..	..	..	225	..	..	*12	362†
Eastern Bengal . . .	165	..	..	1,373	14,509	11	..	..	176	207	..	..	2	72
East Indian . . .	406	8	10	552	25,690	24	..	..	..	922	..	..	20	526
Great Indian Peninsula . .	224	8	58	103	12,648	55	..	140	..	1,559	56	4,344	33	1,370
Madras and Southern Mahratta.	110	..	..	..	6,288	44	..	..	..	1,178	..	..	4	90
Nizam's Guaranteed State	12	..	..	..	516	2	..	..	..	72	..	..	..	..
North Western . . .	413	188	223	591	12,892	..	..	..	..	..	18	1,188	22	595
South Indian . . .	81	72	144	..	4,305	..	..	..	..	..	..	..	1	24
Total . . .	1,565	308	435	2,895	87,079	166	..	140	254	5,033	74	5,532	106	3,149
3' 3½" GAUGE.														
Assam-Bengal . . .	87	..	..	976	1,544	54	..	..	216	..	..	..	1	22
Bengal and North Western	30	..	..	..	1,408	21	..	..	..	556	..	..	2	18
Bombay, Baroda and Central India.	144	..	..	..	6,565	6	..	..	..	106	..	..	5	87
Burma . . .	167	100	48	..	7,073	30	..	..	..	616	..	..	2	25
Eastern Bengal . . .	88	..	..	156	3,482	6	..	..	..	95	..	..	2	30
Jodhpur . . .	46	..	..	..	2,705	4	..	..	..	88	..	..	4	70
Madras and Southern Mahratta.	120	..	..	24	3,946	194	..	..	..	2,878	..	..	..	..
Nizam's Guaranteed State	20	..	128	..	498	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon . .	19	..	..	129	888	1	..	..	13	19	..	..	1	24
South Indian . . .	300	8	34	..	14,841	1	..	..	..	22	..	..	7	120
Total . . .	1,021	108	210	1,285	42,950	322	..	..	229	4,548	..	..	24	396

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.
 † Excludes the seating capacity of the dining car referred to in * above.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—contd.

Railway.	SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				
	Bogies.		Four-wheelers.		Bogies.		Four-wheelers.		Total Passenger carriages.
	No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.
35	36	37	38	39	40	41	42	43	44
5' 6" GAUGE.									
Bengal-Nagpur	1	2	..	..	6	30	..	..	814
Bombay, Baroda and Central India	2†	†	..	..	8	25	12	66	640
Eastern Bengal	2	6	..	..	3	10	..	..	693
East Indian	17	†	..	..	22	132	..	..	2,780
Great Indian Peninsula	3	18	..	..	19	146	8	40	1,582
Madras and Southern Mahratta	2	4	1	2	3	21	2	12	725
Nizam's Guaranteed State	11	78	5	12	4	16	..	..	118
North Western	*18	†	..	..	18	73	..	..	2,610
South Indian	1	2	..	..	..	..	..	..	237
Total	57	110	6	14	83	453	22	118	10,199
3' 3½" GAUGE.									
Assam-Bengal	1	2	2	8	..	..	..	..	542
Bengal and North-Western	1	2	2	4	..	..	8	16	1,265
Bombay, Baroda and Central India	10§	5	1§	..	9	52	1	2	1,457
Burma	5	4	..	..	4	20	..	..	1,084
Eastern Bengal	2	4	..	..	1	3	1	2	694
Jodhpur	†7	..	..	..	1	8	..	..	244
Madras and Southern Mahratta	2	4	..	..	1	6	5	30	916
Nizam's Guaranteed State	4	29	1	4	1	3	1	4	157
Rohilkund and Kumaon . . . . .	..	..	..	..	..	..	3	4	251
South Indian	4	32	..	..	3	38	..	..	1,211
Total	36	82	6	16	20	130	19	58	7,820

* Not yet taken over by North Western Railway.

† Not available.

‡ Bogie Saloons built from other than Railway Funds.

§ Includes 7 bogies and 1 four wheeler built from Government funds for which berths are not included.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—contd.

Railway.	Other Coaching Vehicles.									
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental).	Total other coaching vehicles.
	Bogies.	Four-wheelers.				No.	No.			
	No.	No.	No.	No.	No.	No.	No.	No.	No.	
45	46	47	48	49	50	51	52	53	54	
5' 6" GAUGE.										
Bengal-Nagpur	..	..	9	..	75	45	270	17	15	161
Bombay, Baroda and Central India.	..	..	..	..	49	27	162	114	*8	198
Eastern Bengal	3	4	..	..	23	25	150	105	62	222
East Indian	..	..	4	15	140	118	708	65	18	300
Great Indian Peninsula	12	..	2	..	106	81	297	262	63	526
Madras and Southern Mahratta	..	..	..	4	42	27	162	94	2	169
Nizam's Guaranteed State	..	..	..	1	10	15	90	..	10	36
North Western	18	..	..	..	96	171	1,026	193	391	869
South Indian	..	..	3	..	19	18	108	26	..	66
Total	33	4	18	20	560	527	2,973	876	569	2,607
3' 3½" GAUGE.										
Assam-Bengal	3	15	..	..	18	15	60	8	3	62
Bengal and North-Western	..	..	..	..	21	30	120	..	4	55
Bombay, Baroda and Central India.	..	..	..	..	42	44	176	21	5	112
Burma	31	..	..	..	46	37	148	30	89	233
Eastern Bengal	7	..	..	1	16	32	128	97	55	208
Jodhpur	..	..	..	..	4	8	32	7	3	22
Madras and Southern Mahratta	..	..	..	..	38	35	140	57	14	144
Nizam's Guaranteed State	..	..	..	..	4	12	48	..	2	18
Rohilkund and Kumaon	..	..	3	..	7	12	48	..	7	29
South Indian	6	..	5	..	35	46	104	13	20	125
Total	47	15	8	1	231	271	1,004	233	202	1,008

* Includes six postal vans built from other than Railway funds.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—contd.

Railway.	BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total coaching vehicles.	Departmental (including officers' carriages).		Trailer Coaches.			
	Bogies.	Four-wheelers.				Electric		Steam.	
						No.	Berths.	No.	Seats.
	55	56		57	58	59	60	61	62	63
5' 6" GAUGE.									
Bengal Nagpur . . . . .	..	7	982	73	132	..	..	2	208
Bombay, Baroda and Central India	25	30	893	17	34	111	12,987	..	..
Eastern Bengal . . . . .	..	33	948	45	77	..	..	..	..
East Indian . . . . .	..	215	3,355	310	*	..	..	3	300
Great Indian Peninsula	13	108	2,229	121	576	111	11,104	..	..
Madras and Southern Mahratta . . . . .	..	19	913	64	285	..	..	..	..
Nizam's Guaranteed State . . . . .	..	9	163	10	19	..	..	..	..
North Western . . . . .	..	265	3,744	231	547	..	..	2	82
South Indian . . . . .	..	..	303	20	17	..	..	..	..
Total	38	686	13,530	891	1,687	222	24,091	7	590
3' 3½" GAUGE.									
Assam Bengal . . . . .	..	..	604	74	254	..	..	..	..
Bengal and North-Western . . . . .	..	154	1,474	32	48	..	..	..	..
Bombay, Baroda and Central India	17	78	1,664	37	66	..	..	..	..
Burma . . . . .	..	..	1,317	58	116	..	..	..	..
Eastern Bengal . . . . .	..	46	948	73	82	..	..	..	..
Jodhpur	4	10	280	21	39	..	..	..	..
Madras and Southern Mahratta . . . . .	..	..	1,059	55	122	..	..	..	..
Nizam's Guaranteed State . . . . .	..	15	190	25	17	..	..	..	..
Rohilkund and Kumaon . . . . .	..	..	280	13	15	..	..	..	..
South Indian . . . . .	..	11	1,347	58	55	..	..	..	..
Total	21	314	9,163	446	814	..	..	..	..

* Not available.

10.—Statement of Equipment showing the actual stock, running on Class I Railways on the 31st March 1929—contd.

B.—COACHING STOCK—concl'd.

Railway.	PASSENGER VEHICLES.					Other coaching vehicles including brake vans.	Total.	Departmental (including officers' carriages).	Steam coach trailers.
	No.	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	361	510	541	1,014	11,328	32	393	18	3
Bombay, Baroda and Central India	56	..	158	..	2,791	..	56	..	..
Eastern Bengal	6	62	36	149	1,147	..	62	1	..
Great Indian Peninsula	44	54	45	..	1,818	2	46	1	..
North Western	263	435	601	616	7,186	41	304	14	..
South Indian	23	40	..	..	628	11	34	1	..
TOTAL	809	1,101	1,381	1,779	24,898	86	895	35	3
2' 0" GAUGE.									
Bengal-Nagpur	1	..	..	..	..	..	1	..	..
TOTAL	1	..	..	..	..	..	1	..	..

**10.—STATEMENT OF EQUIPMENT SHOWING THE ACTUAL
STOCK RUNNING ON CLASS I RAILWAYS ON THE 31ST
MARCH 1929—*contd.***

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	COVERED WAGONS.					OPEN WAGONS (HIGH-SIDED).					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	3,622	4,055	..	..	147,162	1,028	11,295	..	..	265,966	243	..
Bombay, Baroda & Central India.	1,293	4,971	..	..	130,050	473	1,850	43	7	49,288	11	34
Eastern Bengal .	3,091	3,836	..	2	126,760	104	154	5	2	5,285	357	243
East Indian .	1,508	32,483	..	..	661,518	1,610	11,223*	16	4	234,480*	798	2
Great Indian Peninsula.	2,682	7,062	..	1,056	235,520	1,994	2,608	..	221	94,294	21	180
Madras & Southern Mahratta.	732	3,231	..	..	81,869	204	887	..	10	22,718	131	42
Nizam's Guaranteed State.	..	631	..	..	13,097	..	750	..	..	16,050	..	580
North Western .	148	23,917	208	100	541,112	110	2,385	..	101	55,612	708	1,555
South Indian .	8	1,086	..	..	24,489	41	455	..	..	10,558	..	..
TOTAL	13,084	81,272	208	1,153	1,961,577	5,564	31,607	64	345	754,251	2,269	2,636

Railway.	COVERED WAGONS.					OPEN WAGONS (HIGH-SIDED).					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE.												
Assam-Bengal .	653	3,481	100	..	45,553	38	..	44	..	1,252	45	..
Bengal & North-Western.	4,203	4,848	1,116	..	115,524	..	..	..	..	..	478	350
Bombay, Baroda & Central India.	623	5,500	471	95	84,080	228	129	480	14	12,620	..	350
Burma .	140	6,279	..	198	87,239	..	..	..	..	..	931	992
Eastern Bengal .	980	1,400	642	809	54,350	..	9	3	10	425	522	144
Jodhpur .	..	1,517	497	3	22,040	..	92	70	..	1,663	..	..
Madras & Southern Mahratta.	2,023	3,535	123	..	56,894	..	711	68	..	8,764	73	225
Nizam's Guaranteed State.	..	740	..	..	9,157	..	(a) 10	..	..	143	..	256
Udhokund and Kumaon.	598	674	874	..	29,824	..	..	30	..	540	67	172
South Indian .	1,296	660	1,559	45	50,573	388	286	95	328	15,225	..	..
TOTAL	10,516	28,634	5,382	1,150	555,234	654	1,237	790	352	40,632	2,116	2,489

(a) Excludes 15 high sided wagons coupled to goods brake vans, * Includes 150 Broad Gauge coal wagons belonging to B. and N. W. Ry. kept for use on the E. I. Ry. The total capacity of these wagons is 2,850.

Class I Railways on the 31st March 1929—contd.

Stock.

WAGONS (LOW-SIDED).			SPECIAL WAGONS.							Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trolleys).	Traveling Cranes and their dummy trucks.	Road Motors.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.					
					24 tons and under.	Over 24 tons.								
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
..	..	3,888	21	10	284	539	14	147	1,038	22,296	530	154	51	2
51	223	11,270	1,211	12	..	..	11	86	203	10,479	267	584	19	10
187	..	15,865	..	5	43	62	21	68	110	8,290	102	126	27	9
..	..	10,913	42	34	144	416	45	284	445	49,054	1,001	1,382	110	24
..	..	4,275	2,227	31	202	69	27	151	18	18,549	570	670	84	23
..	..	2,694	2	28	99	9	26	73	5	5,479	229	374	29	1
..	..	11,515	..	..	10	..	..	..	..	1,971	39	119	4	10
13	147	51,848	4	70	83	323	51	352	3	30,278	45	436	89	15
..	..	..	..	13	175	12	..	7	..	1,797	81	189	4	..
251	370	112,268	3,507	203	1,040	1,430	195	1,168	1,822	148,193	3,276	4,034	417	94

WAGONS (LOW-SIDED).			SPECIAL WAGONS.							Total goods vehicles.	Brake vans used indiscriminately on passenger, mixed or goods service.	Railway service vehicles (including inspection trolleys).	Traveling Cranes and their dummy trucks.	Road Motor.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.					
					15 tons and under.	Over 15 tons.								
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
..	..	450	20	3	..	143	41	28	52	4,648	5	631	18	2
28	..	8,837	..	..	281	100	16	..	12	11,432	110	3	24	1
429	..	11,777	993	24	15	50	2	25	96	9,524	161	629	46	..
..	164	24,403	696	9	276	444	3	60	15	10,207	235	181	102	..
..	105	8,300	..	4	186	158	..	47	9	5,028	85	101	30	..
..	223	4,350	47	3	..	..	3	12	..	2,467	49	115	2	..
..	..	3,232	127	10	192	6	13	49	503	7,658	236	232	50	..
..	2	3,116	..	..	20	..	..	4	..	1,032	(b) 51	131	6	3
..	..	2,405	..	2	100	20	..	..	7	2,544	57	35	24	..
21	..	359	..	9	47	115	11	84	6	4,950	224	1,055	15	..
478	494	67,229	1,883	64	1,117	1,036	89	309	700	59,490	1,213	3,113	317	6

(b) Includes 15 high aided wagons coupled to goods brake-vans.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st
 March 1929—concl'd.
 C.—Goods Stock—concl'd.

Railway.	GOODS VEHICLES.		Railway service vehicles.	REMARKS.
	Number.	Total capacity in tons.		
1	2	3	4	5
2 6" GAUGE.				
Bengal-Nagpur	1,951	30,097	20	
Bombay, Baroda and Central India	241	2,426	..	
Eastern Bengal	89	414	--	
Great Indian Peninsula	184	2,854	29	
North Western	762	9,702	70	
South Indian	78	765	—	
TOTAL	3,305	46,258	119	
2' 0" GAUGE.				
Bengal-Nagpur	520	1,352	--	
TOTAL	520	1,352	..	

**11.—STATEMENT OF NET ADDITIONS TO OR REDUC-
TIONS OF EQUIPMENT OF CLASS I RAILWAYS
DURING THE YEAR 1928-29.**

11.—Statement of net additions to or reductions of

Railway.	LOCOMOTIVES.		RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICULUSIVELY	
	No.	Tractive effort (in lbs.)	No.	Seats.	No.	Seats.	No.	Seats.	Pass.	
									No.	1st.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur	—7	—60,300	..	..	..	..	..	..	—16	114
Bombay, Baroda and Central India	—28	—493,369	..	..	..	..	21	2,520	—47	—215
Eastern Bengal	1	324,265	..	..	..	..	..	..	76	80
East Indian	—18	407,837	..	..	3	300	..	..	50	444
Great Indian Peninsula	—36	—527,633	..	..	2	202	8	608	25	86
Madras and Southern Mahratta	—1	63,209	..	..	..	..	..	..	—12	—90
Nizam's Guaranteed State	—1	—16,104	..	..	..	..	..	..	—16	—80
North Western	—12	273,432	..	..	..	..	..	..	—37	145
South Indian	—3	400	..	..	..	..	..	..	—1	..
Total	—105	—28,263	..	..	5	502	29	3,128	22	504
3' 3½" GAUGE.										
Assam-Bengal	2	56,644	..	..	..	..	..	..	39	..
Bengal and North-Western	4	76,552	..	..	..	..	..	..	17	64
Bombay, Baroda and Central India	—14	49,220	..	..	..	..	..	..	—51	63
Burma	10	291,197	..	..	..	..	..	..	107	102
Eastern Bengal . . . . .	..	40,223	..	..	1	..	..	..	—5	—18
Jodhpur . . . . .	..	..	..	..	..	..	..	..	3	4
Madras and Southern Mahratta	—3	200,263	..	..	..	..	..	..	—62	—38
Nizam's Guaranteed State	—1	—10,376	..	..	..	..	..	..	..	..
Rohilkund and Kumaon . . . . .	..	22,122	..	..	..	..	..	..	1	—6
South Indian	11	367,247	..	..	..	..	..	..	25	56
Total	9	1,093,092	..	..	1	..	..	..	74	227
2' 6' & 2' 0" GAUGES.										
Bengal-Nagpur	—1	—14,192	..	..	..	..	..	..	7	42
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	—1	..
Eastern Bengal	—2	—8,560	..	..	..	..	..	..	—3	—8
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..	..
Jodhpur	—2	—7,159	..	..	..	..	..	..	—5	—6
North Western	3	94,048	..	—33	..	..	..	..	17	24
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..
Total	—2	64,137	..	—33	..	..	..	..	15	52

equipment of Class I Railways during the year 1928-29.

PASSENGER CARRIAGES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)				TRAILER COACHES.				GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)					Railway Service vehicles.		Road Motors.
Seats.			Other coaching vehicles including brake vans.	Electric.		Steam.		Covered wagons.		Open wagons.		Other wagons including brake vans.	Passenger.	Goods.	
2nd.	Inter.	3rd.		No.	Seats.	No.	Seats.	No.	Capacity (in tons).	No.	Capacity (in tons).				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
162	-99	-1,042	-7	..	..	..	..	-51	-828	-1,065	-46,313	981	1	29	..
-637	..	-3,633	-21	63	7,371	..	..	-27	-450	-109	-1,616	..	..	-66	2
263	1,937	7,363	15	..	..	..	..	..	479	-67	-858	33	7	2	..
362	992	851	-6	..	..	..	..	-210	-2,754	-1,637	-33,648	108	10	101	2
-365	107	5,052	-18	..	..	..	..	-220	-4,358	-62	-805	-301	-2	-76	2
-107	45	1,561	-6	..	..	..	..	-17	-264	-32	-479	9	-6	11	1
-133	..	-324	..	..	..	..	..	-1	-19	..	..	..	-1	..	-1
452	-131	-7,103	-35	..	..	..	2	-260	903	-105	-1,317	4	24	-1	8
-23	..	..	..	..	..	..	..	71	1,665	38	836	1	1	7	..
-26	2,851	2,725	-78	63	7,371	..	2	-715	-5,626	-3,039	-84,500	835	34	7	14
..	740	2,005	3	..	..	..	..	-8	-79	-28	-276	53	5	-3	..
72	76	752	170	..	..	..	..	-44	-452	100	1,315	..	..	-168	..
86	..	790	-26	..	..	..	..	-79	-558	-104	-1,628	-58	-3	-28	..
130	..	-7,362	..	..	..	..	..	130	3,956	35	1,311	83	..	94	..
-6	..	-217	-1	..	..	..	..	7	1,044	81	2,250	63	..	-76	..
4	96	414	-5	..	..	..	..	-3	268	-1	34	7	2	15	..
-105	75	-1,473	-7	..	..	..	..	-84	-1,003	196	2,068	-49	3	-6	..
..
-6	39	181	2	..	..	..	..	-43	-115	32	184	..	..	..	..
176	..	1,396	-2	..	..	..	..	126	1,989	194	2,544	38	3	-6	..
351	1,026	11,210	134	..	..	..	..	2	5,050	505	7,802	137	10	-178	..
..	..	220	9	..	..	..	..	1	16	18	228	2	..	-17	..
..	..	-59	..	..	..	..	..	-1	-5	-6	-85	..	..	..	..
..	12	-34	..	..	..	..	..	..	..	-1	-5	..	-2	..	..
..
-6	..	-110	..	..	..	..	..	-1	-5	-7	-40	..	..	..	..
40	84	506	8	..	..	..	..	34	606	18	337	-1	2	-3	..
..
34	96	523	17	..	..	..	..	33	612	22	435	1	..	-20	..

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Total.	Other traffic.	Passen- 1st.
		1st.	2nd.	Inter.	3rd.				
		3	4	5	6	7				8	9
5' 6" GAUGE.									
Bengal-Nagpur	1927-28	31.9	169.8	1,946.3	18,979.0	21,127.0	844.5	37.5	
	1928-29	32.7	168.8	2,068.6	18,947.8	21,217.9	883.3	37.8	
Bombay, Baroda and Central India	1927-28	213.1	3,659.6	28.5	52,904.5	56,805.7	2,263.0	221.4	
	1928-29	181.4	3,537.1	35.8	53,385.4	57,139.7	2,417.8	190.3	
Eastern-Bengal	1927-28	111.2	435.1	3,478.7	29,785.9	33,810.9	1,086.1	117.6	
	1928-29	106.9	437.9	3,676.3	30,862.0	35,082.1	1,084.5	113.2	
East Indian	1927-28	102.2	671.1	5,734.7	66,807.8	73,315.8	3,049.3	116.2	
	1928-29	93.3	617.6	5,889.6	61,835.5	68,436.0	3,140.4	105.4	
Great Indian Peninsula	1927-28	138.0	1,931.1	121.1	58,332.0	60,522.2	2,478.1	168.5	
	1928-29	126.1	1,851.0	196.0	57,669.6	59,841.7	1,905.0	140.8	
Madras and Southern Mahratta	1927-28	16.1	145.5	374.3	24,203.3	24,739.2	1,273.7	24.5	
	1928-29	15.9	146.1	355.5	24,453.9	24,971.4	1,306.9	23.4	
Nizam's Guaranteed State	1927-28	6.1	57.3	Nil	4,745.9	4,809.3	676.1	7.9	
	1928-29	5.9	57.0	Nil	4,458.5	4,621.4	525.3	7.8	
North Western (Commercial)	1927-28	95.0	712.3	3,285.6	72,645.3	76,738.2	3,215.4	113.5	
	1928-29	109.4	684.4	3,036.2	75,552.3	79,382.3	2,949.7	129.3	
North Western (Military)	1927-28	10.3	76.1	177.3	7,228.5	7,492.2	1,857.6	17.2	
	1928-29	9.9	68.5	174.1	7,228.6	7,481.1	2,037.7	16.4	
North-Western (Total)	1927-28	105.3	788.4	3,462.9	79,873.8	84,230.4	1,457.4	118.1	
	1928-29	119.3	752.9	3,210.3	82,780.9	86,863.4	1,291.9	133.5	
South Indian	1927-28	7.6	91.9	Nil	9,485.1	9,584.6	875.3	13.4	
	1928-29	7.7	86.5	Nil	9,464.7	9,558.9	865.9	13.4	
TOTAL	1927-28	731.5	7,949.8	15,146.5	345,117.3	368,945.1	(a)14,003.5	(a)824.1	
	1928-29	688.2	7,654.9	15,431.1	343,858.3	367,632.5	(a)13,421.0	(a)795.6	
3' 3½" GAUGE.									
Assam Bengal	1927-28	15.9	45.3	446.3	12,252.2	12,759.7	494.4	18.4	
	1928-29	14.7	47.0	532.3	12,580.0	13,174.0	517.7	17.5	
Bengal and North Western	1927-28	13.1	96.7	307.1	37,234.3	37,651.2	1,658.4	16.1	
	1928-29	13.7	83.8	353.0	34,789.1	35,239.6	1,701.1	15.3	
Bombay, Baroda and Central India	1927-28	17.4	120.6	13.7	29,105.2	29,256.9	2,948.8	24.9	
	1928-29	16.9	118.8	8.9	28,897.7	29,042.3	3,100.7	25.2	
Burma	1927-28	90.3	737.1	Nil	36,298.1	37,125.5	Nil	90.3	
	1928-29	70.5	673.0	Nil	34,630.6	35,374.1	Nil	70.5	
Eastern Bengal	1927-28	10.5	53.6	636.3	12,662.6	13,363.0	1,743.4	16.0	
	1928-29	11.9	57.9	717.5	13,010.5	13,797.8	1,776.5	16.4	
Jodhpur	1927-28	2.4	21.6	93.7	2,966.6	3,084.3	417.4	4.4	
	1928-29	2.4	22.2	97.4	3,203.5	3,325.5	396.8	4.0	
Madras and Southern Mahratta	1927-28	10.9	138.8	59.4	18,078.1	18,287.2	887.7	12.9	
	1928-29	10.5	133.9	60.6	18,404.1	18,609.1	1,137.9	13.2	
Nizam's Guranteed State	1927-28	4.1	61.0	Nil	6,536.1	6,601.2	368.8	4.6	
	1928-29	4.1	58.6	Nil	6,281.3	6,344.0	356.7	4.7	
Rohilkund and Kumaon	1927-28	4.3	21.0	55.3	6,774.1	6,854.7	253.3	6.2	
	1928-29	4.7	21.3	49.0	5,966.7	6,041.7	244.2	6.7	
South Indian	1927-28	32.1	427.7	14.4	45,216.0	45,690.2	1,123.7	46.3	
	1928-29	29.4	424.0	14.8	45,724.5	46,192.7	741.7	43.4	
TOTAL	1927-28	201.0	1,723.4	1,626.2	207,123.3	210,673.9	(a)9,895.9	(a)238.1	
	1928-29	178.8	1,640.5	1,833.5	203,488.0	207,140.8	(a)9,973.3	(a)216.9	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1927-28	2.5	14.9	125.8	3,477.2	3,620.4	282.4	3.7	
	1928-29	2.0	14.5	139.9	3,725.4	3,881.8	276.1	3.1	
Bombay, Baroda and Central India	1927-28	Nil	3.4	Nil	1,070.0	1,073.4	143.4	Nil	
	1928-29	Nil	3.4	Nil	1,136.3	1,139.7	137.3	Nil	
Eastern Bengal	1927-28	2	5.9	19.5	1,033.1	1,058.7	151.9	4	
	1928-29	1	5.6	16.4	858.0	880.1	107.9	1	
Great Indian Peninsula	1927-28	Nil	2.9	Nil	1,118.2	1,121.1	146.3	Nil	
	1928-29	Nil	3.2	Nil	1,232.9	1,236.1	147.2	Nil	
Jodhpur (2' 0" GAUGE)	1927-28	1	3	Nil	66.1	66.5	19.3	1	
	1928-29	Nil	1	Nil	21.4	21.5	6.6	Nil	
North Western (Commercial, 2' 6" gauge)	1927-28	6.3	27.0	47.3	1,002.6	1,083.2	139.4	9.5	
	1928-29	7.1	21.7	40.3	979.9	1,049.0	159.4	10.6	
North Western (Military, 2' 6" gauge)	1927-28	3	3.3	9	386.5	391.0	46.3	5	
	1928-29	3	1.9	6	299.4	302.2	39.3	4	
North Western (Total, 2' 6" gauge)	1927-28	6.6	30.3	48.2	1,389.1	1,474.2	140.6	9.7	
	1928-29	7.4	23.6	40.9	1,279.3	1,351.2	163.7	10.8	
North Western (Military, 2' 0" gauge)	1927-28	Nil	Nil	Nil	64.4	64.4	Nil	Nil	
	(b)1928-29	Nil	Nil	Nil	42.0	42.0	Nil	Nil	
South Indian	1927-28	Nil	4	Nil	565.1	565.5	95.1	Nil	
	1928-29	Nil	4	Nil	585.8	586.2	67.9	Nil	
TOTAL	1927-28	9.4	58.1	193.5	8,783.2	9,044.2	(a)979.0	(a) 13.9	
	1928-29	9.5	50.8	197.2	8,881.1	9,138.6	(a)896.7	(a) 14.0	
TOTAL CLASS I RAILWAYS	1927-28	941.9	9,731.3	16,966.2	561,023.8	588,663.2	(a)24,878.4	(a)1,076.1	
	1928-29	876.5	9,346.2	17,461.8	556,227.4	583,911.9	(a)24,291.0	(a)998.5	

* Shown under 5' 6" gauge.

† Not available.

‡ Shown under 3' 3½" gauge.

§ Not required.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st.	2nd.	Inter.	3rd.	Total.
		23	24	25	26	27
21	22					
5' 6" GAUGE.						
Bengal-Nagpur	1927-28	226.3	93.0	37.9	47.4	47.2
	1928-29	212.1	98.6	36.5	46.3	46.0
Bombay, Baroda and Central India	1927-28	48.2	15.0	111.5	20.7	20.5
	1928-29	58.7	15.4	173.3	22.1	21.6
Eastern Bengal	1927-28	53.2	32.7	20.7	23.0	23.0
	1928-29	55.9	35.3	19.9	23.4	23.3
East Indian	1927-28	195.7	106.7	46.9	48.6	49.3
	1928-29	194.2	109.7	46.4	53.7	53.8
Great Indian Peninsula	1927-28	161.8	41.8	160.1	32.3	33.3
	1928-29	201.0	43.0	124.6	33.8	34.8
Madras and Southern Mahratta	1927-28	228.1	103.6	69.0	31.6	32.8
	1928-29	234.2	105.4	75.1	31.2	32.5
Nizam's Guaranteed State	1927-28	99.6	65.1	Nil	28.9	29.5
	1928-29	108.4	69.9	Nil	31.8	32.4
North Western (Commercial)	1927-28	171.6	99.1	52.7	39.6	40.9
	1928-29	154.4	100.1	50.4	40.1	41.2
North Western (Military)	1927-28	111.4	76.6	48.4	35.6	36.6
	1928-29	103.9	72.5	50.4	39.4	40.2
North Western (Total)	1927-28	181.2	105.0	54.5	40.8	42.1
	1928-29	162.3	104.5	52.8	41.7	42.8
South Indian	1927-28	141.1	70.3	Nil	28.0	28.6
	1928-29	119.6	61.3	Nil	26.6	27.1
TOTAL	1927-28	*127.3	*44.3	*43.2	*35.4	*36.1
	1928-29	*135.7	*44.9	*42.1	*36.7	*37.3
3' 3 1/2" GAUGE.						
Assam Bengal	1927-28	91.3	64.1	48.3	31.2	32.1
	1928-29	93.1	65.9	46.5	31.0	31.8
Bengal and North-Western	1927-28	78.6	69.2	59.1	36.6	36.8
	1928-29	71.4	64.8	58.0	36.8	37.2
Bombay, Baroda and Central India	1927-28	129.1	37.8	47.7	37.2	37.6
	1928-29	122.5	37.2	48.8	37.6	37.9
Burma	1927-28	64.9	32.2	Nil	22.4	22.7
	1928-29	75.1	34.5	Nil	22.2	22.5
Eastern Bengal	1927-28	101.4	53.2	31.4	40.3	40.0
	1928-29	100.2	51.3	30.7	41.3	40.9
Jodhpur	1927-28	143.5	106.1	47.3	45.0	44.7
	1928-29	132.0	109.8	46.7	42.9	43.7
Madras and Southern Mahratta	1927-28	153.5	69.7	85.2	31.6	32.1
	1928-29	137.4	69.8	91.6	31.0	31.6
Nizam's Guaranteed State	1927-28	125.4	65.1	Nil	27.1	28.4
	1928-29	128.8	65.7	Nil	31.8	32.2
Rohilkund & Kumaon	1927-28	87.4	67.9	38.9	25.9	26.2
	1928-29	98.0	75.0	39.6	25.8	26.2
South Indian	1927-28	83.6	46.4	135.1	24.1	24.4
	1928-29	88.4	46.9	160.6	24.3	24.7
TOTAL	1927-28	*88.5	*50.3	*45.5	*30.6	*31.0
	1928-29	*93.1	*51.9	*44.7	*30.9	*31.3
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1927-28	52.6	65.8	35.8	32.3	32.5
	1928-29	57.1	51.2	34.4	31.7	32.0
Bombay, Baroda and Central India	1927-28	Nil	23.8	Nil	14.3	14.4
	1928-29	Nil	24.0	Nil	13.9	14.0
Eastern Bengal	1927-28	11.5	12.1	10.4	9.33	9.37
	1928-29	10.2	11.7	8.48	9.02	9.03
Great Indian Peninsula	1927-28	Nil	24.1	Nil	19.5	19.5
	1928-29	Nil	23.6	Nil	17.6	17.6
Jodhpur (2' 0" gauge)	1927-28	20.5	15.0	Nil	13.3	13.3
	1928-29	18.2	19.5	Nil	13.5	13.6
North-Western (Commercial, 2' 6" gauge)	1927-28	53.5	40.5	28.4	26.8	27.5
	1928-29	50.5	42.6	32.8	27.5	28.3
North Western (Military, 2' 6" gauge)	1927-28	42.3	36.0	44.2	28.3	28.5
	1928-29	49.1	37.8	46.5	27.5	27.7
North Western (Total, 2' 6" gauge)	1927-28	54.4	41.3	29.1	28.0	28.5
	1928-29	51.3	43.5	33.4	28.4	29.1
North Western (Military, 2' 0" gauge)	1927-28	Nil	42.0	Nil	20.7	20.7
	(b) 1928-29	Nil	43.0	Nil	18.5	18.5
South Indian	1927-28	Nil	29.3	Nil	17.2	17.2
	1928-29	Nil	29.7	Nil	17.1	17.1
TOTAL	1927-28	*51.4	*40.5	*31.0	*23.7	*24.0
	1928-29	*52.5	*39.9	*31.8	*23.6	*23.0
TOTAL CLASS I RAILWAYS	1927-28	*117.7	*45.3	*43.2	*33.5	*34.1
	1928-29	*125.2	*46.2	*42.3	*34.4	*34.9

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

class I Railways for the years 1927-28 and 1928-29—concl'd.

EARNINGS FROM PASSENGERS CARRIED (INCLUDING REFUNDS AND REMISSIONS IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					REMARKS.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
28	29	30	31	32	33	34	35	36	37	
Rs.	Rs.	Rs.	Rs.	Rs.						
8,56	8,49	17,35	1,69,31	2,03,71	19.3	9.53	4.45	3.47	3.77	
8.13	8.98	17.67	1,63,79	1,98,57	19.5	9.56	4.43	3.44	3.75	
8,03	18,87	95	1,81,22	2,09,07	14.4	6.51	5.75	3.04	3.31	
8,63	19,31	1,80	1,89,88	2,19,61	14.8	6.68	5.56	3.01	3.20	
5,72	7,66	15,52	1,24,99	1,53,89	17.5	9.94	4.06	3.37	3.67	
5,47	8,24	15,60	1,24,21	1,53,52	16.6	9.87	4.02	3.20	3.50	
17,43	27,55	53,13	5,19,94	6,18,05	14.8	6.93	3.73	2.94	3.15	
15,68	25,32	50,57	4,81,10	5,72,67	14.7	6.76	3.50	2.65	2.85	
24,01	32,25	7,87	3,63,92	4,23,05	16.9	6.89	6.78	3.57	3.92	
24.00	30,55	8.33	3,50,87	4,13,75	16.3	7.17	5.93	3.35	3.70	
5,42	8,78	6,88	1,42,61	1,63,69	18.6	9.27	4.97	3.41	3.63	
5,33	8,83	7,11	1,40,89	1,62,16	18.7	9.20	4.96	3.37	3.65	
64	1,93	Nil	25,24	27,81	15.8	7.99	Nil	3.40	3.29	
70	2,04	Nil	25,50	28,24	15.8	8.00	Nil	3.10	3.31	
14,16	28,75	42,54	4,96,53	5,81,98	14.0	7.07	4.51	3.19	3.42	
15,99	27,66	38,53	4,76,86	5,59,04	15.4	7.05	4.64	2.92	3.16	
1,39	3,05	2,87	53,13	60,44	13.9	6.63	4.53	3.20	3.39	
1,48	2,72	3,15	53,61	60,96	16.7	7.03	4.60	2.86	3.06	
15,55	31,80	46,41	5,49,66	(a)6,42,42	14.0	7.03	4.51	3.19	3.42	
17,47	30,38	41,68	5,30,47	(a)6,20,00	15.5	7.05	4.64	2.91	3.15	
2,02	4,06	Nil	52,64	58,72	20.4	9.57	Nil	3.60	3.77	
1,98	3,91	Nil	52,03	57,92	23.8	10.9	Nil	3.64	3.93	
87,38	1,41,39	1,47,11	21,29,53	25,05,41	15.9	7.31	4.23	3.22	3.48	
87,39	1,37,55	1,42,76	20,58,74	24,26,44	16.2	7.41	4.14	3.02	3.28	
2,28	2,11	4,83	78,57	87,79	26.3	12.7	4.12	3.80	3.97	
2,22	2,27	5,54	79,78	89,81	26.1	12.6	4.11	3.78	3.95	
1,05	3,01	3,71	1,73,85	1,81,62	17.1	7.92	3.62	2.35	2.41	
94	2,70	3,95	1,64,65	1,72,24	16.6	8.05	3.49	2.35	2.41	
3,22	7,67	17	2,03,43	2,14,49	19.3	10.0	4.82	3.27	3.40	
3,21	7,80	13	2,04,45	2,15,69	19.9	10.0	4.54	3.27	3.40	
5,12	9,81	Nil	1,48,47	1,63,40	16.8	7.96	Nil	3.51	3.73	
4,80	9,68	Nil	1,38,33	1,52,81	17.4	7.99	Nil	3.46	3.68	
1,39	1,75	4,62	1,01,88	1,09,64	17.5	9.88	4.05	3.35	3.45	
1,43	1,80	4,96	1,00,45	1,08,64	16.6	9.89	4.03	3.17	3.27	
75	1,97	1,29	31,98	35,99	23.1	11.7	5.09	4.06	4.32	
60	1,95	1,28	32,46	36,29	22.2	11.3	5.06	4.05	4.29	
1,96	5,37	1,47	1,06,98	1,15,78	19.0	9.80	4.98	3.44	3.61	
1,76	5,27	1,56	1,06,78	1,15,37	18.7	9.83	4.98	3.39	3.55	
46	1,75	Nil	29,53	31,74	15.4	7.74	Nil	2.93	3.08	
49	1,74	Nil	32,19	34,42	15.4	7.61	Nil	2.93	3.07	
73	1,11	57	25,83	28,24	25.6	11.4	4.83	2.73	2.91	
78	1,15	53	22,88	25,34	22.8	10.6	4.80	2.70	2.90	
4,96	10,86	97	2,01,28	2,18,07	22.8	8.87	8.24	3.40	3.58	
4,81	10,86	98	1,96,97	2,13,62	22.2	8.95	7.64	3.28	3.46	
21,92	45,41	17,63	11,01,80	11,86,76	20.0	9.27	4.25	3.19	3.33	
21,04	45,22	18,93	10,78,94	11,64,13	20.0	9.31	4.17	3.15	3.29	
19	52	1,07	21,57	23,35	19.0	8.90	4.10	3.43	3.53	
17	48	1,11	22,53	24,29	18.3	9.39	4.05	3.42	3.51	
Nil	9	Nil	4,06	4,15	Nil	17.8	Nil	4.48	4.55	
Nil	10	Nil	4,14	4,24	Nil	17.8	Nil	4.47	4.60	
Nil	6	6	2,09	2,21	15.1	13.0	4.10	3.66	3.75	
Nil	6	4	1,67	1,77	16.7	13.9	4.02	3.70	3.80	
Nil	7	Nil	6,41	6,48	Nil	17.2	Nil	5.00	5.04	
Nil	6	Nil	6,13	6,19	Nil	12.8	Nil	4.85	4.88	
Nil	1	Nil	35	36	36.0	18.0	Nil	6.00	6.11	
Nil	Nil	Nil	12	12	35.0	18.8	Nil	6.03	6.15	
1,27	1,22	83	9,80	13,12	48.1	15.5	10.2	6.27	7.50	
1,10	1,19	83	9,39	12,51	39.6	17.1	10.1	5.86	7.02	
2	7	3	2,49	2,61	19.4	8.16	8.29	3.92	4.03	
3	5	2	1,91	2,01	27.1	9.29	9.00	3.94	4.08	
1,29	1,29	86	12,29	15,73	46.9	14.8	10.1	5.59	6.56	
1,13	1,24	85	11,30	14,52	39.1	16.5	10.0	5.41	6.38	
Nil	Nil	Nil	27	27	Nil	4.67	Nil	3.82	3.82	
Nil	Nil	Nil	14	14	Nil	4.47	Nil	3.38	3.38	
Nil	2	Nil	2,01	2,03	Nil	13.3	Nil	3.40	3.42	
Nil	2	Nil	1,97	1,99	Nil	14.2	Nil	3.40	3.42	
1,48	2,06	1,99	49,05	54,58	38.3	12.8	5.54	4.10	4.36	
1,30	1,96	2,00	48,00	53,26	34.0	13.7	5.45	4.01	4.26	
1,10,78	1,88,86	1,66,73	32,80,38	37,46,75	16.8	7.74	4.25	3.22	3.44	
1,09,73	1,84,73	1,63,60	31,85,68	36,43,83†	16.9	7.84	4.16	3.07	3.29	

*Columns 23 to 27—
For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway, are considered as having made two or more separate journeys.

(a) Includes earnings from special trains and Reserved Carriages (passenger proportion).

† Converted into 3' 3 3/4" gauge from 1st August 1928.

‡ The difference in these figures as compared with those in st. 6 is due to the exclusion of the Salsette Tramway figures in the case of the G. I. P. Railway and to the inclusion of the S. I. Railway Extensions figures in the S. I. Railway system.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Other traffic.
		General merchandise including live-stock.	Fuel for the public, foreign Railways and Home line construction.	Fuel on Revenue account.	Other Revenue stores.	Total.	
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	1927-28	5,847	6,118	786	432	13,183	1,513
	1928-29	5,408	5,804	770	844	12,826	1,537
Bombay, Baroda and Central India	1927-28	2,581	13	24	405	3,023	1,746
	1928-29	2,619	19	26	356	3,020	1,718
Eastern Bengal	1927-28	2,059	26	6	566	2,657	3,378
	1928-29	1,881	27	6	366	2,280	3,246
East Indian	1927-28	5,455	11,353	1,728	1,365	19,901	3,341
	1928-29	6,065	11,383	1,634	1,375	20,467	3,405
Great Indian Peninsula	1927-28	5,887	494	188	1,771	8,340	4,054
	1928-29	6,651	424	204	1,794	9,073	4,071
Madras and Southern Mahratta	1927-28	1,936	85	134	320	2,475	1,753
	1928-29	1,989	136	173	753	3,051	1,732
Nizam's Guaranteed State	1927-28	462	496	120	37	1,115	291
	1928-29	578	516	144	65	1,303	307
North Western (Commercial)	1927-28	8,585	442	167	1,884	11,078	3,884
	1928-29	8,186	402	156	1,605	10,349	4,086
North Western (Military)	1927-28	1,095	63	25	234	1,417	1,024
	1928-29	1,097	62	14	178	1,351	1,074
North Western (Total)	1927-28	9,680	505	192	2,118	12,495	3,103
	1928-29	9,283	464	170	1,783	11,700	3,270
South Indian	1927-28	669	31	96	301	1,097	653
	1928-29	704	32	63	517	1,316	712
TOTAL	1927-28	34,576	19,121	3,274	7,315	64,286	(a)19,832
	1928-29	35,178	18,805	3,190	7,853	65,026	(a)19,998
3' 3½" GAUGE.							
Assam-Bengal	1927-28	1,026	70	63	80	1,239	404
	1928-29	1,149	84	60	112	1,405	368
Bengal and North Western	1927-28	2,213	4	44	164	2,425	1,142
	1928-29	2,064	7	35	170	2,276	1,245
Bombay, Baroda and Central India	1927-28	1,685	2	12	299	1,998	1,855
	1928-29	1,881	3	7	313	2,204	1,951
Burma	1927-28	3,801	104	345	1,244	5,494	Nil
	1928-29	3,992	94	313	1,326	5,725	Nil
Eastern Bengal	1927-28	1,014	3	22	206	1,245	1,269
	1928-29	1,024	4	13	282	1,323	1,264
Jodhpur	1927-28	331	4	1	82	418	332
	1928-29	392	Nil	3	132	527	350
Madras and Southern Mahratta	1927-28	1,610	81	148	278	2,117	768
	1928-29	1,739	114	191	236	2,280	840
Nizams' Guaranteed State	1927-28	328	Nil	2	77	407	200
	1928-29	365	Nil	3	24	392	236
Rohilkund and Kumaon	1927-28	613	159	40	97	909	122
	1928-29	565	155	47	83	850	161
South Indian	1927-28	2,931	144	216	605	3,896	332
	1928-29	2,568	143	204	670	3,575	378
TOTAL	1927-28	15,552	571	893	3,132	20,148	(a)6,474
	1928-29	15,729	604	876	3,348	20,557	(a)6,793
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1927-28	532	93	50	88	763	158
	1928-29	505	114	50	75	744	180
Bombay, Baroda and Central India	1927-28	150	Nil	Nil	2	152	69
	1928-29	157	Nil	Nil	10	167	61
Eastern Bengal	1927-28	16	Nil	Nil	3	19	12
	1928-29	5	Nil	Nil	Nil	5	4
Great Indian Peninsula	1927-28	117	Nil	Nil	34	151	101
	1928-29	156	Nil	Nil	36	192	107
Jodhpur (2' 0" gauge)	1927-28	6	Nil	Nil	Nil	6	3
	1928-29	5	Nil	Nil	Nil	5	1
North Western (Commercial, 2' 6" gauge)	1927-28	135	17	10	16	178	110
	1928-29	140	19	10	11	180	132
North Western (Military, 2' 6" gauge)	1927-28	56	1	2	12	71	44
	1928-29	65	5	2	7	79	45
North Western (Total, 2' 6" gauge)	1927-28	191	18	12	28	249	139
	1928-29	205	24	12	18	259	142
North Western (Military, 2' 0" gauge)	1927-28	10	1	Nil	Nil	11	Nil
	(b) 1928-29	Nil	Nil	Nil	Nil	Nil	Nil
South Indian	1927-28	27	6	Nil	5	38	23
	1928-29	29	7	Nil	3	39	24
TOTAL	1927-28	1,049	118	62	160	1,389	(a)486
	1928-29	1,062	145	62	142	1,411	(a)519
TOTAL CLASS I RAILWAYS							
	1927-28	51,177	19,810	4,229	10,607	85,823	(a)26,792
	1928-29	51,969	19,554	4,128	11,343	86,994	(a)27,310

(a) Columns 8 to 13—In these totals consignments passing over two or more railways or two or more gauges on the same railway
 (b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

|| Converted into 3' 3½" gauge from 1st August 1928.

13.—Statement of Goods Revenue Statistics of Class I

Railway.	Year.	AVERAGE MILES A TON OF GOODS WAS CARRIED.				
		General merchandise including live stock.	Fuel for the public, foreign rail-ways and Home line construction.	Fuel on revenue account.	Other Revenue stores.	Total.
22	23	24	25	26	27	28
5' 6" GAUGE.						
Bengal Nagpur	1927-28	192.5	180.0	228.9	58.7	184.7
	1928-29	194.7	209.8	231.5	46.0	194.6
Bombay, Baroda and Central India	1927-28	191.0	372.0	252.0	59.0	202.0
	1928-29	199.0	369.0	227.0	51.0	205.0
Eastern Bengal	1927-28	110.3	74.5	146.0	48.5	95.6
	1928-29	114.9	75.2	145.8	55.7	100.8
East Indian	1927-28	243.4	307.1	265.5	110.1	272.3
	1928-29	252.0	303.3	271.2	92.0	271.8
Great Indian Peninsula	1927-28	241.9	387.0	397.9	34.9	242.6
	1928-29	216.8	331.2	311.4	37.8	211.5
Madras and Southern Mahratta	1927-28	184.8	354.4	122.5	90.6	191.3
	1928-29	163.4	299.6	102.7	35.0	154.0
Nizam's Guaranteed State	1927-28	131.5	147.5	123.5	28.2	133.4
	1928-29	129.2	142.2	130.1	20.4	129.1
North Western (Commercial)	1927-28	202.1	248.9	319.9	87.2	200.8
	1928-29	206.8	235.9	344.8	88.2	209.9
Do. (Military)	1927-28	100.0	114.5	137.3	80.5	101.6
	1928-29	104.2	108.1	150.9	97.0	107.0
Do. (Total)	1927-28	211.3	262.8	331.4	91.6	210.3
	1928-29	219.3	246.4	357.9	95.7	221.1
South Indian	1927-28	112.7	64.4	71.4	36.4	94.5
	1928-29	109.8	69.2	73.4	39.5	88.2
TOTAL	1927-28	*200.8	*258.0	*276.5	*67.3	*211.3
	1928-29	*200.7	*259.3	*264.6	*58.3	*209.1
3' 3½" GAUGE.						
Assam-Bengal	1927-28	160.0	121.6	137.9	85.0	150.9
	1928-29	161.0	116.0	135.0	101.2	150.3
Bengal and North-Western	1927-28	152.7	125.1	157.0	71.2	147.6
	1928-29	146.0	124.5	148.5	61.6	140.3
Bombay, Baroda and Central India	1927-28	191.0	205.0	268.0	112.0	190.0
	1928-29	182.0	236.0	261.0	93.0	184.0
Burma	1927-28	163.0	498.4	135.5	66.7	145.8
	1928-29	157.4	478.3	136.2	41.7	134.7
Eastern Bengal	1927-28	102.8	130.5	103.0	84.2	104.5
	1928-29	99.3	124.2	108.1	84.4	101.2
Jodhpur	1927-28	169.2	180.0	210.6	54.2	158.9
	1928-29	171.3	197.2	212.0	54.2	155.9
Madras and Southern Mahratta	1927-28	189.8	109.4	319.2	96.0	184.4
	1928-29	183.1	120.3	300.6	69.9	180.2
Nizam's Guaranteed State	1927-28	147.4	177.2	204.7	19.9	136.2
	1928-29	145.0	187.6	188.5	24.2	145.8
Rohilkund & Kumaon	1927-28	94.5	111.9	32.9	58.4	91.7
	1928-29	90.9	111.7	28.6	59.0	88.9
South Indian	1927-28	93.1	77.5	89.7	47.0	85.7
	1928-29	99.0	85.5	88.2	41.3	88.0
TOTAL	1927-28	*149.1	*157.1	*168.3	*69.8	*141.2
	1928-29	*147.2	*157.2	*172.2	*55.0	*137.9
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1927-28	45.6	31.7	126.6	46.2	55.2
	1928-29	47.8	38.6	126.4	67.9	60.1
Bombay, Baroda and Central India	1927-28	23.0	31.0	27.0	14.0	23.0
	1928-29	21.0	30.0	15.0	27.0	22.0
Eastern Bengal	1927-28	15.0	14.9	Nil	18.1	15.3
	1928-29	14.5	14.6	Nil	10.9	14.3
Great Indian Peninsula	1927-28	37.2	33.1	Nil	13.3	33.7
	1928-29	36.0	33.1	Nil	10.8	32.8
Jodhpur (2' 0" gauge)	1927-28	16.0	20.0	Nil	16.9	16.1
	1928-29	37.5	19.8	Nil	21.0	37.2
North Western (Commercial, 2' 6" gauge)	1927-28	44.5	40.5	41.1	23.4	42.3
	1928-29	45.9	41.9	40.1	32.2	43.9
Do. (Military, 2' 6" gauge)	1927-28	48.1	57.9	49.0	40.0	47.2
	1928-29	51.0	65.4	57.6	41.6	51.4
Do. (Total, 2' 6" gauge)	1927-28	47.9	47.5	53.1	32.6	46.6
	1928-29	50.9	51.7	47.1	39.9	50.2
Do. (Military, 2' 0" gauge)	1927-28	33.8	40.2	24.1	35.4	33.8
	1928-29	Nil	Nil	Nil	Nil	Nil
South Indian	1927-28	35.8	30.9	19.1	35.0	34.7
	1928-29	31.0	31.7	19.0	85.7	33.3
TOTAL	1927-28	*40.4	*66.7	*108.8	*35.5	*45.2
	1928-29	*42.1	*73.0	*109.1	*46.1	*48.1
TOTAL CLASS I RAILWAYS	1927-28	*181.8	*249.9	*253.5	*67.5	*192.0
	1928-29	*181.1	*251.1	*244.5	*57.2	*189.4

* Columns 24 to 28.—For the purpose of these figures consignments passing over two or
 † Converted into 3' 3½" gauge from 1st August 1928.
 ‡ Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

Railways for the years 1927-28 and 1928-29—concl'd.

EARNINGS FROM GOODS CARRIED INCLUDING REFUNDS AND REMISSION (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED FOR CARRYING A TON OF GOODS ONE MILE.				
General merchandise including live stock.	Fuel for the public, foreign rail-ways & Home line construction.	Fuel on revenue account.	Other revenue stores.	Total.	General merchandise including live stock.	Fuel for the public, foreign rail-ways & Home line construction.	Fuel on revenue account.	Other revenue stores.	Total.
29	30	31	32	33	34	35	36	37	38
Rs.	Rs.	Rs.	Rs.	Rs.					
4,15,54	1,60,50	23,05	3,53	6,02,62	6-11	2-58	2-45	2-58	4-27
3,98,62	1,80,95	22,74	5,04	6,07,35	6-30	2-56	2-45	2-47	4-18
3,68,84	21,61	7,62	4,13	4,02,25	10-4	2-36	1-81	3-29	8-03
3,91,22	21,27	7,76	2,56	4,22,81	10-5	2-51	1-80	2-61	8-32
2,20,47	26,23	6,87	6,34	2,59,91	11-2	4-20	2-93	3-79	8-64
2,25,75	25,61	6,95	5,46	2,63,77	11-8	4-16	2-86	4-38	9-09
6,70,01	5,63,98	63,01	16,83	13,13,83	7-02	2-81	2-64	2-30	4-01
7,20,30	5,54,44	56,72	14,71	13,46,17	6-67	2-80	2-46	2-38	4-01
8,86,54	64,82	52,29	6,70	10,10,35	8-61	2-37	2-21	2-03	6-42
9,44,38	57,28	41,33	7,95	10,50,94	9-34	2-58	2-31	2-25	7-26
2,72,97	24,80	4,97	3,36	3,06,10	9-02	3-41	2-12	2-20	7-39
2,96,46	24,87	5,20	4,85	3,31,38	11-1	3-77	2-27	4-60	9-06
53,46	19,41	1,97	25	75,09	10-5	5-08	2-56	3-96	7-69
62,80	20,12	2,49	51	85,92	10-6	5-19	2-54	7-48	7-93
8,32,19	47,57	43,81	23,38	9,46,74	8-18	2-62	2-08	2-67	6-33
8,05,39	48,26	47,64	17,73	9,19,02	7-82	2-81	1-97	2-41	6-06
67,44	4,22	2,51	3,12	77,29	7-98	3-51	2-14	2-59	6-44
75,18	3,92	2,43	2,64	84,17	7-81	3-46	2-07	2-50	6-50
8,99,63	51,79	46,32	26,50	10,24,03	8-16	2-68	2-08	2-66	6-34
8,80,57	52,18	50,07	20,37	10,03,19	7-82	2-85	1-98	2-42	6-10
82,74	1,92	1,34	94	86,94	11-3	10-9	2-58	1-60	10-1
85,98	2,02	1,13	1,39	90,52	11-3	9-78	2-55	1-28	9-70
38,70,20	9,34,85	2,07,44	68,63	50,81,12	8-17	2-78	2-32	2-57	5-49
40,06,08	9,38,74	1,94,39	62,84	52,02,05	8-33	2-80	2-26	2-59	5-62
1,07,01	5,83	1,51	98	1,15,33	10-0	4-77	2-45	2-97	8-97
1,09,44	6,22	1,57	1,52	1,18,75	9-88	4-80	2-45	2-72	8-75
1,78,31	8,94	5,43	1,63	1,94,31	7-97	4-20	2-53	2-68	7-12
1,71,89	9,24	4,91	1,75	1,87,79	8-02	4-87	2-64	3-21	7-30
2,75,18	9,19	5,86	3,84	2,94,07	9-30	2-57	1-80	2-14	7-69
2,95,02	8,59	6,78	2,21	3,12,60	9-48	2-53	1-79	1-45	7-82
2,84,72	10,79	6,91	11,80	3,13,22	8-82	4-00	2-43	2-73	7-51
2,90,23	9,50	5,83	9,46	3,15,02	8-87	4-06	2-62	3-28	7-84
1,09,83	8,84	2,29	3,29	1,24,25	10-8	3-97	2-92	3-17	8-74
1,12,02	8,58	2,25	4,09	1,26,94	11-9	4-06	2-88	3-12	9-31
44,37	29	1,26	49	46,41	8-46	2-36	2-13	1-98	7-47
52,29	31	1,33	96	54,89	9-73	2-44	2-16	2-47	7-71
2,28,97	4,36	4,81	3,71	2,51,40†	10-0	5-74	1-95	2-57	8-78
2,56,94	4,65	6,26	2,87	2,70,72†	10-7	5-08	1-97	3-80	9-36
47,11	2,06	85	15	50,17	13-6	4-77	2-64	1-94	11-6
50,35	2,11	95	14	53,55	13-0	4-27	2-53	4-11	11-2
31,19	3,61	17	54	35,51	8-87	3-45	2-45	1-83	7-32
30,86	3,53	17	54	35,10	9-22	3-50	2-45	2-10	7-38
1,85,98	6,78	2,68	2,08	1,97,52	11-5	10-5	2-60	1-38	10-2
1,81,82	6,70	2,49	2,41	1,93,42	11-9	9-65	2-60	1-65	10-5
14,92,67	60,69	30,77	28,51	16,22,19	9-59	4-11	2-25	2-44	8-28
15,50,86	59,43	32,54	25,95	16,68,78	9-82	4-16	2-25	2-67	8-49
19,56	2,76	86	42	23,60	12-6	5-21	2-45	1-94	8-91
21,15	3,36	81	33	25,65	13-0	5-03	2-45	1-24	8-86
4,51	9	1	1	4,62	18-8	9-93	3-56	4-47	18-2
4,74	8	Nil	4	4,86	20-0	3-35	2-72	2-23	18-6
27	Nil	Nil	Nil	29	13-2	4-07	4-80	1-23	12-1
9	Nil	Nil	Nil	9	13-6	4-17	Nil	1-81	12-8
8,24	22	Nil	5	8,51	21-2	6-14	Nil	2-19	19-0
9,59	21	Nil	5	9,85	21-0	6-11	Nil	2-21	19-3
17	Nil	Nil	Nil	17	25-5	5-22	Nil	14-2	24-3
15	Nil	Nil	Nil	15	14-5	5-27	Nil	6-10	14-4
12,62	1,12	13	18	14,05	25-4	16-3	5-63	6-58	22-5
13,73	1,09	13	16	15,11	23-6	13-3	6-08	5-76	21-2
2,35	6	4	17	2,62	10-8	3-86	3-55	4-50	9-31
2,81	14	3	11	3,09	10-5	4-32	3-57	4-50	9-27
14,97	1,18	17	35	16,67	20-7	14-2	4-91	5-35	18-4
16,54	1,23	16	27	18,20	19-5	10-7	5-40	5-16	17-4
29	2	Nil	Nil	31	17-5	16-2	5-29	2-18	16-3
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
1,38	12	1	2	1,53	15-6	11-9	2-64	2-36	13-9
1,37	14	1	2	1,54	16-8	11-2	5-63	1-80	14-2
49,39	4,39	1,05	87	55,70	16-3	6-55	2-69	2-72	12-6
53,63	5,02	98	71	60,34	16-4	6-00	2-69	1-92	12-5
64,12,06	10,00,14	2,39,26	98,01	67,59,01	8-56	2-84	2-31	2-54	6-00
56,10,57	10,03,19	2,27,91	89,50	69,31,17†	8-73	2-87	2-26	2-61	6-15

more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Includes Mormugao Harbour receipts.

‡ The differences in the figures as compared with the figures of passenger earnings in st. 6 are due to exclusion of the Salsette Tramway figures in the case of G. I. P. Ry. and inclusion of the S. I. Ry. Extensions figures in the S. I. Ry. System.

14.—Statement of Revenue Earnings and Expenses

Railway.	Gauge.	Year.		Capital at charge*	Gross earnings	Gross earni
				Capital outlay† per route mile.	(in thousands of rupees).§	per mean m worked.
1	2	3		4	5	6
				Rs.	Rs.	Rs.
Assam-Bengal	3' 3½"	1927-28		2,12,685	2,25,53	19,90
		1928-29		2,03,241	2,30,76	19,20
Bengal and North Western	3' 3½"	1927-28		98,447	3,74,74	17,60
		1928-29		99,258	3,62,67	16,07
Bengal Nagpur	5' 6"	1927-28		2,24,406	8,69,61	39,06
		1928-29		2,30,765	8,69,33	38,67
	2' 6"	1927-28		†	49,55	5,54
		1928-29		†	52,82	5,90
Bombay, Baroda and Central India	5' 6"	1927-28		1,99,749	6,82,57	51,57
		1928-29		1,95,040	7,12,38	53,83
	3' 3½"	1927-28		†	5,47,64	22,37
		1928-29		†	5,63,75	23,04
2' 6"	1927-28		†	9,24	5,81	
	1928-29		†	10,06	6,47	
Burma	3' 3½"	1927-28		1,64,275	5,07,88	26,857
		1928-29		1,69,699	4,97,79	25,810
Eastern Bengal	5' 6"	1927-28		2,76,116	4,62,82	60,838
		1928-29		2,65,702	4,72,30	60,960
	3' 3½"	1927-28		†	2,57,53	27,803
		1928-29		†	2,55,53	25,749
2' 6"	1927-28		†	2,78	5,387	
	1928-29		†	1,97	4,886	
East Indian	5' 6"	1927-28		3,53,263	20,78,12	49,175
		1928-29		3,35,618	20,50,69	47,598
Great Indian Peninsula	5' 6"	1927-28		3,21,290	15,71,06	44,526
		1928-29		3,15,027	15,92,24	45,033
	2' 6"	1927-28		†	15,57	7,728
		1928-29		†	16,54	8,200
Jodhpur	3' 3½"	1927-28		55,096	93,68	11,268
		1928-29		54,800	1,01,44	11,652
	2' 6"	1927-28		††	55	2,220
		1928-29		††	28	1,128
Madras and Southern Mahratta	5' 6"	1927-28		1,95,490	5,14,83	47,655
		1928-29		1,90,302	5,38,94	49,517
	3' 3½"	1927-28		†	3,97,58	19,603
		1928-29		†	4,26,85	20,803
Nizam's Guaranteed State	5' 6"	1927-28		1,77,201	1,12,65	24,846
		1928-29		1,62,676	1,26,19	25,639
	3' 3½"	1927-28		92,725	89,36	15,380
		1928-29		91,720	96,13	15,989
North Western (Commercial)	5' 6"	1927-28		2,33,309	16,81,41	38,799
		1928-29		2,28,911	16,29,74	36,078
	2' 6"	1927-28		†	31,48	10,540
		1928-29		†	32,23	9,532
Do. (Military)	5' 6"	1927-28		1,82,495	1,53,03	10,188
		1928-29		1,77,705	1,59,65	10,273
	2' 6"	1927-28		†	5,66	2,614
		1928-29		†	5,59	2,345
Do. (Total)	2' 0"	1927-28		†	74	1,763
		1928-29		†	31	1,468
	1927-28			2,19,469	18,72,32	29,140
		1928-29		2,14,946	18,27,52	27,465
Rohilkund and Kumaon	3' 3½"	1927-28		75,085	72,11	12,792
		1928-29		75,884	68,16	12,157
	5' 6"	1927-28		1,76,829	1,72,24	28,057
		1928-29		167,520	1,74,54	28,226
South Indian	3' 3½"	1927-28		†	4,53,07	31,289
		1928-29		†	4,32,70	27,988
	2' 6"	1927-28		†	3,71	3,758
		1928-29		†	3,67	3,716
TOTAL CLASS I RAILWAYS . . . . .	..	1927-28		2,22,375	1,14,36,74	31,710
		1928-29		2,17,240	1,14,85,25	31,217

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ Included in 5' 6" gauge.

†† Included in 3' 3½" gauge.

§ The gross earnings [col. (5)], working expenses [col. (9)], and net earnings [col. (12)], include figures relating to steam boat service.

of Class I Railways rated against selected units for the years 1927-28 and 1928-29.

Gross earnings per mean mile worked per week.	Gross earnings per train mile.	Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.	Working expenses per train mile.	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.	Net earnings per train mile.
7	8	9	10	11	12	13	14
Ra.	Ra.	Rs.	Ra.	Ra.	Rs.	Rs.	Ra.
382.8	6.70	1,17.41	193.3	3.38	1,08.12	9,857.1	3.32
369.3	6.53	1,22.65	192.2	3.40	1,08.11	9,210.4	3.13
337.0	5.22	1,40.98	122.4	1.89	2,33.76	11,223.0	3.32
308.4	4.58	1,48.98	125.6	1.87	2,13.69	9,630.9	2.72
747.5	7.18	5,19.09	443.7	4.26	3,50.52	15,885.6	2.92
741.7	6.95	6,40.26	545.3	5.11	2,29.07	10,240.0	1.84
106.0	3.08	43.47	93.0	2.70	6.08	680.4	0.38
113.3	2.99	43.16	92.6	2.44	9.66	1,080.1	0.55
986.5	8.92	4,32.08	626.0	5.65	2,50.49	18,927.8	3.27
1,032.4	9.51	4,15.84	602.6	5.55	2,96.54	22,407.5	3.96
428.0	5.50	3,29.21	257.2	3.31	2,18.43	8,929.2	2.19
441.9	5.48	3,19.90	250.7	3.11	2,43.85	9,972.6	2.37
111.2	4.87	6.67	80.2	3.51	2.57	1,621.1	1.36
124.2	4.01	6.50	80.3	2.59	3.56	2,290.6	1.42
513.7	6.09	2,89.81	291.6	3.46	2,18.07	11,610.4	2.63
495.0	6.01	3,01.00	297.4	3.61	1,96.79	10,301.2	2.40
1,170.0	7.53	3,04.56	771.0	4.95	1,58.26	20,752.0	2.58
1,169.0	7.41	3,15.33	781.0	4.95	1,56.97	20,221.0	2.45
535.0	6.64	1,62.89	331.0	4.20	94.64	9,962.0	2.44
494.0	5.91	1,68.43	317.0	3.78	87.10	9,246.0	2.11
104.0	1.84	2.04	76.0	1.35	74	1,443.0	0.49
93.0	1.68	1.84	87.0	1.56	13	322.0	0.11
940.5	6.71	12,09.31	547.2	3.90	8,68.31	20,562.2	2.80
912.8	6.63	12,37.06	550.5	3.94	8,13.63	18,894.1	2.59
851.9	6.57	10,17.47	551.6	4.25	5,53.59	15,699.5	2.32
863.8	6.33	10,46.02	567.0	4.16	5,46.22	15,464.9	2.17
147.7	5.00	7.01	66.5	2.25	8.56	4,256.5	2.75
157.5	3.84	7.45	70.7	1.73	9.09	4,510.1	2.11
215.5	5.32	73.68	169.5	4.19	20.00	2,405.7	1.13
223.5	5.64	66.32	146.1	3.69	35.12	4,034.1	1.95
42.5	2.86	25	19.0	1.28	30	1,229.8	1.58
21.6	2.26	2.01	154.8	16.2	-1.73	-6,945.3	-13.9
911.4	8.32	2,96.94	525.7	4.80	2,17.89	20,169.1	3.52
949.9	8.44	2,74.65	483.7	4.30	2,64.29	24,282.8	4.14
375.2	5.03	2,34.10	221.2	2.97	1,63.48	8,020.8	2.06
399.0	5.10	2,02.85	189.0	2.42	2,24.00	10,943.6	2.68
475.2	7.97	43.04	181.5	3.05	69.61	15,353.6	4.92
491.7	8.44	45.88	178.8	3.07	80.31	16,317.7	5.37
294.1	6.42	39.20	129.0	2.82	50.16	8,633.1	3.60
306.6	5.99	42.59	135.9	2.65	53.54	8,903.8	3.34
742.1	7.68	10,70.95	470.1	4.86	6,10.46	14,219.2	2.82
691.9	6.88	10,91.69	460.7	4.58	5,38.05	12,058.1	2.30
201.6	4.31	34.31	265.0	5.67	-2.83	-3,318.5	-1.36
182.8	3.97	40.22	278.3	6.05	-7.99	-4,977.9	-2.07
194.9	4.88	1,73.92	221.4	5.54	-20.89	-1,390.2	-0.66
197.0	4.94	1,78.90	220.8	5.53	-19.25	-1,238.3	-0.60
50.0	2.18	16.92	149.4	6.51	-11.26	-5,196.3	-4.33
45.0	1.98	16.51	132.8	5.85	-10.92	-4,577.3	-3.87
33.7	1.40	2.79	126.8	5.28	-2.05	-4,868.2	-3.88
28.2	1.11	2.02	183.5	7.23	-1.71	-8,100.0	-6.12
560.4	7.19	12,98.89	388.8	4.99	5,73.43	8,925.0	2.20
526.7	6.52	13,29.34	383.2	4.74	4,98.18	7,483.1	1.78
246.0	5.20	35.65	121.6	2.57	36.46	6,467.1	2.63
233.8	4.86	33.38	111.4	2.38	34.78	6,203.1	2.48
536.6	6.80	1,15.60	362.2	4.59	56.64	9,117.3	2.21
551.0	6.57	98.44	307.9	3.74	78.10	12,171.0	2.83
598.4	5.31	2,60.77	344.4	3.05	1,92.30	13,283.4	2.26
536.7	5.55	2,44.14	302.7	3.13	1,88.56	12,203.7	2.42
71.9	2.22	4.25	82.4	2.55	-54	-549.7	-0.33
71.3	2.21	4.30	83.4	2.59	-63	-635.1	-0.38
608.1	6.65	69,84.37	370.8	4.05	44,52.37	12,376.3	2.60
598.7	6.46	71,18.32	370.5	4.00	43,66.93	11,898.1	2.46

.but while calculating working results, in columns 6, 7, 8, 10, 11, 13 and 14, the Steam Boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways for the

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	1927-28	Rs. 4,92,88,625	Rs. 1,17,47,024	Rs. 3,75,41,601	Rs. 4.79	Rs. 2.31	Rs. 2.48
	1928-29	6,13,87,414	1,49,58,349	4,64,29,065	4.49	2.79	1.70
Bombay, Baroda and Central India	1927-28	4,16,60,760	1,83,72,358	2,32,88,402	5.49	3.80	1.69
	1928-29	4,02,93,716	1,90,28,618	2,12,65,098	5.79	3.98	1.81
Eastern Bengal	1927-28	2,94,54,630	1,50,52,948	1,44,01,682	4.23	3.47	0.76
	1928-29	3,04,85,941	1,64,72,611	1,40,13,330	4.08	3.55	0.53
East Indian	1927-28	11,86,37,114	3,68,66,963	8,17,70,151	4.54	2.35	2.19
	1928-29	12,12,97,713	3,80,98,872	8,31,98,841	4.19	2.41	1.78
Great Indian Peninsula	1927-28	10,04,05,185	4,12,05,760	5,91,99,425	3.78	2.92	0.86
	1928-29	10,26,46,188	4,52,14,332	5,74,31,856	3.33	2.97	0.36
Madras and Southern Mahratta	1927-28	2,85,75,784	1,21,67,787	1,64,07,997	5.38	3.32	2.06
	1928-29	2,62,82,008	1,14,69,757	1,48,12,251	5.28	3.10	2.18
Nizam's Guaranteed State	1927-28	39,06,910	14,73,031	24,33,879	4.14	1.84	2.30
	1928-29	41,13,060	14,35,992	26,77,068	4.44	1.84	2.60
North Western	1927-28	12,00,94,590	5,38,28,059	6,62,66,531	4.73	3.41	1.32
	1928-29	12,22,36,244	5,49,76,544	6,72,59,700	4.24	3.23	1.01
South Indian	1927-28	1,14,70,354	63,07,647	51,62,707	4.19	3.74	0.45
	1928-29	98,30,000	53,42,694	44,87,306	4.01	3.08	0.93
3' 3½" GAUGE.							
Assam-Bengal	1927-28	1,07,34,077	46,15,653	61,18,424	6.76	3.13	3.63
	1928-29	1,12,38,735	48,39,399	63,99,336	6.55	3.13	3.42
Bengal and North-Western	1927-28	1,35,36,179	62,74,153	72,62,026	4.63	1.51	3.12
	1928-29	1,38,40,417	67,55,903	70,84,514	3.90	1.48	2.42
Bombay, Baroda and Central India	1927-28	3,17,35,611	1,33,71,366	1,83,64,245	4.37	2.41	1.96
	1928-29	3,10,83,492	1,26,48,820	1,84,34,672	4.35	2.27	2.08
Burma	1927-28	2,73,62,762	92,47,056	1,81,15,706	5.18	2.66	2.52
	1928-29	2,86,50,863	1,03,11,603	1,83,39,260	4.47	3.71	1.76
Eastern Bengal	1927-28	1,52,05,241	74,82,586	77,22,655	5.43	3.23	2.20
	1928-29	1,57,42,130	79,03,848	78,38,282	4.71	3.06	1.65
Jodhpur	1927-28	68,46,059	27,76,885	40,69,174	4.97	3.30	1.67
	1928-29	61,34,832	23,85,518	37,49,314	4.92	2.81	2.11
Madras and Southern Mahratta	1927-28	2,22,72,268	81,22,413	1,41,49,855	4.00	2.35	1.65
	1928-29	1,90,98,051	67,04,974	1,23,93,077	3.84	1.88	1.96
Nizam's Guaranteed State	1927-28	36,50,485	18,37,385	18,13,100	3.58	1.82	1.76
	1928-29	39,29,185	19,30,343	19,98,842	3.51	1.76	1.75
Rohilkund and Kumaon	1927-28	34,93,523	14,06,009	20,87,514	4.82	2.12	2.70
	1928-29	32,78,160	13,78,961	18,99,199	4.22	2.02	2.20
South Indian	1927-28	2,41,09,666	1,27,12,579	1,13,97,087	4.64	2.53	2.11
	1928-29	2,31,03,063	1,24,58,278	1,06,44,785	4.91	2.68	2.23

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

NOTE.—The results in columns 6 to 17 exclude steam boat

years 1927-28 and 1928-29.

GOODS TRAFFIC.

Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods vehicle per mile (excluding brakes).	Cost of hauling a goods vehicle one mile.	Profit on working a goods vehicle one mile.	Cost of hauling a goods unit (viz. one ton) one mile.	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (viz., one ton) one mile.
9	10	11	12	13	14	15	16	17
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
8.66	5.42	3.24	43.3	27.1	16.2	2.66	4.50	1.62
8.53	6.59	1.94	42.8	33.0	9.74	3.20	4.98	0.98
14.2	8.26	5.94	70.0	40.8	29.2	4.65	7.16	2.38
15.4	7.84	7.61	69.4	35.2	34.2	4.19	6.56	4.13
14.5	7.96	6.54	67.3	36.9	30.4	4.80	7.46	3.84
15.5	8.12	7.36	69.8	36.6	33.2	4.83	7.54	4.26
8.63	5.35	3.28	36.7	22.7	14.0	2.50	3.94	1.51
8.69	5.34	3.35	36.9	22.7	14.2	2.48	3.92	1.53
10.3	6.03	4.27	56.4	33.1	23.3	3.78	6.26	2.64
10.6	5.79	4.82	62.6	34.2	28.4	3.97	6.58	3.29
12.1	6.50	5.60	67.7	36.2	31.5	3.96	5.94	3.43
12.3	5.51	6.79	72.2	32.2	40.0	4.05	6.38	5.01
12.3	3.98	8.32	69.1	22.3	46.8	2.49	5.17	5.20
12.2	3.75	8.45	70.0	21.6	48.4	2.47	5.22	5.46
11.2	7.16	4.04	55.8	35.6	20.2	4.12	6.52	2.22
10.3	6.78	3.52	51.3	33.8	17.5	4.10	6.52	2.00
10.3	6.11	4.20	85.7	50.7	35.0	5.99	8.80	4.11
9.64	4.75	4.88	85.4	42.1	43.3	4.82	7.50	4.88
6.49	3.43	3.06	44.3	23.4	20.9	4.78	10.1	4.19
6.33	3.44	2.89	44.0	24.0	20.0	4.73	9.91	4.02
5.87	2.31	3.56	37.7	14.8	22.9	2.66	4.84	4.46
5.44	2.34	3.10	33.1	14.2	18.9	2.78	4.96	3.98
6.64	4.15	2.49	35.3	22.2	13.1	4.80	6.78	2.89
6.64	3.92	2.72	36.1	21.3	14.8	4.63	6.63	3.22
6.47	3.76	2.71	49.7	28.8	20.9	4.34	6.94	3.17
7.06	4.12	2.94	51.6	30.1	21.5	4.56	7.27	3.28
7.71	4.95	2.76	38.1	24.5	13.6	5.64	8.70	3.10
7.52	4.75	2.77	38.0	24.0	14.0	5.75	8.92	3.56
5.04	4.43	0.61	28.2	24.8	3.40	6.55	8.98	0.92
5.76	3.95	1.81	31.6	21.7	9.92	5.26	7.50	2.45
5.70	3.32	2.38	45.0	26.2	18.8	5.14	7.65	3.64
5.93	2.71	3.22	46.0	21.0	25.0	4.28	6.98	5.08
13.2	4.73	8.47	69.2	24.8	44.4	4.21	7.61	7.39
10.7	3.94	6.76	63.9	23.5	40.4	4.19	7.50	7.01
4.90	2.88	2.02	44.3	26.1	18.2	4.24	7.10	2.92
4.86	2.64	2.22	43.1	26.9	16.2	4.06	7.00	3.32
5.40	3.39	2.01	45.6	26.4	19.2	5.97	9.13	4.23
5.96	3.29	2.67	48.4	26.6	21.7	5.88	9.76	4.62

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

16.—Statement of ton mileage of Class I Railways for the years 1927-28 and 1928-29 (In thousands).

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1927-28	2,697,026	1,380,999	5,173,608	1,886,174	5,970,136	1,902,362	6,079,642
	1928-29	2,765,678	1,456,293	5,270,174	2,013,807	6,075,882	2,017,809	6,263,058
Bombay, Baroda and Central India	1927-28	944,577	1,342,806	1,962,559	1,832,649	2,241,382	1,834,363	2,325,198
	1928-29	960,414	1,611,102	2,053,922	2,142,957	2,356,029	2,144,255	2,396,274
Eastern Bengal	1927-28	548,971	1,176,131	1,250,534	1,558,356	1,393,856	1,561,619	1,494,055
	1928-29	540,789	1,284,134	1,225,002	1,675,461	1,563,915	1,679,925	1,429,120
East Indian	1927-28	6,236,965	4,989,160	12,540,551	6,525,463	14,050,640	6,583,218	14,601,440
	1928-29	6,379,019	5,204,885	12,875,980	6,809,712	14,433,030	6,874,036	15,011,253
Great Indian Peninsula	1927-28	2,956,179	3,594,945	6,200,851	4,767,527	7,133,138	4,774,112	7,351,996
	1928-29	2,687,277	3,744,589	5,700,694	5,031,749	6,570,595	5,039,348	6,854,859
Madras and Southern Mahratta	1927-28	758,485	1,083,430	1,591,320	1,442,169	1,844,154	1,451,887	1,957,838
	1928-29	683,432	1,092,954	1,550,058	1,457,267	1,799,488	1,468,655	1,896,647
Nizam's Guaranteed State	1927-28	186,238	179,904	365,091	267,962	425,459	269,267	444,908
	1928-29	206,015	182,567	411,000	270,119	481,055	271,010	505,234
North Western	1927-28	2,967,134	4,674,080	6,249,397	6,213,371	7,120,010	6,231,978	7,672,050
	1928-29	3,051,938	4,876,224	6,572,075	6,520,868	7,542,460	6,538,832	7,999,773
South Indian	1927-28	154,814	367,406	329,731	526,288	395,221	528,007	431,695
	1928-29	161,310	397,777	355,968	565,138	426,375	567,120	476,458
TOTAL	1927-28	17,450,389	18,788,911	35,663,650	25,029,959	40,569,996	25,136,813	42,358,521
	1928-29	17,435,772	19,850,605	36,014,903	26,487,078	41,049,729	26,600,990	42,832,676
3' 3½" GAUGE.								
Assam-Bengal	1927-28	243,528	382,039	499,036	466,721	603,531	467,489	619,742
	1928-29	254,720	396,838	511,485	485,938	622,246	487,087	644,114
Bengal and North Western	1927-28	513,977	821,291	979,202	1,014,741	1,116,224	1,019,206	1,179,681
	1928-29	488,308	861,954	953,832	1,075,407	1,088,489	1,078,954	1,131,435
Bombay, Baroda and Central India	1927-28	712,781	974,150	1,447,863	1,257,055	1,678,141	1,257,486	1,727,032
	1928-29	730,574	957,422	1,506,984	1,236,901	1,737,959	1,237,348	1,803,339
Burma	1927-28	737,739	699,029	1,316,596	903,720	1,544,996	904,631	1,772,243
	1928-29	738,333	717,970	1,298,271	942,825	1,534,945	943,433	1,677,903
Eastern Bengal	1927-28	247,642	528,071	555,882	656,606	628,770	657,779	678,883
	1928-29	242,693	559,454	563,772	701,852	639,738	704,429	698,586
Jodhpur	1927-28	114,354	169,265	253,610	217,753	303,246	218,432	320,085
	1928-29	129,171	176,838	281,047	226,044	331,491	226,772	356,416
Madras and Southern Mahratta	1927-28	506,080	573,269	1,023,119	769,515	1,253,679	772,349	1,345,490
	1928-29	545,886	584,636	1,151,828	787,882	1,417,884	789,764	1,459,753
Nizam's Guaranteed State	1927-28	81,360	134,128	155,179	190,994	182,284	191,912	189,375
	1928-29	91,239	146,468	178,786	210,007	214,663	210,859	218,341
Rohilkund and Kumaon	1927-28	86,525	124,567	167,932	158,120	198,503	159,874	237,367
	1928-29	83,393	132,911	165,938	167,698	196,990	169,097	232,892
South Indian	1927-28	337,454	802,656	758,663	1,055,647	900,745	1,059,737	931,208
	1928-29	325,128	777,197	696,559	1,023,712	833,879	1,027,041	901,978
TOTAL	1927-28	3,581,440	5,208,465	7,157,082	6,690,902	8,410,119	6,708,895	9,051,106
	1928-29	3,629,445	5,310,688	7,309,502	6,858,266	8,618,284	6,874,784	9,124,757
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	1927-28	47,184	117,757	114,245	162,536	150,979	162,727	165,470
	1928-29	50,543	128,171	123,268	177,852	161,924	177,923	178,641
Bombay, Baroda and Central India	1927-28	4,862	11,004	10,252	14,099	12,685	14,099	13,001
	1928-29	4,955	12,275	10,386	17,467	13,075	17,467	14,834
Eastern Bengal	1927-28	334	5,354	953	6,893	1,157	6,896	1,723
	1928-29	93	4,381	372	5,798	473	5,801	592
Great Indian Peninsula	1927-28	8,040	16,785	22,203	23,825	28,771	23,845	30,665
	1928-29	9,416	19,517	20,100	30,549	27,938	30,569	30,278
Jodhpur	1927-28	114	564	205	762	269	762	315
	1928-29†	58	133	97	178	127	178	475
North Western.	1927-28	16,614	35,497	41,662	50,859	63,291	50,974	70,647
	1928-29	19,723	34,273	48,864	50,651	76,452	50,844	81,857
South Indian	1927-28	214	2,526	1,074	3,050	1,311	3,059	1,463
	1928-29†	Nil	1,785	Nil	2,190	Nil	2,196	Nil
TOTAL	1927-28	79,298	197,759	195,005	274,990	264,744	275,339	290,157
	1928-29	86,627	208,465	207,354	297,275	286,090	297,568	313,478
TOTAL CLASS I RAILWAYS	1927-28	21,111,127	24,195,135	43,015,737	31,995,851	49,244,859	32,121,047	51,700,084
	1928-29	21,151,844	25,369,758	43,531,759	33,642,619	49,954,103	33,773,342	52,270,911

* Excluding traffic carried in Departmental trains.

† Converted into 3' 3½" gauge from 1st August 1928.

‡ Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

17.—Statement of Train* and Engine Mileage of Class I Railways for the years 1927-28 and 1928-29.
(In thousands.)

Railway.	Year.	TRAIN MILES.						
		Passenger.	Goods.			Mixed.		
			Main lines.	Branch lines.	Total.	Main lines.	Branch lines.	Total.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1927-28	4,872	4,077	2,460	6,537	42	220	262
	1928-29	5,168	4,037	2,357	6,394	35	286	321
Bombay, Baroda and Central India	1927-28	4,354	1,702	228	1,928	668	450	1,116
	1928-29	4,168	1,832	258	2,090	680	392	1,072
Eastern Bengal	1927-28	4,178	1,347	119	1,466	102	109	211
	1928-29	4,471	1,319	126	1,445	138	101	239
East Indian	1927-28	15,018	11,891	1,971	13,862	37	624	651
	1928-29	15,135	12,049	2,107	14,156	21	622	643
Great Indian Peninsula	1927-28	12,269	6,197	2,273	8,470	41	423	464
	1928-29	13,053	5,990	2,027	8,017	38	460	498
Madras and Southern Mahratta	1927-28	3,510	1,384	579	1,963	51	320	371
	1928-29	3,533	1,379	547	1,926	73	335	408
Nizam's Guaranteed State	1927-28	754	480	1	481	..	106	106
	1928-29	744	407	59	556	..	103	103
North Western	1927-28	13,485	4,881	2,540	7,421	248	2,534	2,782
	1928-29	14,437	5,426	2,746	8,172	378	2,853	3,231
South Indian	1927-28	1,453	551	..	551	280	65	345
	1928-29	1,534	586	..	586	252	61	313
Total	1927-28	59,893	32,510	10,169	42,679	1,457	4,851	6,308
	1928-29	62,243	33,115	10,227	43,342	1,615	5,213	6,828
3' 3½" GAUGE.								
Assam-Bengal	1927-28	425	349	255	604	1,251	863	2,114
	1928-29	401	313	260	582	1,270	1,016	2,286
Bengal and North-Western	1927-28	2,153	1,267	398	1,665	437	2,778	3,215
	1928-29	2,812	1,276	564	1,840	187	2,517	2,704
Bombay, Baroda and Central India	1927-28	4,307	1,538	1,924	3,460	603	1,390	1,993
	1928-29	4,364	1,575	2,060	3,635	610	1,462	2,072
Burma	1927-28	1,149	1,695	667	2,362	1,809	1,707	3,516
	1928-29	1,179	1,769	738	2,607	1,894	1,772	3,666
Eastern Bengal	1927-28	1,488	1,086	50	1,136	640	408	1,048
	1928-29	1,807	1,120	62	1,182	521	521	1,042
Jodhpur	1927-28	461	415	8	423	534	281	816
	1928-29	459	391	12	403	527	317	844
Madras and Southern Mahratta	1927-28	2,648	2,203	735	2,938	675	1,000	1,675
	1928-29	2,845	2,427	822	3,249	694	999	1,693
Nizam's Guaranteed State	1927-28	907	294	14	308	..	143	143
	1928-29	1,007	363	57	420	..	157	157
Rohilkund and Kumaon	1927-28	247	122	16	138	556	312	868
	1928-29	245	121	8	129	596	309	905
South Indian	1927-28	3,682	1,424	609	2,033	489	1,284	1,778
	1928-29	3,594	1,300	645	1,945	334	1,089	1,423
Total	1927-28	17,467	10,391	4,676	15,067	6,994	10,166	17,160
	1928-29	18,713	10,655	5,237	15,892	6,633	10,159	16,792
2' 6" & 2' 0" GAUGE.								
Bengal-Nagpur	1927-28	364	..	..	447	..	..	729
	1928-29	489	..	..	489	..	..	713
Bombay, Baroda and Central India	1927-28	1	..	..	2	..	..	132
	1928-29	28	..	..	1	..	..	200
Eastern Bengal	1927-28	55	..	..	..	..	..	77
	1928-29	62	..	..	..	..	..	62
Great Indian Peninsula	1927-28	1	..	..	2	..	..	294
	1928-29	28	..	..	..	..	..	383
Jodhpur	1927-28	..	..	..	..	..	..	18
	1928-29	..	..	..	..	..	..	5
North Western	1927-28	138	..	..	394	..	..	335
	1928-29	144	..	..	474	..	..	363
South Indian	1927-28	..	..	..	1	..	..	52
	1928-29 ^a	..	..	..	..	..	..	28
	1927-28	..	..	..	..	..	..	160
	1928-29	..	..	..	..	..	..	100
Total	1927-28	559	..	..	846	..	..	1,847
	1928-29	751	..	..	964	..	..	1,904
Total Class I Railways	1927-28	77,919	..	..	68,692	..	..	25,316
	1928-29	81,707	..	..	60,198	..	..	25,524

* Does not include figures of electric service.

† Converted into 3' 3½" gauge from 1st August 1928.

(a) Cleared for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

17.—Statement of Train* and Engine Mileage of Class I

Railway.	Year.	TRAIN MILES.					SHOWING MILES.					
		Main and Branch lines.			Departmental [§]		Passenger and proportion of mixed.			Goods and proportion of mixed.		
		Passenger and proportion of mixed.	Goods and proportion of mixed.	Total.	Passenger.	Goods.	Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.
10	11	12	13	14	15	16	17	18	19	20	21	22
5' 6" GAUGE.												
Bengal-Nagpur	1927-28	5,053	6,618	11,671	22	307	488	1	489	2,894	114	3,008
	1928-29	5,345	6,538	11,883	10	509	485	1	486	2,901	119	3,020
Bombay, Baroda & Central India.	1927-28	4,825	2,573	7,398	8	248	214	..	214	850	13	863
	1928-29	4,767	2,563	7,330	10	148	210	1	220	890	12	902
Eastern Bengal	1927-28	4,329	1,526	5,855	11	233	308	..	308	1,272	24	1,296
	1928-29	4,628	1,527	6,155	12	199	324	..	324	1,251	20	1,271
East Indian	1927-28	15,531	14,000	29,531	140	1,298	666	1	667	5,233	55	5,288
	1928-29	15,624	14,310	29,934	169	1,278	698	..	698	4,942	35	4,977
Great Indian Peninsula	1927-28	12,588	8,615	21,203	23	1,198	433	14	447	2,173	26	2,199
	1928-29	13,405	8,163	21,568	28	1,680	423	12	435	2,305	62	2,367
Madras & Southern Mahratta	1927-28	3,626	2,218	5,844	35	307	147	16	163	785	43	828
	1928-29	3,657	2,210	5,867	41	480	182	..	182	802	22	824
Nizam's Guaranteed State	1927-28	797	544	1,341	5	68	24	..	24	171	..	171
	1928-29	777	626	1,403	4	88	24	..	24	182	1	183
North Western	1927-28	15,732	7,956	23,688	58	1,299	973	3	976	2,991	86	3,077
	1928-29	16,957	8,883	25,840	54	1,037	1,088	3	1,091	2,847	120	2,967
South Indian	1927-28	1,680	669	2,349	6	177	80	..	80	245	8	253
	1928-29	1,730	703	2,433	7	240	78	1	79	259	14	273
Total	1927-28	64,161	44,719	108,880	308	5,185	3,333	35	3,368	16,614	369	16,983
	1928-29	66,890	45,523	112,413	335	5,659	3,521	18	3,539	16,379	405	16,784
3' 3½" GAUGE.												
Assam Bengal	1927-28	1,471	1,672	3,143	5	112	83	1	84	713	12	725
	1928-29	1,540	1,729	3,269	8	129	101	1	102	733	12	745
Bengal and North-Western	1927-28	4,144	2,889	7,033	17	254	154	..	154	1,212	6	1,218
	1928-29	4,536	2,820	7,356	19	214	164	..	164	1,237	8	1,245
Bombay, Baroda & Central India	1927-28	5,541	4,219	9,760	2	201	259	3	262	1,036	15	1,051
	1928-29	5,576	4,495	10,071	3	208	261	2	263	1,092	13	1,105
Burma	1927-28	3,475	3,552	7,027	7	1,271	299	..	299	1,199	1	1,200
	1928-29	3,800	3,552	7,352	4	901	294	..	294	1,139	4	1,143
Eastern Bengal	1927-28	2,310	1,362	3,672	6	198	184	..	184	807	8	815
	1928-29	2,582	1,449	4,031	4	201	213	..	213	878	6	884
Jodhpur	1927-28	838	861	1,699	3	58	66	..	66	252	2	254
	1928-29	845	861	1,706	4	88	66	..	66	264	1	265
Madras & Southern Mahratta	1927-28	3,440	3,821	7,261	19	435	158	6	164	820	12	832
	1928-29	3,558	4,229	7,787	15	342	143	4	147	956	16	972
Nizam's Guaranteed State	1927-28	1,001	357	1,358	7	26	32	..	32	55	..	55
	1928-29	1,091	493	1,584	6	15	35	..	35	94	..	94
Rohilkund and Kumaon	1927-28	655	598	1,253	9	126	36	..	36	204	2	206
	1928-29	675	604	1,279	8	114	28	..	28	212	2	214
South Indian	1927-28	5,002	2,486	7,488	21	878	254	1	255	647	42	689
	1928-29	4,625	2,337	6,962	17	901	265	..	265	696	47	743
Total	1927-28	27,877	21,817	49,694	96	3,559	1,519	11	1,530	6,975	100	7,075
	1928-29	28,828	22,569	51,397	88	3,113	1,570	7	1,577	7,301	109	7,410
2' 6" & 2' 0" GAUGE.												
Bengal-Nagpur	1927-28	854	686	1,540		70			467		4	471
	1928-29	961	730	1,691		75			470		5	475
Bombay, Baroda & Central India	1927-28	101	84	185		5			32		..	32
	1928-29	141	88	229		23			31		..	31
Eastern Bengal	1927-28	116	16	132		20			7		..	7
	1928-29	107	7	114		3			5		..	5
East Indian Peninsula	1927-28	150	147	297		14			42		..	42
	1928-29	242	169	411		19			42		..	42
Jodhpur	1927-28	14	4	18		1			..		..	..
	1928-29†	3	2	5		7			..		..	..
North Western { 2' 6" gauge	1927-28	406	461	867		74			174		1	175
	1928-29	431	550	981		62			179		..	179
North Western { 2' 0" gauge	1927-28	30	23	53		..			3		..	3
	1928-29a	18	10	28		..			1		..	1
South Indian	1927-28	114	46	160		6			9		..	9
	1928-29	115	45	160		6			9		..	9
Total	1927-28	1,785	1,467	3,252		190			734		5	739
	1928-29	2,018	1,601	3,619		185			737		5	742
Class I Railways	1927-28	93,823	68,003	161,826		9,338			29,175		520	29,695
	1928-29	97,736	69,693	167,429		9,380			29,508		544	30,052

* Does not include figures of electric service.
 † Converted into 3' 3½" gauge from 1st August 1928.
 ‡ Including proportion of mixed.

Railways for the years 1927-28 and 1928-29. (In thousands.)—concl'd.

OTHER ENGINE MILES.														Total Engine miles, (Total of Columns 14 to 16, 19, 22, 26, 27, 31, 32 and 36.)
Passenger and proportion of mixed.					Goods and proportion of mixed.									
Assist- ing not required.	Assist- ing required.	Light.	Total Other.	† Depart- mental.	Assisting not required.	Assisting required.	Light.	Total Other.	Siding.	Departmental.†				
										Loco.	Engr.	Misc.	Total.	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
8	14	78	100	6	28	601	721	1,350	390	391	17	1	409	17,752
7	29	87	123	4	37	585	741	1,363	353	394	21	..	416	18,168
17	2	260	279	1	1	1	113	115	8	182	49	..	231	9,365
22	3	213	238	1	1	1	97	99	16	209	38	..	247	9,210
1	..	5	6	36	11	..	21	32	177	90	34	..	126	8,130
1	..	6	7	29	18	..	27	45	194	110	10	2	122	8,358
101	130	332	563	78	173	171	1,021	1,365	1,375	619	146	114	879	41,184
110	104	432	646	82	222	216	1,077	1,516	1,521	722	140	113	975	41,795
79	376	221	675	20	158	585	480	1,224	35	276	120	1	397	27,421
95	255	205	555	31	95	452	365	912	34	332	174	..	506	28,116
1	34	90	125	13	13	165	120	298	..	112	9	3	124	7,737
..	38	98	136	3	5	137	135	277	..	179	2	1	182	7,992
4	1	24	29	1	..	..	41	41	..	26	24	1	51	1,731
2	4	22	28	2	4	11	54	69	..	22	30	..	62	1,853
138	273	185	596	29	76	263	601	930	142	464	92	192	748	31,543
129	180	168	477	40	81	236	616	933	132	446	72	194	711	33,282
2	1	11	14	77	16	31	56	103	..	77	20	..	97	3,156
3	39	18	60	61	31	45	51	127	..	60	23	..	83	3,383
351	830	1,206	2,387	261	476	1,808	3,174	5,458	2,127	2,237	511	314	3,062	148,019
369	652	1,249	2,270	253	494	1,683	3,163	5,340	2,249	2,473	510	310	3,293	152,135
..	6	11	17	2	4	27	67	98	4	31	6	15	52	4,242
..	6	15	21	3	2	25	65	92	3	40	11	16	67	4,439
15	1	20	36	37	33	14	25	72	..	191	9	..	200	9,021
11	1	22	34	42	24	17	25	66	..	209	7	..	216	9,356
56	11	73	140	1	113	17	84	214	..	251	16	..	267	11,917
80	11	66	167	1	122	11	76	208	19	233	17	..	250	12,295
2	20	29	51	..	3	61	167	236	454	32	..	68	100	10,645
..	12	30	42	..	5	42	149	196	537	31	..	79	110	10,579
..	..	2	2	7	7	..	3	10	22	98	34	12	144	5,060
..	..	5	5	11	4	..	6	10	24	95	39	4	138	5,521
..	..	7	7	..	..	..	6	6	..	11	16	5	32	2,128
..	..	4	4	1	..	..	9	9	..	10	10	4	24	2,167
2	14	23	39	8	96	243	131	469	..	125	13	5	143	9,376
3	14	23	40	5	96	275	151	522	..	142	4	..	146	9,976
..	2	44	46	1	..	7	26	33	..	25	7	1	33	1,621
..	..	44	44	1	..	20	34	54	..	25	11	..	36	1,869
7	9	7	23	6	7	5	8	20	1	37	1	..	48	1,712
5	10	9	24	8	7	5	7	19	1	49	1	..	50	1,745
23	..	19	42	105	18	55	31	104	36	110	44	..	154	9,772
29	2	45	76	98	11	66	29	106	46	109	38	..	147	9,361
105	63	235	403	167	285	429	548	1,262	536	911	146	106	1,163	65,485
128	56	263	447	170	271	461	550	1,282	640	943	138	103	1,184	67,308
† OTHER ENGINE MILES.										DEPARTMENTAL				
..										31	29			2,141
..										31	31			2,303
..										3	2			227
..										3	4			290
..										..	2			161
..										..	..			122
..										..	1			354
..										..	1			473
..										..	..			19
..										83	..			12
..										89	5			1,204
..										..	4			1,305
..										..	6			62
..										..	..			29
..										..	..			175
..										..	..			175
117										45				4,343
123										40				4,709
12,290										4,698				217,847
12,351										4,940				224,152

† Includes shunting and departmental siding.

‡ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	MIXED TRAINS.			GOODS TRAINS.		
			Main Line.	Branch Line.	Total.	Main Line.	Branch Line.	Total.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	1927-28	249.0	3.6	17.8	21.4	385.0	272.2	657.2
	1928-29	273.7	3.5	25.5	29.0	389.7	238.9	628.6
Bombay, Baroda and Central India	1927-28	213.3	45.4	34.2	79.6	164.8	24.9	189.7
	1928-29	188.7	42.5	31.5	74.0	180.1	28.6	208.7
Eastern Bengal	1927-28	243.8	7.7	8.5	16.2	164.5	23.2	187.7
	1928-29	262.3	10.0	8.0	18.0	162.1	22.9	185.0
East Indian	1927-28	706.4	2.3	41.1	43.4	1,161.3	246.3	1,407.6
	1928-29	708.6	2.0	40.2	42.2	1,196.4	272.3	1,468.7
Great Indian Peninsula	1927-28	581.3	2.4	30.2	32.6	596.3	221.0	817.3
	1928-29	600.8	2.4	33.5	35.9	566.6	193.4	760.0
Madras and Southern Mahratta	1927-28	185.5	3.2	30.2	33.4	138.8	57.4	196.2
	1928-29	194.9	4.6	31.4	36.0	138.1	54.3	192.4
Nizam's Guaranteed State	1927-28	33.6	Nil	8.3	8.3	48.8	1	48.9
	1928-29	35.0	Nil	8.3	8.3	52.7	7.9	60.6
North Western	1927-28	693.6	19.3	184.5	203.8	484.3	282.0	766.3
	1928-29	741.6	26.2	208.2	234.4	528.3	286.3	814.6
South Indian	1927-28	71.6	22.0	4.9	26.9	49.8	Nil	49.8
	1928-29	80.8	20.9	4.5	25.4	55.0	Nil	55.0
Total	1927-28	2,978.1	105.9	359.7	465.6	3,193.6	1,127.1	4,320.7
	1928-29	3,086.4	112.1	391.1	503.2	3,269.0	1,104.6	4,373.6
3' 3½" GAUGE.								
Assam Bengal	1927-28	26.4	113.1	82.8	195.9	35.8	30.2	66.0
	1928-29	23.7	115.2	98.0	213.2	32.0	30.3	62.3
Bengal and North-Western	1927-28	139.8	34.9	237.2	272.1	152.0	55.4	207.4
	1928-29	181.2	15.9	206.2	222.1	148.9	74.8	223.7
Bombay, Baroda and Central India	1927-28	262.1	46.9	109.7	156.6	134.4	181.1	315.5
	1928-29	263.2	47.4	117.1	164.5	136.9	195.9	332.8
Burma	1927-28	65.5	127.2	137.3	264.5	190.5	65.8	256.3
	1928-29	64.6	128.0	144.0	272.0	192.2	76.2	268.4
Eastern Bengal	1927-28	97.3	48.5	39.4	87.9	129.3	6.6	135.9
	1928-29	121.8	41.8	50.5	92.3	128.8	8.7	137.5
Jodhpur	1927-28	24.9	37.6	22.6	60.2	39.5	8	40.3
	1928-29	24.9	37.6	27.1	64.7	36.4	1.1	37.5
Madras and Southern Mahratta	1927-28	162.7	59.1	79.8	138.9	225.6	74.1	299.7
	1928-29	182.2	63.4	83.5	146.9	250.6	84.7	335.3
Nizam's Guaranteed State	1927-28	48.7	Nil	10.5	10.5	31.8	1.5	33.3
	1928-29	54.5	Nil	13.1	13.1	39.1	6.9	46.0
Rohilkund and Kumaon	1927-28	15.6	49.6	27.1	76.7	14.0	1.7	15.7
	1928-29	15.1	51.8	28.2	80.0	13.1	9	14.0
South Indian	1927-28	227.6	33.2	101.1	134.3	147.4	68.3	215.7
	1928-29	234.3	23.9	88.4	112.3	140.0	72.5	212.5
Total	1927-28	1,070.6	550.1	847.5	1,397.6	1,100.2	485.5	1,585.7
	1928-29	1,165.5	525.0	856.1	1,381.1	1,118.0	552.0	1,670.0
2' 6" & 2' 0" GAUGES.								
Bengal-Nagpur	1927-28	26.7			65.4			48.9
	1928-29	36.3			65.2			52.9
Bombay, Baroda and Central India	1927-28	1			16.3			2
	1928-29	1.9			18.0			1
Eastern Bengal	1927-28	6.8			8.3			Nil
	1928-29	7.0			5.6			Nil
Great Indian Peninsula	1927-28	Nil			23.2			2
	1928-29	2.1			29.5			Nil
Jodhpur	1927-28	Nil			1.8			Nil
	1928-29*	Nil			5			Nil
North-Western	1927-28	14.1			30.2			46.8
	1928-29	14.8			32.0			50.7
South Indian	1927-28	Nil			6.5			2
	1928-29†	Nil			3.3			Nil
	1927-28	Nil			11.8			Nil
	1928-29	Nil			12.2			Nil
Total	1927-28	47.7			163.5			96.3
	1928-29	62.1			166.3			109.7
Total Class I Railways	1927-28	4,096.4			2,026.7			6,002.7
	1928-29	4,314.0			2,050.6			6,150.3

* Converted into 3' 3½" gauge from 1st August 1928.

† Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

for the years 1927-28 and 1928-29. (In hundreds.)

MAIN AND BRANCH LINE TRAINS.		SHUNTING.		§ "OTHER" HOURS.		Total siding.	DEPARTMENTAL HOURS.		Total Engine hours (Cols. 10 to 18).
Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.		‡ Passenger.	‡ Goods.	
10	11	12	13	14	15	16	17	18	19
263,8	663,8	97,7	578,7	64,8	276,8	55,7	2,6	106,5	2,110,4
289,7	641,6	97,0	580,2	70,4	265,0	50,5	1,0	135,3	2,130,7
246,7	235,9	42,8	170,0	100,6	59,4	1,2	1,4	68,2	926,2
228,4	243,0	43,8	178,1	65,2	49,6	2,1	2,1	52,4	864,7
256,4	192,3	61,6	254,4	58,6	20,6	25,3	5,2	59,4	932,8
274,2	191,1	64,8	250,3	56,6	22,0	27,7	4,8	46,8	938,3
740,6	1,416,8	133,2	1,046,5	211,5	339,5	195,7	25,9	297,8	4,407,5
740,6	1,478,9	139,5	988,4	224,9	355,2	217,0	29,6	314,2	4,488,3
603,5	827,7	86,5	434,6	152,2	269,3	5,7	8,2	212,8	2,600,5
626,0	770,7	84,7	461,1	150,6	227,4	5,5	11,5	292,2	2,629,7
196,2	219,9	29,3	157,0	69,9	64,1	Nil	5,4	62,8	803,6
205,2	218,1	36,4	160,4	61,7	68,3	Nil	4,2	96,3	850,6
36,8	54,0	4,8	34,1	14,4	16,5	Nil	4	15,7	176,7
37,6	66,3	4,8	36,4	11,3	20,7	Nil	4	18,8	196,3
858,3	805,4	194,6	598,1	137,1	149,7	20,3	10,2	297,9	3,071,6
923,9	866,7	217,6	569,3	177,4	188,2	18,9	11,7	256,1	3,229,8
89,1	59,2	16,0	49,0	35,3	21,2	Nil	16,8	39,7	326,3
96,3	64,9	15,7	51,8	38,0	29,2	Nil	12,8	45,7	354,4
3,289,4	4,475,0	666,5	3,322,4	844,4	1,217,1	303,9	76,1	1,160,8	15,355,6
3,421,9	4,541,3	704,3	3,276,0	856,1	1,225,6	321,7	78,1	1,257,8	15,682,8
123,1	165,2	16,7	142,7	16,4	34,2	6	1,3	20,6	620,8
129,8	169,4	20,2	146,5	18,2	35,9	5	1,3	25,9	547,7
307,7	311,6	30,9	242,5	83,4	69,8	Nil	8,5	76,3	1,130,7
322,9	304,1	32,8	247,4	86,3	73,6	Nil	8,6	75,0	1,150,7
358,9	375,3	51,9	207,2	78,4	73,7	2,7	2	80,0	1,228,3
359,6	400,9	52,3	218,4	78,4	76,1	4,1	3	71,2	1,261,3
237,2	349,1	59,8	239,7	72,7	57,0	64,8	7	170,4	1,251,4
254,5	350,5	58,8	227,9	67,7	51,3	77,7	5	120,2	1,209,1
165,1	156,0	36,8	161,4	26,2	14,6	3,2	1,2	53,3	617,8
190,0	161,6	42,7	175,5	29,2	17,4	3,5	1,6	54,4	675,9
53,5	71,9	13,1	50,5	22,5	21,3	Nil	4	10,9	244,1
55,4	71,7	13,2	52,9	24,5	24,0	1	7	13,6	256,1
227,9	373,4	31,5	164,0	35,0	83,5	Nil	2,6	74,6	992,5
243,9	420,5	28,6	191,2	23,5	100,6	Nil	1,8	62,8	1,072,9
55,6	36,9	6,4	17,0	15,8	13,8	Nil	1,3	9,8	156,6
61,5	52,1	7,0	18,8	15,1	11,7	Nil	9	8,8	175,9
51,5	55,5	6,0	40,8	14,7	17,6	1	1,7	22,8	211,7
53,1	56,0	5,7	41,7	15,4	17,6	2	1,7	23,8	215,2
325,7	251,9	50,9	129,4	126,7	50,3	5,1	27,2	144,6	1,111,8
315,6	243,5	53,0	139,1	116,1	53,8	6,6	22,9	150,4	1,101,0
1,906,2	2,147,8	304,0	1,395,2	491,8	435,8	76,6	45,1	663,3	7,465,7
1,986,3	2,230,3	314,3	1,459,4	474,4	462,0	92,7	40,3	606,1	7,665,8
141,0		93,4		23,3			13,8		271,5
154,4		94,0		24,3			14,3		287,0
16,6		6,3		5,4			9		29,2
20,0		6,1		5,3			3,3		34,7
15,1		1,6		4,9			3,1		24,6
12,6		9		6,0			5		20,0
23,4		8,4		3,6			1,7		37,1
31,6		8,3		5,1			2,6		47,6
1,8		Nil		5			1		2,4
5		Nil		1			1,0		1,6
91,1		34,8		18,3			10,7		154,9
103,5		35,8		24,3			7,7		171,3
6,7		5		4			1,3		8,9
3,3		3		3			Nil		3,9
11,8		1,8		5,6			8		20,0
12,2		1,8		3,9			8		18,7
307,5		146,7		62,0			32,4		548,6
338,1		147,2		69,3			30,2		584,8
12,125,9		5,834,8		3,431,5			1,977,7		23,369,9
12,517,9		5,901,2		3,501,8			2,012,5		23,933,4

§ "Other" hours include Assisting required, Assisting not required and Light engine hours.
‡ Including proportion of mixed.

19.—Statement of vehicle Miles of Class I

Railway.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS				
		Passenger.	Passenger proportion of mixed.	Total.	Goods.				
					Main Lines.				
					Loaded.	Empty.	Total.	Percentage loaded of total.	
1	2	3	4	5	6	7	8	9	
5' 6" GAUGE.									
Bengal-Nagpur	1927-28	76,902	2,842	79,744	123,401	47,897	171,298	72.0	
	1928-29	81,943	2,543	84,486	127,979	44,707	172,686	74.1	
Bombay, Baroda and Central India	1927-28	70,021	13,555	83,576	60,068	22,175	82,243	73.0	
	1928-29	66,802	14,841	81,643	68,371	24,116	92,487	73.9	
Eastern Bengal	1927-28	70,034	1,986	72,020	51,967	16,986	68,953	75.4	
	1928-29	75,896	2,217	78,113	50,355	16,804	67,159	75.0	
East Indian	1927-28	291,680	7,222	298,902	383,429	231,764	615,193	62.3	
	1928-29	293,798	7,504	301,302	393,896	231,164	625,060	63.0	
Great Indian Peninsula	1927-28	188,947	4,767	193,714	199,636	76,814	276,500	72.2	
	1928-29	197,486	4,810	202,296	193,154	65,765	258,920	74.6	
Madras and Southern Mahratta	1927-28	52,910	2,161	55,071	45,617	17,756	63,373	72.0	
	1928-29	53,669	2,690	56,359	47,073	15,978	63,051	74.7	
Nizam's Guaranteed State	1927-28	9,345	652	9,997	13,606	5,662	19,268	70.0	
	1928-29	9,464	566	10,020	14,299	5,985	20,284	70.6	
North Western	1927-28	244,113	36,560	280,673	181,990	70,317	252,307	72.1	
	1928-29	252,349	41,614	293,963	191,182	76,911	268,093	71.3	
South Indian	1927-28	19,425	3,436	22,861	13,582	3,512	17,094	79.5	
	1928-29	21,101	3,021	24,122	14,373	3,794	18,167	79.1	
Total	1927-28	1,023,377	73,181	1,096,558	1,073,346	492,883	1,566,229	68.5	
	1928-29	1,052,568	79,796	1,132,364	1,100,682	485,225	1,585,907	69.4	
3' 3½" GAUGE.									
Assam Bengal	1927-28	8,734	29,750	38,484	7,769	3,306	11,075	70.1	
	1928-29	8,360	31,766	40,126	6,539	2,322	8,861	73.8	
Bengal and North-Western	1927-28	40,542	37,387	77,929	44,648	13,109	57,757	77.3	
	1928-29	51,712	30,642	82,354	44,608	14,310	58,918	75.7	
Bombay, Baroda and Central India	1927-28	76,923	29,922	106,845	49,954	18,804	68,758	72.7	
	1928-29	76,029	28,928	104,957	49,645	21,613	71,258	69.7	
Burma	1927-28	24,666	56,776	81,442	60,377	18,968	79,345	76.1	
	1928-29	25,286	59,118	84,404	60,720	20,032	80,752	75.2	
Eastern Bengal	1927-28	34,848	19,611	54,459	38,363	15,514	53,877	71.2	
	1928-29	39,589	17,488	57,077	38,759	16,326	55,085	70.4	
Jodhpur	1927-28	9,406	8,899	18,305	12,437	7,507	19,944	62.4	
	1928-29	9,024	9,519	18,543	14,097	6,880	20,977	67.2	
Madras and Southern Mahratta	1927-28	41,030	15,736	56,766	51,841	15,385	67,226	77.1	
	1928-29	43,811	14,878	58,689	56,646	18,200	74,846	75.7	
Nizam's Guaranteed State	1927-28	10,427	1,577	12,004	10,197	2,460	12,657	80.6	
	1928-29	11,266	1,570	12,836	10,711	2,886	13,597	78.8	
Rohilkund and Kumaon	1927-28	4,558	9,486	14,044	2,525	1,198	3,723	67.8	
	1928-29	4,699	9,908	14,607	2,811	1,260	4,071	69.0	
South Indian	1927-28	68,469	23,971	92,440	40,518	16,731	57,249	70.8	
	1928-29	68,020	18,694	86,714	36,604	13,982	50,586	72.4	
Total	1927-28	319,603	233,115	552,718	318,629	112,982	431,611	73.8	
	1928-29	337,796	222,511	560,307	321,140	117,811	438,951	73.1	
2' 6" & 2' 0" GAUGES.									
Bengal-Nagpur	1927-28	7,758	12,634	20,392	7,171	4,084	11,255	70.1	
	1928-29	9,744	12,302	22,046	8,065	4,686	12,751	73.8	
Bombay, Baroda and Central India	1927-28	7	1,994	2,001	25	6	31	70.1	
	1928-29	195	2,108	2,303	9	..	209	73.8	
Eastern Bengal	1927-28	509	804	1,313	..	..	1,313	70.1
	1928-29	556	528	1,084	..	..	1,084	73.8
Great Indian Peninsula	1927-28	3	3,287	3,290	37	8	3,327	70.1	
	1928-29	141	3,744	3,885	7	2	3,892	73.8	
Jodhpur	1927-28	1	143	144	1	..	145	70.1	
	1928-29*	..	31	31	1	2	32	73.8	
North-Western	1927-28	1,706	5,189	6,895	3,353	2,040	5,393	70.1	
	1928-29	1,740	4,869	6,609	4,026	2,347	6,373	73.8	
South Indian	1927-28	1	415	416	9	10	425	70.1	
	1928-29†	..	245	245	2	1	247	73.8	
Total	1927-28	9,985	26,513	36,498	10,596	6,148	16,744	70.1	
	1928-29	12,376	25,872	38,248	12,110	7,038	45,148	73.8	
Total Class I Railways	1927-28	1,352,965	332,809	1,685,774	1,741,887	767,737	2,509,624	70.1	
	1928-29	1,402,740	328,179	1,730,919	1,787,162	771,065	2,558,227	73.8	

* Converted into 3' 3½" gauge from 1st August 1928.

† Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

20.—Statement of Running of Trains† of Class I Railways for the years 1927-28 and 1928-29.

Railway.	Year.	Passenger.	Mixed.	Percentage of passenger and proportion of mixed train engine hours to total engine hours. (Passenger and proportion of mixed.)	Goods.			Percentage of goods and proportion of mixed train engine hours to total engine hours. (Goods and proportion of mixed.)
		Train miles per train engine hour.	Train miles per train engine hour.		Train miles per train engine hour.			
1	2	3	4	5	Main lines.	Branch lines.	Total.	9
5' 6" GAUGE.								
Bengal Nagpur	1927-28	18.8	12.2	*	10.6	9.04	9.95	*
	1928-29	18.9	11.1	63.2	10.4	9.87	10.2	38.4
Bombay, Baroda and Central India.	1927-28	20.4	14.0	*	10.3	9.08	10.2	*
	1928-29	22.1	14.5	66.8	10.2	9.00	10.0	46.3
Eastern Bengal	1927-28	17.1	13.1	*	8.19	5.11	7.81	*
	1928-29	17.0	13.2	68.5	8.14	5.52	7.81	35.5
East Indian	1927-28	21.3	15.0	*	10.2	8.00	9.85	*
	1928-29	21.4	15.2	65.3	10.1	7.75	9.64	44.1
Great Indian Peninsula	1927-28	20.9	14.1	*	10.4	10.3	10.4	*
	1928-29	21.4	13.7	71.7	10.6	10.5	10.5	43.9
Madras & Southern Mahratta	1927-28	18.9	11.1	*	10.0	10.1	10.0	*
	1928-29	18.1	11.4	66.7	10.0	10.1	10.0	40.2
Nizam's Guaranteed State	1927-28	21.9	12.8	*	9.83	10.3	9.83	*
	1928-29	21.3	12.3	69.7	9.44	7.42	9.17	46.7
North Western	1927-28	19.1	13.6	*	10.1	9.00	9.68	*
	1928-29	19.5	13.8	69.4	10.3	9.59	10.0	45.6
South Indian	1927-28	19.5	12.7	*	11.1	N/A	11.1	*
	1928-29	19.0	12.3	59.2	10.6	14.0	10.6	33.9
Average for 5' 6" gauge	1927-28	20.1	13.5		10.2	9.02	9.88	
	1928-29	20.2	13.6		10.1	9.25	9.91	
3' 3½" GAUGE.								
Assam Bengal	1927-28	16.1	10.8	*	9.76	8.43	9.15	*
	1928-29	16.9	10.7	76.5	9.78	8.85	9.33	44.8
Bengal & North Western	1927-28	15.4	11.8	*	8.34	7.17	8.03	*
	1928-29	15.5	12.2	71.7	8.57	7.54	8.22	43.4
Bombay, Baroda & Central India.	1927-28	16.4	12.7	*	11.4	10.6	11.0	*
	1928-29	16.6	12.6	73.3	11.5	10.5	10.9	52.0
Burma	1927-28	17.5	13.3	*	8.90	10.1	9.22	*
	1928-29	18.3	13.5	66.7	9.21	9.68	9.34	42.3
Eastern Bengal	1927-28	15.3	11.9	*	8.40	7.55	8.36	*
	1928-29	14.8	11.3	72.1	8.70	7.13	8.60	39.2
Jodhpur	1927-28	18.1	13.1	*	10.5	10.4	10.5	*
	1928-29	18.0	13.2	59.0	10.7	11.2	10.8	44.2
Madras & Southern Mahratta	1927-28	16.3	12.1	*	9.80	9.92	9.80	*
	1928-29	15.6	11.5	81.9	9.69	9.71	9.69	54.3
Nizam's Guaranteed State	1927-28	17.8	13.6	*	9.27	9.29	9.27	*
	1928-29	18.5	11.9	72.8	9.28	8.24	9.12	56.5
Rohilkund and Kumaon	1927-28	15.9	11.3	*	8.75	9.53	8.84	*
	1928-29	16.2	11.3	70.0	9.18	8.78	9.15	40.2
South Indian	1927-28	15.7	13.0	*	9.66	8.92	9.43	*
	1928-29	15.3	12.7	62.2	9.29	8.91	9.16	41.0
Average for 3' 3½" gauge	1927-28	16.3	12.3		9.44	9.63	9.50	
	1928-29	16.1	12.2		9.53	9.49	9.52	
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1927-28	13.5	11.0				9.14	
	1928-29	13.5	10.9				9.25	
Bombay, Baroda and Central India.	1927-28	12.4	11.2				9.42	
	1928-29	14.6	11.1				8.64	
Eastern Bengal	1927-28	8.02	9.27				..	
	1928-29	8.83	9.26				..	
Great Indian Peninsula	1927-28	14.5	12.6				11.5	
	1928-29	13.1	12.9				12.9	
Jodhpur	1927-28	12.5	10.0				9.20	
	1928-29†	..	8.70				7.93	
North Western { 2' 6" gauge	1927-28	9.83	11.0				8.43	
	1928-29	9.76	11.3				8.35	
{ 2' 0" gauge	1927-28	6.00	7.96				5.71	
	1928-29‡	..	8.33				8.59	
South Indian	1927-28	..	13.3				..	
	1928-29	..	13.1				..	
Average for 2' 6" & 2' 0" gauges.	1927-28	11.7	11.3				8.78	
	1928-29	11.1	11.4				8.79	

* Information not available.

† Converted into 3' 3½" gauge on 1st August 1928.

‡ Excluding Departmental.

§ Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

21.—Statement of Shunting and Light Running of Class I Railways for the years 1927-28 and 1928-29.

RAILWAY.	Year.	PASSENGER AND PROPORTION OF MIXED.			GOODS AND PROPORTION OF MIXED.			
		Shunting miles per 100 train miles.	Light engine miles per 100 train miles.	Light and assisting not required miles per 100 train miles.	Shunting engine miles per 100 train miles.	Light engine miles per 100 train miles.	Light and assisting not required miles per 100 train miles.	
1	2	3	4	5	6	7	8	
5' 6" GAUGE.								
Bengal-Nagpur	1927-28	9.82	1.55	†	45.3	10.9	†	
	1928-29	9.28	1.63	1.75	46.4	11.3	11.9	
Bombay, Baroda and Central India	1927-28	4.53	5.39	†	32.8	4.38	†	
	1928-29	4.49	4.47	4.94	34.2	3.80	3.85	
Eastern Bengal	1927-28	7.13	0.11	†	35.0	1.33	†	
	1928-29	7.00	0.14	0.16	83.2	1.72	2.92	
East Indian	1927-28	4.29	2.14	†	37.8	7.30	†	
	1928-29	4.47	2.76	3.46	34.8	7.52	9.08	
Great Indian Peninsula	1927-28	3.47	1.75	†	26.1	5.57	†	
	1928-29	3.13	1.51	2.21	29.0	4.46	5.61	
Madras and Southern Mahratta	1927-28	4.17	2.49	†	36.3	5.42	†	
	1928-29	4.64	2.67	2.68	36.1	6.08	6.32	
Nizam's Guaranteed State	1927-28	3.33	3.00	†	32.6	7.48	†	
	1928-29	3.57	2.89	3.14	32.3	8.71	9.28	
North Western	1927-28	5.96	1.18	†	37.1	7.55	†	
	1928-29	6.21	0.99	1.75	32.0	6.93	7.86	
South Indian	1927-28	5.43	0.64	†	42.6	3.30	†	
	1928-29	5.14	1.05	1.20	42.3	7.18	11.6	
AVERAGE FOR 5' 6" GAUGE		1927-28	5.25	1.88	†	38.0	7.10	†
	1928-29	5.29	1.87	2.42	36.9	6.95	8.03	
3' 3½" GAUGE.								
Assam-Bengal	1927-28	7.02	0.75	†	42.5	3.31	†	
	1928-29	7.74	0.97	0.99	41.8	3.77	3.86	
Bengal and North-Western	1927-28	3.73	0.49	†	42.1	0.85	†	
	1928-29	3.61	0.48	0.73	44.2	0.90	1.75	
Bombay, Baroda and Central India	1927-28	4.73	1.31	†	24.9	2.00	†	
	1928-29	4.72	1.18	2.61	24.6	1.66	4.37	
Burma	1927-28	8.60	0.84	†	33.8	4.71	†	
	1928-29	7.74	0.78	0.79	32.2	4.19	4.34	
Eastern Bengal	1927-28	7.99	0.09	†	59.8	0.26	†	
	1928-29	8.23	0.17	0.18	61.0	0.46	0.71	
Jodhpur	1927-28	7.83	0.87	†	29.5	0.69	†	
	1928-29	7.82	0.39	0.40	30.8	1.04	1.06	
Madras and Southern Mahratta	1927-28	4.52	0.66	†	20.9	3.42	†	
	1928-29	3.87	0.64	0.73	22.1	3.58	5.86	
Nizam's Guaranteed State	1927-28	3.18	4.36	†	23.8	7.17	†	
	1928-29	3.29	3.97	3.98	20.0	6.82	6.83	
Rohilkund and Kumaon	1927-28	4.62	1.10	†	34.5	1.28	†	
	1928-29	4.20	1.38	2.16	35.4	1.27	2.44	
South Indian	1927-28	5.15	0.38	†	28.1	1.24	†	
	1928-29	5.77	0.97	1.60	32.1	1.26	1.72	
AVERAGE FOR 3' 3½" GAUGE		1927-28	5.49	0.84	†	32.4	2.51	†
	1928-29	5.48	0.91	1.36	32.8	2.44	3.64	
2' 6" AND 2' 0" GAUGES.								
Other engine miles per 100 train miles.†								
Bengal Nagpur	1927-28		32.6					
	1928-29		30.0					
Bombay, Baroda and Central India	1927-28		17.4					
	1928-29		13.7					
Eastern Bengal	1927-28		5.78					
	1928-29		4.22					
Great Indian Peninsula	1927-28		14.2					
	1928-29		10.2					
Jodhpur	1927-28		0.15					
	1928-29||		0.49					
North Western { 2' 6" gauge	1927-28		2.97					
	1928-29		2.74					
{ 2' 0" gauge	1927-28		5.80					
	1928-29§		4.92					
South Indian	1927-28		5.58					
	1928-29		5.72					
AVERAGE FOR 2' 6" AND 2' 0" GAUGES		1927-28	26.2					
	1928-29		23.8					

* Excluding Departmental.

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not departmental.

‡ Figures not available.

§ Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

|| Converted into 3'3½" gauge from 1st August 1928.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorized stock (excluding engines ordered but not yet handed over to traffic).	On the line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur	1927-28	769	719	182	537	*	*	98.6	7.03	238.9
	1928-29	769	701	171	530	Nil	Nil	105.3	11.8	241.8
Bombay, Baroda and Central India.	1927-28	434	418	74	344	*	*	105.0	31.0	61.0
	1928-29	426	405	77	329	Nil	Nil	87.9	27.2	64.2
Eastern Bengal	1927-28	332	335	69	266	*	*	105.5	4.31	54.6
	1928-29	332	329	62	261	14	Nil	110.9	5.50	53.6
East Indian	1927-28	1,635	1,613	256	1,357	*	*	308.2	25.1	450.1
	1928-29	1,627	1,597	257	1,331	54	1	313.4	23.1	462.5
Great Indian Peninsula	1927-28	1,219	1,187	238	949	*	*	212.0	19.0	329.0
	1928-29	1,161	1,154	224	932	38	5	213.0	21.0	293.0
Madras and Southern Mahratta.	1927-28	294	311	84	227	*	*	74.4	11.1	58.7
	1928-29	297	307	86	222	Nil	Nil	71.1	12.2	57.4
Nizam's Guaranteed State	1927-28	73	69	17	52	*	*	13.6	4.18	15.4
	1928-29	73	70	15	55	Nil	Nil	13.1	3.42	18.6
North Western	1927-28	1,404	1,334	318	1,016	*	*	271.3	75.1	293.0
	1928-29	1,405	1,285	283	1,003	26	3	292.7	87.1	312.4
South Indian	1927-28	149	144	25	119	*	*	33.0	11.0	25.0
	1928-29	149	146	18	128	15	4	36.0	12.0	27.0
Total	1927-28	6,309	6,130	1,263	4,867	*	*	1,221.6	187.8	1,525.7
	1928-29	6,239	5,994	1,193	4,791	147	13	1,243.4	203.3	1,529.9
3' 3½" GAUGE.										
Assam Bengal	1927-28	170	169	39	130	*	*	9.64	63.2	19.2
	1928-29	184	182	41	141	Nil	Nil	8.83	71.3	19.2
Bengal and North Western	1927-28	330	350	42	308	*	*	46.0	88.0	54.0
	1928-29	329	350	45	305	Nil	Nil	61.0	78.0	60.0
Bombay, Baroda and Central India.	1927-28	489	519	104	415	*	*	100.3	62.5	92.1
	1928-29	479	516	90	426	9	Nil	103.3	66.2	98.8
Burma	1927-28	380	370	45	325	*	*	32.1	97.0	75.5
	1928-29	393	383	42	341	Nil	Nil	29.7	103.1	81.0
Eastern Bengal	1927-28	209	229	40	189	*	*	33.1	33.8	37.8
	1928-29	211	225	41	181	5	Nil	35.3	33.2	38.2
Jodhpur	1927-28	105	104	20	84	*	*	13.0	22.0	10.0
	1928-29	105	107	21	86	Nil	Nil	12.0	25.0	9.00
Madras and Southern Mahratta.	1927-28	325	351	73	278	*	*	45.9	44.0	95.6
	1928-29	327	339	78	261	Nil	Nil	42.4	44.5	95.0
Nizam's Guaranteed State	1927-28	76	82	23	59	*	*	19.0	3.00	8.75
	1928-29	76	81	22	59	Nil	Nil	19.7	3.01	11.0
Rohilkund and Kumaon	1927-28	75	72	10	62	*	*	5.70	25.9	3.50
	1928-29	75	72	10	62	Nil	Nil	5.89	27.3	4.11
South Indian	1927-28	400	374	69	305	*	*	102.2	39.9	71.7
	1928-29	412	389	79	310	Nil	Nil	95.4	38.6	73.2
Total	1927-28	2,559	2,620	465	2,155	*	*	404.9	479.3	468.2
	1928-29	2,591	2,644	469	2,172	14	Nil	413.5	490.2	490.5
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1927-28	134	115	22	93	*	*	11.4	23.3	17.0
	1928-29	134	114	21	93	Nil	Nil	14.0	23.4	16.6
Bombay, Baroda and Central India.	1927-28	19	18	2	16	*	*	Nil	9.00	Nil
	1928-29	19	18	1	16	Nil	Nil	1.90	9.15	Nil
Eastern Bengal	1927-28	11	11	2	9	*	*	2.05	3.15	Nil
	1928-29	11	10	1	8	2	Nil	3.08	2.45	Nil
Great Indian Peninsula	1927-28	19	19	4	15	*	*	Nil	8.00	Nil
	1928-29	19	19	3	16	1	Nil	1.00	10.0	Nil
Jodhpur	1927-28	2	2	..	2	*	*	Nil	1.00	Nil
	1928-29†	2	2	..	2	Nil	Nil	Nil	1.00	Nil
North Western	1927-28	98	87	21	66	*	*	5.02	13.4	16.6
	1928-29	98	83	2	66	6	1	5.38	13.3	19.0
South Indian	1927-28	18	17	4	13	*	*	Nil	2.32	0.85
	1928-29†	18	17	17	11	4	2	Nil	2.09	0.69
Total	1927-28	312	280	57	223	*	*	19.9	64.1	34.6
	1928-29	312	274	47	220	15	4	24.0	66.3	36.3

* Not

† Converted into 3' 3½" gauge

‡ Closed for goods traffic

25.—Statement of Density of Traffic on Class I Railways for the years 1927-28 and 1928-29.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		* Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	1927-28	423,621	470,560	1,106,694	1,228,834	3,213,901	3,570,014	13.4
	1928-29	420,224	468,345	1,126,778	1,252,169	3,267,070	3,632,061	13.7
Bombay, Baroda and Central India	1927-28	746,755	915,246	593,048	726,858	2,564,464	3,143,087	12.9
	1928-29	792,813	971,451	601,302	736,974	2,799,340	3,430,957	12.7
Eastern Bengal	1927-28	335,468	1,060,913	598,776	759,706	3,169,786	4,021,788	17.4
	1928-29	868,581	1,086,779	573,397	719,664	3,200,332	4,016,699	18.0
East Indian	1927-28	737,607	917,114	1,252,365	1,563,341	4,109,130	5,096,153	16.4
	1928-29	740,936	920,638	1,258,410	1,569,604	4,165,009	5,162,002	16.4
Great Indian Peninsula.	1927-28	484,527	606,686	692,421	866,995	2,882,853	3,609,679	15.1
	1928-29†	494,380	618,224	637,082	796,674	2,848,819	3,562,400	15.9
Madras and Southern Mahratta.	1927-28	759,299	790,936	706,477	735,914	3,030,867	3,157,153	15.0
	1928-29	753,710	784,163	619,953	645,001	2,970,257	3,090,268	15.4
Nizam's Guaranteed State.	1927-28	345,346	345,346	399,625	399,625	1,521,561	1,521,561	8.23
	1928-29	313,433	313,435	398,410	398,410	1,487,458	1,487,458	7.37
North Western	1927-28	533,336	613,502	456,413	525,017	2,053,619	2,362,300	10.1
	1928-29	543,323	622,647	453,325	519,501	2,092,397	2,397,883	12.2
South Indian	1927-28	487,152	487,152	343,236	343,236	1,563,364	1,563,364	11.3
	1928-29	452,828	452,828	363,626	363,626	1,672,562	1,672,562	11.8
Total	1927-28	598,149	706,467	768,492	907,658	2,917,943	3,446,349	13.5
	1928-29	601,736	708,606	752,317	885,931	2,937,857	3,459,628	13.7
3' 3½" GAUGE.								
Assam Bengal	1927-28	387,636	387,636	221,931	221,931	976,341	976,341	8.12
	1928-29	361,025	361,025	210,873	210,837	917,423	917,423	7.42
Bengal and North Western.	1927-28	666,584	669,682	240,964	242,084	542,959	545,482	8.84
	1928-29	630,866	633,794	227,119	228,173	520,152	522,566	9.56
Bombay, Baroda and Central India.	1927-28	494,158	494,517	299,688	299,906	1,218,684	1,219,569	11.1
	1928-29	495,446	495,809	310,445	310,673	1,235,449	1,236,353	11.4
Burma	1927-28	398,164	441,319	378,721	419,769	1,265,476	1,402,636	10.7
	1928-29	372,864	412,825	360,803	309,472	1,226,413	1,357,853	10.6

* Including weight of engine.

† Including Departmental.

‡ Including working of electric locomotives.

25.—Statement of Density of Traffic on Class I Railways for the years 1927-28 and 1928-29—concl'd.

Railway.	Year.	† Passenger miles per annum.		† Net ton miles per annum.		† Gross ton miles per annum.		† Train miles per running track mile per day.
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concl'd.								
Eastern Bengal .	1927-28 .	660,484	667,032	287,420	290,267	1,462,458	1,476,926	11.6
	1928-29 .	662,154	656,693	271,941	269,690	1,457,398	1,445,379	12.1
Jodhpur .	1927-28 .	190,032	190,032	141,662	141,662	639,895	639,895	5.73
	1928-29 .	177,193	177,193	149,127	149,127	635,856	635,856	5.65
Madras and Southern Mahratta	1927-28 .	311,571	311,571	267,175	267,175	1,069,615	1,069,615	10.6
	1928-29 .	312,671	312,671	278,263	278,263	1,127,013	1,127,013	11.2
Nizam's Guaranteed State.	1927-28 .	330,690	340,832	138,137	142,374	636,731	656,260	6.35
	1928-29 .	337,836	347,539	143,465	147,686	672,485	691,801	6.80
Rohilkund and Kumaon.	1927-28 .	325,443	326,104	151,283	151,590	623,531	624,799	6.63
	1928-29 .	288,381	288,967	145,807	146,103	637,633	638,929	6.71
South Indian .	1927-28 .	803,448	803,448	257,754	257,754	1,435,021	1,435,021	16.1
	1928-29 .	679,652	679,652	204,187	204,187	1,132,605	1,132,605	12.7
Total	1927-28 .	479,932	488,335	264,077	268,701	1,107,107	1,126,491	10.3
	1928-29 .	458,739	466,463	255,006	259,300	1,081,592	1,099,804	10.1
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	1927-28 .	142,105	142,105	56,916	56,916	350,732	350,732	4.92
	1928-29 .	148,638	148,638	62,155	62,155	380,110	380,110	5.41
Bombay, Baroda and Central India.	1927-28 .	114,310	114,310	31,875	31,875	177,123	177,123	3.39
	1928-29 .	110,105	110,105	30,884	30,884	198,534	198,534	4.23
Eastern Bengal .	1927-28 .	218,173	218,173	9,040	9,040	165,762	165,762	9.55
	1928-29 .	219,590	219,590	3,106	3,106	157,344	157,344	7.91
Great Indian Peninsula	1927-28 .	122,625	122,625	42,120	42,120	270,503	270,503	4.22
	1928-29 .	120,827	120,827	48,627	48,627	301,726	301,726	5.85
Jodhpur .	1927-28 .	45,060	45,060	5,449	5,449	42,640	42,640	2.08
	1928-29† .	15,071	15,071	8,223	8,223	25,841	25,841	4.02
North Western	2' 6" { 1927-28 .	92,965	92,965	35,051	35,051	245,699	245,699	5.20
	1928-29 .	87,661	87,661	37,691	37,691	249,016	249,016	5.31
2' 0" {	1927-28 .	31,734	31,734	8,723	8,723	107,665	107,665	3.43
	1928-29‡ .	18,480	18,480	Nil	Nil	52,275	52,275	3.63
South Indian .	1927-28 .	115,301	115,301	21,452	21,452	201,152	201,152	4.62
	1928-29 .	113,330	113,330	21,080	21,080	196,499	196,499	4.60
Total	1927-28 .	119,515	119,515	42,093	42,093	281,092	281,092	4.69
	1928-29 .	112,679	112,679	43,589	43,589	286,735	286,735	4.89
Total Class I Railways	1927-28 .	530,961	537,531	549,035	607,531	2,128,611	2,355,399	11.9
	1928-29 .	523,884	578,191	533,694	589,018	2,121,524	2,341,444	11.9

* Including weight of Engine.

† Including Departmental.

‡ Converted into 3' 3½" gauge from 1st August 1928.

§ Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

26.—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	ENGINES.								
		Average number under or awaiting repairs daily.				Average number not available for traffic.—daily.				
		In Mechanical Workshops.		In sheds and transportation Workshops.		Number undergoing heavy repairs.	Number undergoing light repairs.	Average No. of days engines undergoing heavy repairs were not available for traffic.	Average No. of days engines undergoing light repairs were not available for traffic.	
		Number.	Percentage of column 3 to average total No. on the line.	Number	Percentage of column 5 to average total No. on the line.					
1	2	3	4	5	6	7	8	9	10	
5' 6" GAUGE.										
Bengal-Nagpur	1927-28	87	12.0	96	13.3	15	1	200	159	
	1928-29	80	11.4	91	13.0	18	1	136	131	
Bombay, Baroda and Central India	1927-28	24	5.74	49	11.7	12	3	64	31	
	1928-29	26	6.32	51	12.5	11	4	76	52	
Eastern Bengal	1927-28	29	8.60	41	12.1	12	2	82	52	
	1928-29	29	8.79	33	9.89	13	3	61	58	
East Indian	1927-28	102	6.35	154	9.56	45	12	89	53	
	1928-29	86	5.41	171	10.7	52	14	62	52	
Great Indian Peninsula	1927-28	77	6.49	161	13.6	35	4	80	46	
	1928-29	63	5.46	159	13.8	31	5	66	46	
Madras and Southern Mahratta	1927-28	38	12.3	46	14.8	8	6	91	58	
	1928-29	28	8.98	58	18.7	10	7	55	49	
Nizam's Guaranteed State	1927-28	7	9.93	10	14.4	1	1	114	23	
	1928-29	8	11.0	7	10.7	1	1	80	13	
North Western	1927-28	128	9.61	190	14.2	34	6	136	63	
	1928-29	122	9.46	161	12.5	39	6	100	65	
South Indian	1927-28	15	10.4	10	6.94	4	Nil	143	..	
	1928-29	8	5.48	10	6.85	2	Nil	200	..	
Total	1927-28	507	8.27	757	12.3	166	35	106	55	
	1928-29	450	7.51	741	12.5	177	41	81	54	
3' 3½" GAUGE.										
Assam-Bengal	1927-28	13	7.46	26	15.3	2	1	158	85	
	1928-29	10	5.62	31	17.0	3	Nil	109	..	
Bengal and North-Western	1927-28	24	6.86	18	5.14	11	1	74	21	
	1928-29	23	6.57	22	6.29	9	1	76	38	
Bombay, Baroda and Central India	1927-28	58	11.1	47	9.02	13	1	148	64	
	1928-29	43	8.31	47	9.12	14	Nil	122	..	
Burma	1927-28	26	6.97	19	5.18	7	1	102	48	
	1928-29	22	5.82	20	5.15	7	1	111	36	
Eastern Bengal	1927-28	19	8.33	21	9.20	7	1	85	31	
	1928-29	17	7.37	24	10.8	5	1	95	66	
Jodhpur	1927-28	13	12.5	7	6.73	3	1	87	62	
	1928-29	14	13.1	7	6.54	2	2	66	52	
Madras and Southern Mahratta	1927-28	40	11.5	32	9.19	11	5	94	46	
	1928-29	34	10.0	44	13.0	9	7	68	37	
Nizam's Guaranteed State	1927-28	7	8.60	16	19.0	1	Nil	99	..	
	1928-29	8	9.52	14	17.6	1	3	83	19	
Rohilkund and Kumaon	1927-28	6	8.33	4	6.00	3	1	62	27	
	1928-29	6	8.33	4	5.29	3	1	61	26	
South Indian	1927-28	34	9.09	35	9.36	8	Nil	151	..	
	1928-29	37	9.51	42	10.8	5	Nil	201	..	
TOTAL	1927-28	240	9.16	225	8.59	66	12	108	47	
	1928-29	214	8.09	255	9.64	58	16	103	37	
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	1927-28	9	7.90	12	10.8	3	Nil	132	..	
	1928-29	6	5.44	15	12.9	3	Nil	79	..	
Bombay, Baroda and Central India	1927-28	1	5.56	2	11.1	1	Nil	36	..	
	1928-29	Nil	..	1	7.90	1	Nil	30	..	
Eastern Bengal	1927-28	1	8.81	1	10.0	Nil	Nil	..	..
	1928-29	1	10.7	1	5.69	1	Nil	82	..	
Great Indian Peninsula	1927-28	1	6.26	3	15.8	Nil	Nil	..	..
	1928-29	1	5.26	2	10.5	Nil	Nil	..	..
North-Western	1927-28	11	12.3	10	11.6	3	Nil	131	..	
	1928-29	6	7.27	11	13.6	2	Nil	105	..	
South Indian	1927-28	Nil	..	4	24.0	Nil	Nil	..	..
	1928-29	1	5.32	4	25.3	Nil	Nil	..	..
	1927-28	Nil	..	2	18.2	Nil	Nil	..	..
	1928-29	Nil	..	2	18.2	Nil	Nil	..	..
TOTAL	1927-28	23	8.21	34	12.1	7	Nil	118	..	
	1928-29	15	5.47	36	13.1	7	Nil	80	..	
TOTAL CLASS I RAILWAYS										
	1927-28	770	8.53	1,016	11.3	239	47	107	55	
	1928-29	679	7.62	1,032	11.6	242	57	86	49	

NOTE.—The Jodhpur Railway (2' 6" gauge) The line was converted into

* Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

for the years ended 31st March 1928 and 1929.

COACHING STOCK.								GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)	
Average number under or awaiting repairs.—daily.								Average number unserviceable daily.					
In Mechanical Workshops.				In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Coach-ing.	Goods.
Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on the line.	Percentage of column 12 to average total No. on the line.	Passenger carriages.	Other Coaching Vehicles.	Percentage of column 15 to average total No. on the line.	Percentage of column 16 to average Total No. on the line.	Wagons.	Percentage of column 19 to average No. on the line daily.	Wagons.	Percentage of column 21 to average No. on the line daily.		
11	12	13	14	15	16	17	18	19	20	21	22	23	24
117	19	13.6	7.63	11	2	1.33	0.74	846	3.41	1,052	4.24	8	482
100	3	12.2	10.8	9	2	1.15	0.70	812	3.28	830	3.35	6	586
61	26	8.38	9.06	9	4	1.24	1.39	164	1.66	124	1.25	1	57
52	19	7.02	6.81	6	3	0.81	1.08	181	1.79	108	1.07	1	71
71	15	11.5	5.64	2	2	0.40	0.69	140	1.58	149	1.68	1	79
46	17	6.81	5.84	2	2	0.25	0.52	157	2.15	161	2.20	6	98
233	63	8.68	5.14	48	11	1.78	0.90	408	0.81	2,615	5.19	15	678
264	71	9.62	6.74	103	20	3.76	1.91	536	1.05	4,151	8.13	25	881
92	37	5.91	4.44	15	4	0.88	0.48	206	1.06	677	3.50	13	418
97	35	5.62	4.61	21	2	1.22	0.26	183	0.91	871	4.31	20	396
72	19	9.99	7.58	8	3	1.07	1.04	64	1.10	184	3.12	4	67
52	13	7.23	4.78	6	2	0.89	0.61	74	1.23	165	2.73	13	120
32	7	27.2	13.4	Nil	Nil	..	..	142	7.84	18	1.01	1	15
28	5	23.5	10.3	Nil	Nil	..	..	130	7.00	73	3.75	4	13
330	134	12.9	9.88	21	11	0.82	0.83	514	1.70	961	3.17	26	433
253	114	9.83	8.74	42	17	1.63	1.28	406	1.38	951	3.22	22	403
18	6	8.49	7.69	5	1	2.36	1.28	46	3.14	22	1.50	2	3
30	4	12.7	4.60	6	1	2.54	1.15	74	4.53	27	1.65	3	14
1,026	326	10.2	7.09	119	38	1.18	0.83	2,530	1.66	5,802	3.80	76	2,232
922	281	9.05	6.49	195	49	1.91	1.13	2,559	1.70	7,337	4.83	100	2,672
44	10	9.11	7.98	4	Nil	0.74	..	111	2.21	36	0.72	3	19
44	12	8.43	9.40	5	2	0.91	1.71	74	1.44	38	0.74	3	30
154	19	13.9	8.80	11	1	0.99	0.50	267	2.42	139	1.26	5	44
141	17	11.9	8.33	11	1	0.93	0.47	201	1.77	123	1.08	5	35
101	20	6.80	6.95	14	2	0.96	0.70	161	1.43	92	0.82	5	37
96	17	6.48	6.64	13	2	0.86	0.65	144	1.29	78	0.70	8	71
65	15	6.87	5.17	15	3	1.64	1.05	76	0.72	150	1.41	2	38
56	9	5.31	2.95	25	4	2.33	1.20	25	0.22	154	1.41	3	49
52	16	7.29	4.83	9	4	1.28	1.13	90	1.44	141	2.25	3	17
60	25	8.55	7.74	9	3	1.23	0.91	155	2.54	156	2.55	2	6
15	4	7.01	6.56	1	Nil	0.47	..	23	1.02	6	0.27	1	7
15	4	6.37	6.90	1	Nil	0.42	..	14	0.58	9	0.38	1	9
98	9	10.2	4.90	8	1	0.86	0.70	229	3.13	215	2.93	10	154
66	9	7.03	4.47	12	3	1.28	1.60	141	1.77	215	2.71	26	199
19	4	12.2	9.27	4	Nil	2.66	..	28	2.63	16	1.62	2	1
23	2	15.1	5.81	2	Nil	1.40	..	27	2.58	27	2.60	3	3
11	2	4.49	2.58	Nil	Nil	..	..	32	1.44	28	1.26	1	11
17	4	6.77	4.97	Nil	Nil	..	..	49	1.86	54	2.11	1	14
50	9	4.35	4.57	59	9	5.13	4.57	307	4.86	425	6.72	6	9
114	15	9.53	7.58	58	7	4.85	3.54	524	7.36	366	5.15	18	31
609	108	8.17	6.01	125	20	1.68	1.11	1,324	2.09	1,248	1.97	38	337
632	114	8.19	6.34	136	22	1.76	1.22	1,354	2.06	1,220	1.86	70	447
16	4	4.33	9.07	7	1	1.83	2.35	64	1.78	76	2.10	Nil	4
14	4	3.77	7.54	6	1	1.54	3.02	20	0.54	87	2.32	1	6
1	Nil	1.78	..	5	Nil	8.93	..	1	0.28	7	1.93	Nil	Nil
1	Nil	1.79	..	2	Nil	3.39	..	1	0.29	9	2.60	Nil	Nil
2	Nil	3.22	..	1	Nil	1.11	..	Nil	..	1	1.80	Nil	Nil
2	Nil	3.51	..	1	Nil	0.83	..	1	1.02	Nil	..	Nil	Nil
Nil	Nil	..	..	2	Nil	4.55	..	Nil	..	1	0.31	Nil	Nil
Nil	Nil	..	..	2	Nil	4.55	..	Nil	..	1	0.28	Nil	Nil
19	3	7.72	6.48	8	1	3.34	2.49	30	2.87	26	2.42	2	6
11	2	4.27	3.55	8	1	3.23	1.61	23	2.08	17	1.62	1	1
Nil	Nil	..	..	1	Nil	5.33	..	Nil	..	1	0.61	Nil	Nil
Nil	Nil	..	..	Nil	Nil	..	..	Nil	..	22	9.82	Nil	Nil
Nil	Nil	..	..	2	Nil	5.88	..	1	0.53	5	3.21	Nil	Nil
Nil	Nil	..	..	3	1	8.82	50.0	Nil	..	8	5.13	Nil	Nil
38	7	4.60	6.80	26	2	3.15	1.94	96	1.65	117	2.01	2	9
28	6	3.47	5.94	22	3	2.72	2.97	45	0.78	144	2.11	2	7
1,673	441	9.12	6.78	270	60	1.47	0.92	3,950	1.78	7,167	3.23	116	2,478
1,682	401	8.46	6.44	353	74	1.89	1.10	3,958	1.78	8,701	3.92	172	3,126

has been omitted from the statement as there were no figures for 1927-28 and 1928-29.

3 3/4" gauge from 1st August 1928.

M52RAR

27 (a).—Statement of coal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)				Total (in terms of coal) †
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1927-28	Nil	655,159	Nil	Nil	655,159
	1928-29	Nil	689,687	Nil	Nil	689,687
Bombay, Baroda and Central India	1927-28	Nil	294,563	4,848	Nil	296,502
	1928-29	Nil	297,007	4,709	Nil	298,891
Eastern Bengal	1927-28	Nil	263,496	Nil	Nil	263,496
	1928-29	Nil	262,614	Nil	Nil	262,614
East Indian	1927-28	Nil	1,411,211	303	Nil	1,411,332
	1928-29	Nil	1,387,016	240	Nil	1,387,112
Great Indian Peninsula	1927-28	Nil	1,015,105	63	57,513	1,119,699
	1928-29	Nil	997,511	57	56,777	1,100,765
Madras and Southern Mahratta	1927-28	Nil	244,550	Nil	32	244,609
	1928-29	Nil	250,464	Nil	29	250,518
Nizam's Guaranteed State	1927-28	Nil	57,995	177	Nil	58,066
	1928-29	Nil	64,541	172	Nil	64,610
North Western	1927-28	Nil	1,021,655	Nil	63,954	1,137,935
	1928-29	Nil	1,041,994	Nil	63,951	1,158,288
South Indian	1927-28	Nil	79,166	8	13	79,193
	1928-29	Nil	84,620	2	13	84,644
TOTAL	1927-28	Nil	5,042,900	5,399	121,512	†5,265,991
	1928-29	Nil	5,075,454	5,180	120,770	5,297,109
3' 3½" GAUGE.						
Assam Bengal	1927-28	Nil	91,257	40	Nil	91,273
	1928-29	Nil	97,800	79	Nil	97,832
Bengal and North Western	1927-28	Nil	185,853	Nil	Nil	185,853
	1928-29	Nil	186,733	Nil	Nil	186,733
Bombay, Baroda and Central India	1927-28	Nil	246,047	3,790	Nil	247,563
	1928-29	Nil	250,955	4,256	Nil	252,657
Burma	1927-28	Nil	178,293	77,351	Nil	209,233
	1928-29	Nil	197,971	39,847	Nil	213,910
Eastern Bengal	1927-28	Nil	128,358	Nil	Nil	128,358
	1928-29	Nil	136,173	Nil	Nil	136,173
Jodhpur	1927-28	Nil	44,604	285	Nil	44,718
	1928-29	Nil	46,698	302	Nil	46,819
Madras and Southern Mahratta	1927-28	Nil	181,889	Nil	26	181,937
	1928-29	Nil	205,904	Nil	22	205,944
Nizam's Guaranteed State	1927-28	Nil	44,490	105	Nil	44,532
	1928-29	Nil	53,687	102	Nil	53,728
Rohilkund and Kumaon	1927-28	Nil	35,782	Nil	Nil	35,782
	1928-29	Nil	32,200	Nil	Nil	32,200
South Indian	1927-28	Nil	168,417	8	44	168,501
	1928-29	Nil	165,683	19	28	165,741
TOTAL	1927-28	Nil	1,304,990	81,579	70	†1,337,750
	1928-29	Nil	1,373,813	44,605	50	1,391,746
2' 6" AND 2' 0" GAUGE.						
Bengal Nagpur	1927-28	Nil	58,680	Nil	Nil	58,680
	1928-29	Nil	61,269	Nil	Nil	61,269
Bombay, Baroda and Central India	1927-28	Nil	4,021	103	Nil	4,062
	1928-29	Nil	4,641	107	Nil	4,684
Eastern Bengal	1927-28	Nil	1,868	Nil	Nil	1,868
	1928-29	Nil	1,481	Nil	Nil	1,481
Great Indian Peninsula	1927-28	Nil	8,592	Nil	Nil	8,592
	1928-29	Nil	10,676	Nil	Nil	10,676
Jodhpur	1927-28	Nil	218	3	Nil	219
	1928-29 †	Nil	150	2	Nil	151
North Western	1927-28	Nil	30,304	Nil	Nil	30,304
	1928-29	Nil	33,340	Nil	Nil	33,340
	1927-28	Nil	741	Nil	Nil	741
	1928-29**	Nil	323	Nil	Nil	323
South Indian	1927-28	Nil	2,370	2	Nil	2,371
	1928-29	Nil	2,295	Nil	Nil	2,295
TOTAL	1927-28	Nil	106,794	108	Nil	†106,837
	1928-29	Nil	114,175	109	Nil	114,219
TOTAL CLASS I RAILWAYS	1927-28	Nil	6,454,684	87,086	121,582	6,710,578
	1928-29	Nil	6,563,442	49,894	120,820	6,803,074

† The differences in these totals as compared with those shown in Column 10 of Statement 27 (b) are explained in footnotes (a) and (c).
 † Converted into 3' 3½" gauge from 1st August 1928.
 ** Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

on class I Railways during the years 1927-28 and 1928-29.

FUEL CONSUMED FOR ALL OTHER PURPOSES, SUCH AS FOR PUMPING ENGINES, WORKSHOPS, STEAMERS, ETC. (TONS.)					TOTAL FUEL CONSUMED. (TONS.)					REMARKS.
Foreign coal.	Indian coal.	Wood	Oil fuel.	Total (in terms of coal). *	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal). *	
8	9	10	11	12	13	14	15	16	17	
Nil	104,302	Nil	Nil	104,302	Nil	759,461	Nil	Nil	759,461	The figures in cols. 5, 6, 10, 11, 15 and 16 are actual quantities and are not in terms of "coal".
Nil	110,340	Nil	Nil	110,340	Nil	800,027	Nil	Nil	800,027	
Nil	31,556	995	Nil	31,954	Nil	326,119	5,843	Nil	328,456	
Nil	27,632	1,375	Nil	28,182	Nil	324,639	6,084	Nil	327,073	
Nil	19,656	Nil	Nil	19,656	Nil	283,152	Nil	Nil	283,152	
Nil	25,391	Nil	Nil	25,391	Nil	288,005	Nil	Nil	288,005	
Nil	71,609	2	Nil	71,610	Nil	1,482,820	305	Nil	1,482,942	
Nil	81,219	1	Nil	81,219	Nil	1,468,235	241	Nil	1,468,331	
Nil	53,796	Nil	126	54,026	Nil	1,068,901	63	57,639	1,173,725	
Nil	55,883	Nil	4,404	63,890	Nil	1,053,394	57	61,181	1,164,655	
Nil	17,259	Nil	1	17,260	Nil	261,809	Nil	33	261,869	
Nil	15,087	Nil	1	15,088	Nil	265,551	Nil	30	265,606	
Nil	8,396	5	Nil	8,398	Nil	66,391	182	Nil	66,464	
Nil	10,389	8	Nil	10,392	Nil	74,930	180	Nil	75,002	
Nil	112,483	2,085	9,398	130,404	Nil	1,134,138	2,085	73,352	1,268,339	
Nil	154,339	1,821	10,719	174,556	Nil	1,196,333	1,821	74,670	1,332,824	
Nil	4,707	Nil	Nil	4,707	Nil	83,873	8	13	83,900	
Nil	4,335	1	1	4,337	Nil	88,955	3	14	88,981	
Nil	423,764	3,037	9,525	442,317	Nil	5,466,664	8,486	131,037	5,708,308	
Nil	484,615	3,206	15,125	513,395	Nil	5,560,069	8,386	135,895	5,810,504	
Nil	20,079	Nil	Nil	20,079	Nil	111,336	40	Nil	111,352	
Nil	20,528	Nil	Nil	20,528	Nil	118,328	79	Nil	118,360	
Nil	44,896	Nil	Nil	44,896	Nil	230,749	Nil	Nil	230,749	
Nil	46,860	Nil	Nil	46,860	Nil	233,593	Nil	Nil	233,593	
Nil	19,307	433	Nil	19,480	Nil	265,354	4,223	Nil	267,043	
Nil	18,009	93	Nil	18,046	Nil	208,964	4,349	Nil	270,703	
Nil	7,859	17,239	Nil	14,755	Nil	186,152	94,590	Nil	223,988	
Nil	8,425	14,995	Nil	14,423	Nil	206,396	54,842	Nil	228,333	
Nil	23,411	Nil	Nil	23,411	Nil	151,769	Nil	Nil	151,769	
Nil	18,251	Nil	Nil	18,251	Nil	154,424	Nil	Nil	154,424	
Nil	9,851	Nil	Nil	9,851	Nil	54,455	285	Nil	54,569	
Nil	8,820	Nil	Nil	8,820	Nil	54,518	302	Nil	55,639	
Nil	13,870	Nil	Nil	13,870	Nil	195,759	Nil	26	195,807	
Nil	14,693	Nil	Nil	14,693	Nil	220,597	Nil	22	220,637	
Nil	2,491	20	Nil	2,499	Nil	46,981	125	Nil	47,031	
Nil	1,884	22	Nil	1,893	Nil	55,571	124	Nil	55,621	
Nil	5,237	Nil	Nil	5,237	Nil	41,019	Nil	Nil	41,019	
Nil	6,950	Nil	Nil	6,950	Nil	39,159	Nil	Nil	39,159	
696	21,063	Nil	Nil	21,759	696	189,480	8	44	190,260	
288	25,166	Nil	90	25,618	288	190,849	19	118	191,359	
696	168,064	17,692	Nil	175,837	696	1,473,054	99,271	70	1,513,587	
288	169,586	15,110	90	176,082	288	1,543,399	59,715	140	1,567,828	
Nil	†	Nil	Nil	Nil	Nil	58,680	Nil	Nil	58,680	
Nil	9,748	Nil	Nil	9,748	Nil	71,017	Nil	Nil	71,017	
Nil	Nil	Nil	Nil	Nil	Nil	4,021	103	Nil	4,062	
Nil	Nil	Nil	Nil	Nil	Nil	4,641	107	Nil	4,684	
Nil	Nil	Nil	Nil	Nil	Nil	1,868	Nil	Nil	1,868	
Nil	Nil	Nil	Nil	Nil	Nil	1,481	Nil	Nil	1,481	
Nil	787	Nil	Nil	787	Nil	9,379	Nil	Nil	9,379	
Nil	778	Nil	Nil	778	Nil	11,454	Nil	Nil	11,454	
Nil	2	Nil	Nil	2	Nil	220	3	Nil	221	
Nil	136	Nil	Nil	136	Nil	286	2	Nil	287	
Nil	2,249	Nil	Nil	2,249	Nil	32,553	Nil	Nil	32,553	
Nil	2,127	Nil	Nil	2,127	Nil	35,467	Nil	Nil	35,467	
Nil	90	Nil	Nil	90	Nil	831	Nil	Nil	831	
Nil	60	Nil	Nil	60	Nil	383	Nil	Nil	383	
Nil	Nil	Nil	Nil	Nil	Nil	2,370	2	Nil	2,371	
Nil	4	Nil	Nil	4	Nil	2,299	Nil	Nil	2,299	
Nil	3,128	Nil	Nil	3,128	Nil	109,922	108	Nil	109,965	
Nil	12,853	Nil	Nil	12,853	Nil	127,028	109	Nil	127,072	
696	594,956	20,779	9,525	621,282	696	7,049,640	107,865	131,107	7,331,860	
288	667,054	18,316	15,215	702,330	288	7,230,496	68,210	136,035	7,505,404	

† 1 ton of coal.
 † 1 ton of coal.
 to (d) in Statement 27 (b).

† Included with the broad gauge figures as separate information is not available.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1927-28 and 1928-29—
concl'd.

Railway.	Years.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.				REMARKS.
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.	
18		19	20	21	22	23	24	25	26	27
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
5' 6" GAUGE.										
Bengal-Nagpur	1927-28	..	3.23	6.49	The figures in cols. 21, 22, 25 and 26 are based on actual quantity and are not in terms of "Coal."
	1928-29	..	2.86	..	..	..	5.62	..	..
Bombay, Baroda and Central India.	1927-28	..	5.84	5.33	..	..	18.0	6.38	..
	1928-29	..	5.59	5.23	..	..	17.9	6.61	..
Eastern Bengal	1927-28	..	4.00	..	..	..	8.19	..	..
	1928-29	..	3.81	..	..	..	7.74	..	..
East Indian	1927-28	..	3.52	73.0	..	..	7.27	77.0	..
	1928-29	..	3.58	36.3	..	..	7.07	39.3	..
Great Indian Peninsula	1927-28	..	4.03	7.62	35.9	..	14.6	7.62	35.9	
	1928-29	..	3.98	7.62	40.0	..	13.9	7.62	40.3	
Madras and Southern Mahratta.	1927-28	..	7.60	..	179.0	..	16.4	..	179.0	
	1928-29	..	7.36	..	152.4	..	16.2	..	152.4	
Nizam's Guaranteed State.	1927-28	..	6.75	6.00	..	..	8.07	6.46	..
	1928-29	..	6.10	6.00	..	..	7.46	6.24	..
North-Western	1927-28	..	4.73	6.75	34.0	..	16.3	6.75	40.2	
	1928-29	..	4.39	6.20	34.0	..	16.3	6.20	39.3	
South Indian	1927-28	..	5.08	15.1	189.2	..	19.5	15.1	189.2	
	1928-29	..	4.54	11.6	140.1	..	18.3	11.6	140.1	
TOTAL	1927-28	
	1928-29	
3' 3½" GAUGE.										
Assam Bengal	1927-28	..	7.75	*	13.8	*	..	*Information not available.
	1928-29	..	9.88	*	..	..	13.6	*	..
Bengal and North Western.	1927-28	..	4.34	..	..	..	10.5	..	..
	1928-29	..	4.46	..	..	..	10.5	..	..
Bombay, Baroda and Central India.	1927-28	..	5.09	4.37	..	..	16.0	4.95	..
	1928-29	..	4.68	4.37	..	..	15.8	4.95	..
Burma	1927-28	..	4.10	4.69	..	..	18.7	5.97	..
	1928-29	..	4.10	4.95	..	..	18.3	6.18	..
Eastern Bengal	1927-28	..	4.00	..	..	..	8.34	..	..
	1928-29	..	3.81	..	..	..	8.70	..	..
Jodhpur	1927-28	..	4.26	5.09	..	..	16.5	5.09	..
	1928-29	..	4.46	5.00	..	..	16.8	5.00	..
Madras and Southern Mahratta.	1927-28	..	9.24	..	214.9	..	17.3	..	214.9	
	1928-29	..	7.70	..	169.1	..	15.8	..	169.1	
Nizam's Guaranteed State.	1927-28	..	6.75	6.00	..	..	10.2	6.46	..
	1928-29	..	6.10	6.00	..	..	9.76	6.24	..
Rohilkund and Kumaon	1927-28	..	4.32	..	..	..	13.0	..	..
	1928-29	..	4.63	..	..	..	12.9	..	..
South Indian	1927-28	*	5.08	37.3	201.6	*	19.9	37.3	204.6	
	1928-29	18.9	4.54	17.1	131.6	43.3	18.4	17.1	131.6	
TOTAL	1927-28	
	1928-29	
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1927-28	..	5.53	7.33	
	1928-29	..	4.99	..	..	..	7.44	..	..
Bombay, Baroda and Central India.	1927-28	..	5.61	5.28	..	..	*	5.67	..
	1928-29	..	5.29	5.28	..	..	17.9	5.28	..
Eastern Bengal	1927-28	..	4.00	..	..	..	8.65	..	..
	1928-29	..	3.81	..	..	..	*	..	..
Great Indian Peninsula	1927-28	..	3.86	..	..	..	9.64	..	..
	1928-29	..	3.79	..	..	..	13.9	..	..
Jodhpur	1927-28	..	4.29	5.00	..	..	16.4	5.00	..
	1928-29*	..	4.46	5.00	..	..	16.8	5.00	..
North Western	1927-28	..	4.73	..	..	..	17.2	..	..
	1928-29	..	4.39	..	..	..	16.3	..	..
South Indian	1927-28	..	4.73	..	..	..	27.1	..	..
	1928-29	..	4.39	..	..	..	16.3	..	..
	1927-28	..	5.08	15.1	..	..	*	15.1	..
	1928-29	..	4.54	..	..	..	*	..	..
TOTAL	1927-28	
	1928-29	
TOTAL CLASS I RAILWAY	1927-28	
	1928-29	

* Converted into 3' 3½" gauge from 1st August 1928.
Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

28.—Statement of Efficiency of Class I Railways for the years 1927-28 and 1928-29.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles per shunting engine hour.	Wagon miles per engine hour.	Net ton miles per engine hour.	(a) Gross ton miles per engine hour.	(b) Gross ton miles per train engine hour.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1927-28	443.6	153.4	1,605.4	3,618.8	3,993.5
	1928-29	445.5	161.1	1,651.3	3,739.7	3,214.2
Bombay, Baroda and Central India	1927-28	635.1	204.9	1,766.4	4,348.2	3,317.9
	1928-29	641.5	220.5	1,828.7	4,562.6	3,452.9
Eastern Bengal	1927-28	289.0	135.7	994.5	2,706.6	7,248.6
	1928-29	289.3	136.7	1,005.4	2,656.8	6,409.8
East Indian	1927-28	653.8	209.7	1,892.1	4,429.6	3,851.5
	1928-29	707.7	210.1	1,902.1	4,476.1	3,700.7
Great Indian Peninsula	1927-28	763.6	195.2	1,689.1	4,200.7	7,491.5
	1928-29	674.3	181.2	1,529.6	3,901.7	7,396.3
Madras and Southern Mahratta	1927-28	539.1	174.1	1,536.6	3,966.4	7,236.0
	1928-29	553.8	164.2	1,270.9	3,526.9	7,108.1
Nizam's Guaranteed State	1927-28	591.2	171.5	1,532.2	3,660.3	6,764.1
	1928-29	589.3	162.4	1,411.2	3,460.9	6,195.2
North Western	1927-28	605.8	193.5	1,608.1	4,158.1	3,839.9
	1928-29	671.2	205.4	1,627.8	4,266.9	7,533.6
South Indian	1927-28	343.0	111.3	381.8	2,458.9	5,503.9
	1928-29	343.3	104.0	820.7	2,424.1	5,482.9
Average for 5' 6" gauge	1927-28	580.1	187.5	1,665.2	4,042.2	7,969.5
	1928-29	595.1	188.1	1,641.4	4,032.3	7,930.6
3' 3½" GAUGE.						
Assam Bengal	1927-28	350.7	138.2	675.8	1,719.9	3,653.6
	1928-29	352.8	136.4	681.7	1,723.9	3,024.9
Bengal and North Western	1927-28	385.4	134.1	734.0	1,684.6	3,141.8
	1928-29	384.7	136.8	697.4	1,615.8	3,136.2
Bombay, Baroda and Central India	1927-28	754.9	215.4	964.6	2,337.3	3,857.6
	1928-29	750.4	215.2	947.8	2,339.5	3,759.0
Burma	1927-28	502.9	136.9	837.3	2,011.4	5,076.5
	1928-29	511.2	141.2	892.0	2,027.2	3,959.8
Eastern Bengal	1927-28	372.1	156.1	637.4	1,747.5	4,030.9
	1928-29	354.6	151.9	588.4	1,693.6	3,489.0
Jodhpur	1927-28	620.9	204.0	739.5	2,070.0	3,526.8
	1928-29	626.2	205.1	796.8	2,204.2	3,920.3
Madras and Southern Mahratta	1927-28	647.8	150.2	732.2	1,946.7	2,740.3
	1928-29	605.3	147.6	711.2	1,901.8	2,738.2
Nizam's Guaranteed State	1927-28	825.8	180.2	1,049.9	2,443.7	4,206.2
	1928-29	827.9	176.1	991.3	2,372.2	3,428.7
Rohilkund and Kumaon	1927-28	373.8	111.6	627.7	1,722.1	2,973.9
	1928-29	363.7	111.5	598.8	1,672.3	2,961.3
South Indian	1927-28	592.0	142.0	578.4	1,681.8	3,012.1
	1928-29	510.8	128.8	546.5	1,516.1	2,800.1
Average for 3' 3½" gauge	1927-28	517.2	155.1	759.0	1,918.2	3,332.2
	1928-29	504.4	154.1	748.3	1,881.2	3,277.4
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1927-28	202.3	96.1	262.4	920.1	2,145.1
	1928-29	223.1	103.1	274.8	971.2	1,644.4
Bombay, Baroda and Central India	1927-28	257.7	56.9	166.3	957.8	1,527.0
	1928-29	269.4	48.5	142.7	797.1	1,285.9
Eastern Bengal	1927-28	133.6	27.6	46.5	239.5	703.6
	1928-29	936.1	47.2	50.0	317.6	463.8
Great Indian Peninsula	1927-28	338.4	112.1	317.5	1,136.1	2,481.1
	1928-29	359.5	103.0	323.6	960.1	1,528.8
Jodhpur	1927-28	*	*	*	*	*
	1928-29	*	*	*	*	*
North-Western	1927-28	265.5	66.0	164.8	700.8	1,196.1
	1928-29	300.7	67.3	175.0	726.4	768.4
South Indian	1927-28	883.8	68.9	56.7	386.5	446.8
	1928-29†	720.7	85.6			
	1927-28‡	662.6	126.0	296.6	1,053.0	†1,309.0
	1928-29	801.8	126.7	289.0	1,068.5	1,234.4

(a) Including weight of engine and departmental.

(b) Excluding weight of engine and departmental.

*Information not available.

†Revised figures.

‡Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

**29. STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1928-29 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class I

Railway.	I.—Fuel for public and foreign Railways.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . . .	4,381.4	4,888.1	1,02,85.4	1,255.7	1,439.4	70,65.8	5,647.1	6,327.5	1,73,51.2	2.0	4.7	41.0
Bombay, Baroda and Central India.	5.8	421.4	25,90.2	2	5.5	1,89.7	6.0	426.9	27,79.9	12.7	12.7	2,13.6
Eastern Bengal . . .	13.0	1,470.3	31,04.5	1.2	57.4	2,16.0	14.2	1,527.7	33,20.5	6.9	6.9	12.2
East Indian . . .	8,658.1	9,373.2	3,63,69.8	2,658.8	3,081.6	1,87,03.5	11,316.9	12,454.8	5,50,73.3	7	8.8	1,57.3
Great Indian Peninsula	406.7	1,004.4	42,91.8	1.8	265.5	12,02.2	408.5	1,269.9	54,94.0	15.4	16.7	2,54.5
Madras and Southern Mahratta.	16.2	192.5	12,26.8	18.3	111.9	8,52.8	34.5	304.4	20,79.6	11.1	11.7	1,94.6
Nizam's Guaranteed State.	286.2	292.8	14,37.5	229.9	230.0	7,68.9	516.1	522.8	22,06.4	..	3	16.6
North Western . . .	73.1	1,034.6	36,32.6	13.5	13.6	12.9	86.6	1,048.2	36,45.5	23.7	23.8	5,39.7
South Indian . . .	..	14.8	1,93.9	..	..	1.5	..	14.8	1,95.4	8	2.9	1,69.9
Total	13,840.5	18,692.1	6,31,32.5	4,189.4	5,204.9	2,90,13.3	18,029.9	23,897.0	9,21,45.8	73.3	188.5	15,99.4
3' 3½" GAUGE.												
Assam Bengal . . .	62.7	191.3	5,38.2	17.8	17.8	37.4	80.5	209.1	5,75.6	1.5	4.5	37.0
Bengal and North Western.	7.2	292.7	8,08.8	..	..	..	7.2	292.7	8,08.8	..	..	..
Bombay, Baroda and Central India.	2.6	212.0	*	..	61.6	*	2.6	273.6	*	..	2.5	*
Burma . . .	92.8	92.8	9,44.9	1.1	1.1	4.7	93.9	93.9	9,49.6	20.3	20.3	3,60.7
Eastern Bengal . . .	1.8	290.9	*	9	34.3	*	2.7	325.2	*	..	2	*
Jodhpur . . .	2	12.3	30.8	..	..	..	2	12.3	30.8	2	1.2	17.5
Madras and Southern Mahratta.	6.2	26.5	*	20.3	25.9	*	26.5	52.4	*	1.0	2.9	*
Nizam's Guaranteed State.	2	48.9	*	..	3	*	2	49.2	*	..	1.4	*
Rohilkund and Kumaon	1.1	19.7	21.6	..	..	..	1.1	19.7	21.6	..	..	..
South Indian . . .	31.5	44.5	*	1.3	1.3	*	32.8	45.8	*	10.7	11.1	*
Total	206.3	1,231.6	23,44.3	41.4	142.3	42.1	247.7	1,373.9	23,86.4	33.7	144.1	4,16.2
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . . .	61.9	81.8	*	1.6	1.8	*	53.5	83.6	*	..	2	*
Bombay, Baroda and Central India.	2	5.0	*	..	..	..	2	5.0	*	..	1	*
Eastern Bengal . . .	..	3	*	..	..	..	..	3	*	..	..	..
Great Indian Peninsula (a)	3	19.5	*	..	..	..	3	19.5	*	..	1	*
Jodhpur . . .	..	1	†	..	..	..	..	1	†	..	..	..
North Western	18.6	30.9	*	2.9	2.9	*	21.5	33.8	*	..	8	*
South Indian . . .	..	..	*	..	..	..	..	..	..	..	..	..
Total	71.0	137.6	..	4.5	14.7	..	75.5	142.3	..	..	11.2	..
Total, 1928-29 . . .	14,117.8	20,061.3	6,54,76.8	4,235.3	5,351.9	2,90,55.4	18,353.1	25,413.2	9,45,32.2	107.0	133.8	20,14.6
Total, 1927-28 . . .	14,551.2	20,573.7	6,62,74.1	4,140.2	5,207.0	2,87,61.6	18,691.4	25,730.7	9,50,35.7	88.3	107.5	17,39.9
Increase . . .	..	..	..	95.1	144.9	2,93.8	..	..	..	18.7	26.3	2,74.7
Decrease . . .	433.4	512.4	7,97.3	..	..	..	338.3	367.5	5,03.5	..	..	..

*Shown under

†Shown under

a) Converted into 3' 3½" gauge from 1st August 1928.

‡In these totals consignments passing over two or more

Railways and the earnings therefrom for 1928-29. (In hundreds.)

			II.—Heavy merchandise.								
(5) Fire wood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			(3) Gram and pulse.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
154.7	166.8	5,46.0	144.3	149.5	13,54.6	385.3	413.2	45,54.7	90.7	127.3	16,38.3
108.3	144.6	5,56.6	18.2	21.1	1,19.2	86.9	97.6	17,38.1	88.3	152.8	34,27.0
6.4	36.5	44.7	89.2	132.7	7,67.0	137.6	173.6	11,88.0	32.1	47.0	5,99.3
65.2	90.4	2,14.1	98.6	129.9	6,14.9	490.3	625.8	62,14.8	328.2	468.2	42,60.1
116.2	119.5	2,87.8	6.4	8.3	57.3	87.3	241.3	19,90.9	267.8	428.7	57,46.2
89.9	107.1	6,77.1	44.9	67.9	6,86.0	313.4	344.9	66,36.6	32.4	127.6	19,94.4
55.5	55.6	2,05.0	3.5	3.5	25.9	57.0	68.0	10,01.1	22.0	54.3	6,88.1
353.8	355.4	11,10.5	39.0	42.2	2,12.2	245.7	275.1	34,39.6	292.2	363.1	35,09.0
31.0	39.6	5,20.5	10.0	59.2	12,80.0	39.8	162.4	28,96.2	21.0	45.2	12,44.1
981.0	†1,115.5	41,62.3	454.1	†614.3	51,17.1	1,843.3	†2,401.9	2,96,60.0	1,174.7	†1,814.2	2,31,06.5
2.4	2.4	9.0	43.2	47.6	2,41.1	155.7	168.2	14,39.8	..	..	..
48.7	49.6	1,14.9	62.0	108.1	6,55.8	191.2	342.7	17,84.8	94.4	135.9	9,02.2
56.8	73.6	*	3	2.4	*	3.3	71.1	*	155.1	191.6	*
109.0	109.0	3,26.5	566.5	566.5	25,76.0	832.4	832.4	60,14.2	110.7	110.7	14,48.3
1.0	1.1	*	72.5	86.0	*	47.5	98.8	*	15.8	70.2	*
4.2	5.4	12.9	2	5	2.4	1.4	18.6	1,60.9	7.6	25.9	2,74.0
86.5	90.9	*	29.2	40.4	*	120.3	219.7	*	29.3	99.2	*
11.5	12.0	*	6	1.0	*	19.2	32.0	*	15.9	28.6	*
153.8	153.8	3,30.2	17.0	17.4	92.1	10.0	14.9	63.7	18.5	32.1	1,37.4
99.0	99.0	*	160.5	167.9	*	216.2	245.0		135.4	147.2	*
572.9	†596.8	7,93.5	952.0	†1,037.8	35,67.4	1,597.2	†2,043.4	94,63.4	582.7	†841.4	27,61.9
60.5	60.7	*	8.4	12.5	*	40.1	62.6	*	23.1	31.1	*
17.5	18.1	*	2.6	2.7	*	1.4	7.4	*	7.1	8.3	*
..	..	..	..	1	*	1	3	*	..	2	*
..	..	..	..	..	..	2	9.5	*	2.3	6.4	*
..	..	..	..	..	..	..	..	..	1	1	†
2.5	8.1	*	3.6	3.7	*	22.1	27.3	*	16.6	20.2	*
7.4	7.4	*	7	1.1	*	1	8.4	*	2.5	3.5	*
87.9	†94.3	..	15.3	†20.1	..	64.0	†115.5	..	51.7	†69.8	..
1,641.8	†1,806.6	49,55.8	1,421.4	†1,672.2	86,84.5	3,604.5	†4,560.8	3,91,23.4	1,809.1	†2,725.4	2,58,68.
1,600.7	†1,763.1	48,96.8	1,384.8	†1,618.1	86,11.3	3,023.4	†3,954.6	3,25,21.7	1,829.0	†2,755.8	2,64,77.4
41.1	43.5	59.0	36.6	54.1	73.2	481.1	606.2	66,01.7	..	..	..
..	..	..	..	..	..	..	..	..	19.9	30.4	6,09.1

5' 6" gauge.
3' 3½" gauge.
railways are considered as two or more separate consignments.
H52RAR

29.—Statement of Principal Commodities carried by Class I

Railway.	II.—Heavy mer.								
	(4) Wheat.			(5) Jowar and Bajra.			(6) Other grains.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	25	26	27	28	29	30	31	32	33
5' 6" GAUGE.									
Bengal Nagpur	59,9	71,9	9,66,4	3,4	4,0	81,7	3,4	4,6	35,5
Bombay, Baroda and Central India	67,1	129,5	27,46,9	38,9	83,7	14,88,8	48,0	78,2	24,34,7
Eastern Bengal . . . . .	..	..	..	..	..	..	15,8	27,5	3,47,1
East Indian	402,2	542,8	61,04,9	18,7	87,0	4,25,3	81,8	173,5	12,19,6
Great Indian Peninsula	135,6	232,2	23,78,1	300,9	404,1	52,52,8	71,8	99,3	10,76,4
Madras and Southern Mahratta	3,6	15,3	4,72,8	14,2	71,8	14,69,2	32,2	80,0	11,50,1
Nizam's Guaranteed State	8	5,9	1,89,9	29,4	35,7	4,59,7	..	..	..
North Western	897,2	932,7	1,04,17,8	76,2	87,8	8,77,2	273,4	350,9	34,13,9
South Indian	2,0	5,3	1,07,9	9,1	52,9	4,20,8	3,0	15,5	2,10,7
Total	1,568,4	1,935,6	2,33,84,7	490,8	1,827,0	1,04,75,5	529,4	1,829,5	98,88,0
3' 3½" GAUGE.									
Assam Bengal . . . . .	..	..	..	..	..	..	..	..	..
Bengal and North Western	47,8	80,1	5,59,7	..	..	..	150,6	165,8	8,26,3
Bombay, Baroda and Central India	118,3	166,2	*	37,0	85,9	*	120,8	178,7	*
Burma	7,5	7,5	69,0	1,6	1,6	24,1	3,3	3,3	34,3
Eastern Bengal . . . . .	..	..	..	..	..	..	4,3	28,9	*
Jodhpur	10,2	26,1	1,78,7	6,2	16,3	93,0	6,8	53,7	5,55,1
Madras and Southern Mahratta	21,3	33,9	*	58,3	85,6	*	44,4	68,7	"
Nizam's Guaranteed State	9,4	11,5	*	34,0	34,5	*	..	..	..
Rohilkhand and Kumaon	21,4	32,0	1,17,9	1,5	14,9	44,0	22,9	30,0	1,43,3
South Indian	7,8	9,5	*	4,6	15,6	*	8,5	13,7	*
Total	243,7	366,8	9,25,3	143,2	254,4	1,61,1	361,6	542,8	15,59,0
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	23,4	30,6	*	5,7	5,9	*	6	7	*
Bombay, Baroda and Central India	2,3	4,1	*	6	2,5	*	2,1	3,0	*
Eastern Bengal . . . . .	..	..	..	..	..	..	..	1	*
Great Indian Peninsula	6	5,4	*	10,5	15,0	*	8	2,9	*
(a) Jodhpur	8	8	†	1	1	†	1	1	†
North Western	8,3	16,0	*	4,1	5,9	*	3,9	5,3	*
South Indian	2	2	*	1	2	*	4,1	4,2	*
Total	35,6	57,1	..	21,1	29,6	..	11,6	16,3	..
Total, 1928-29	1,847,7	2,359,5	2,43,10,0	655,1	1,111,0	1,06,36,6	902,6	1,388,6	1,14,47,0
Total, 1927-28	1,764,1	2,223,5	2,61,70,9	434,2	1,745,0	62,95,0	736,5	1,075,5	87,63,8
Increase	83,6	136,0	..	220,9	366,0	43,41,6	166,1	313,1	26,83,2
Decrease . . . . .	..	..	18,60,9	..	..	..	..	..	..

* Shown under
† Shown under
‡ In these totals consignments passing over two or more
(a) Converted into 3' 3½" gauge from 1st August 1928.

Railways and the earnings therefrom for 1928-29. (In hundreds.)

Merchandise—contd.

(7) Marble and Stone.			(8) Salt.			(9) Gur, Jagree, Molasses, etc.			(10) Sugar, refined and unrefined.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
34	35	36	37	38	39	40	41	42	43	44	45
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
58,1	66,6	1,70,8	87,1	153,2	16,99,7	5,6	22,9	3,12,3	33,5	37,3	6,79,0
174,2	207,3	15,09,2	198,9	220,5	46,58,0	9,6	52,3	17,71,2	38,2	74,7	28,89,5
3,1	32,6	1,33,8	43,2	92,2	8,38,7	11,2	18,2	3,42,7	60,2	64,8	8,10,8
476,1	621,3	14,98,5	231,2	332,6	21,22,1	127,7	150,9	11,65,0	154,7	185,5	34,33,7
342,5	453,6	15,70,3	117,3	274,5	33,48,0	43,0	130,6	12,90,8	122,7	150,4	22,51,3
60,4	64,0	5,08,7	71,4	75,8	13,22,5	29,4	43,8	7,90,4	30,4	34,0	6,8,34
79,2	79,8	3,11,9	4	37,2	5,98,5	8	8,2	1,68,2	4	7,0	1,58,7
1,195,1	1,215,9	26,58,4	170,4	195,4	18,30,8	115,8	157,0	13,48,7	207,8	257,8	68,92,5
1,6	4,1	3,79,3	8,8	43,4	10,43,3	8,1	10,2	3,67,9	1,9	13,3	3,64,1
2,390,3	2,745,2	87,40,9	926,7	†1,424,8	1,74,61,6	351,2	†594,1	75,57,2	649,8	†824,8	1,81,63,0
..	..	..	55,8	57,8	4,57,5	..	..	..	..	..	..
4,9	15,9	74,0	5,5	164,9	10,99,0	158,4	163,5	12,57,0	99,4	110,9	11,96,8
191,2	283,6	*	270,4	332,5	*	8,3	131,7	*	10,8	157,9	*
650,2	650,2	11,49,0	48,0	48,0	6,68,3	29,8	29,8	3,97,3	19,9	19,9	2,73,4
7,7	14,9	*	2,4	69,4	*	5,5	34,1	*	1,9	36,4	*
87,2	93,5	3,18,6	31,2	32,0	1,38,2	8	13,1	1,00,4	5	13,2	1,14,4
54,1	67,3	*	14,3	89,9	*	51,3	61,1	*	3,3	29,2	*
2,6	9,1	*	3	24,8	*	6	7,9	*	5	9,3	*
3,8	5,8	13,5	6	28,9	1,77,1	67,7	68,1	4,14,9	25,5	33,5	1,61,5
170,1	171,6	*	134,1	135,4	*	33,7	37,3	*	25,6	30,9	*
1,171,8	†1,311,9	15,55,1	562,6	†983,6	25,40,1	356,1	†546,6	21,69,6	1,87,4	†441,2	17,46,1
5,3	7,9	*	3,5	25,6	*	1,3	3,5	*	2,6	6,9	*
1,3	6,8	*	1	2,6	*	3	2,7	*	1	2,6	*
..	3	*	..	3	*	..	1	*	..	1	*
2,4	4,7	*	1	4,4	*	10,1	11,9	*	5	4,5	*
..	..	..	..	1	†	..	..	..	..	1	†
21,3	21,9	*	1,5	3,5	*	1,6	3,8	*	3	6,3	*
..	..	..	..	3,1	*	1	3	*	..	2	*
30,3	†41,6	..	5,2	†39,6	..	13,4	†22,3	..	3,5	†20,7	..
3,592,4	†4,098,7	1,02,96,0	1,494,5	†2,448,0	2,00,01,7	72,07	†1,163,0	97,26,8	840,7	†1,286,7	1,99,09,1
3,330,5	†3,834,0	1,01,62,6	1,477,1	†2,409,3	1,98,56,1	749,5	†1,226,7	1,14,77,9	790,1	†1,183,3	1,81,14,4
261,9	264,7	1,33,4	17,4	38,7	1,45,6	..	..	..	50,6	103,4	17,94,7
..	..	..	..	..	..	28,8	63,7	17,51,1	..	..	..

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class

Railway.	II.—Heavy me								
	(11) Wood, unwrought.			(12) Metallic ores.			(13) Oil seeds.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	46	47	48	49	50	51	52	53	54
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	72,4	81,4	5,49,5	2,235,6	2,391,6	74,83,0	107,5	137,7	17,32,5
Bombay, Baroda and Central India	97,2	1,44,2	9,85,1	1	66,2	5,29,1	98,4	212,2	44,75,2
Eastern Bengal	16,5	39,8	4,50,1	..	1,3	3,0	7,8	23,3	2,67,1
East Indian	98,8	165,0	7,14,4	1	2,6	26,7	194,1	412,7	42,40,2
Great Indian Peninsula	120,7	160,0	8,08,9	2,4	204,2	18,13,1	509,1	855,4	1,17,16,5
Madras and Southern Mahratta	18,2	57,4	8,16,5	2	6,1	16,59,1	287,0	622,7	1,27,48,0
Nizam's Guaranteed State	19,2	21,2	2,09,1	..	..	..	101,5	126,2	21,19,8
North Western	215,6	243,2	9,53,2	..	16,3	2,44,2	266,7	316,7	33,12,7
South Indian	56,9	63,3	8,42,8	1,4	1,5	21,6	55,4	108,5	32,34,1
Total	715,5	†975,5	63,29,6	2,239,8	†2,689,8	1,17,79,8	1,627,5	†2,845,4	4,38,46,1
3' 3½" GAUGE.									
Assam Bengal	19,8	26,5	1,58,6	..	..	..	..	..	..
Bengal and North-Western	68,6	74,0	3,78,5	..	..	..	163,7	168,8	9,76,8
Bombay, Baroda and Central India	5,4	75,3	*	6	7	*	204,4	316,5	*
Burma	239,6	239,6	13,13,5	134,5	134,5	14,53,9	24,2	24,2	1,89,1
Eastern Bengal	38,0	52,4	*	..	..	..	24,1	43,6	*
Jodhpur	1,1	4,0	23,4	..	..	..	21,9	25,5	1,86,5
Madras and Southern Mahratta	35,6	59,0	*	188,9	220,1	..	488,2	506,1	*
Nizam's Guaranteed State	3,3	8,8	*	..	..	..	138,8	139,5	*
Rohilkund and Kumaon	105,9	106,1	3,92,9	..	..	..	15,0	16,2	84,0
South Indian	43,4	58,5	*	9	9	*	220,8	282,5	*
Total	560,7	†704,2	22,66,9	324,9	†356,2	14,53,9	1,301,1	†1,582,9	14,37,0
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	28,1	29,1	*	195,4	195,4	*	24,3	25,2	*
Bombay, Baroda and Central India	6,6	10,2	*	66,1	66,1	*	14,6	18,6	*
Eastern Bengal . . . . .	..	3	*	..	..	..	..	2	*
Great Indian Peninsula (a)	2,2	4,5	*	..	..	..	37,3	37,7	*
Jodhpur . . . . .	..	..	..	..	..	..	2	2	†
North Western	2,6	4,1	*	16,2	16,2	*	9	1,3	*
South Indian	2	3	*	..	..	..	4,6	5,0	*
Total	39,7	†48,5	..	277,7	†277,7	..	81,9	†88,2	..
Total, 1928-29	1,315,9	†1,728,2	85,96,5	2,842,4	†3,323,7	1,32,33,7	3,010,5	†4,516,5	4,52,83,1
Total, 1927-28	1,321,2	†1,750,4	89,26,1	2,945,7	†3,458,7	1,34,99,1	2,743,3	†4,160,5	4,16,30,9
Increase . . . . .	..	..	..	..	..	..	267,2	356,0	37,52,2
Decrease	5,3	22,2	329,6	103,3	135,0	2,65,4	..	..	..

* Shown under
† Shown under
‡ In these totals consignments passing over two or more
(a) Converted into 3' 3½" gauge from 1st August 1928.

Railways and the earnings therefrom for 1928-29. (In hundreds.)

chandise—concl'd.						III.—Light merchandise.					
(14) Cotton, raw, pressed.			(15) Total heavy merchandise.			(1) Cotton, raw unpressed.			(2) Cotton, manufactured.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
55	56	57	58	59	60	61	62	63	64	65	66
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
9	10,3	3,81,6	3,287,7	3,671,5	2,16,39,6	5	8	13,9	20,6	53,4	14,29,7
106,3	212,6	67,23,7	1,068,3	1,752,9	3,54,95,7	10,8	13,2	3,17,5	104,5	113,4	61,47,7
..	1	4	416,7	653,1	57,48,0	9	1,8	34,7	22,1	24,0	6,48,5
14,3	29,2	4,89,7	2,716,8	3,927,0	3,25,29,9	6,3	7,5	96,9	76,5	102,4	28,45,0
272,1	429,3	1,70,74,4	2,399,6	4,071,9	5,63,75,0	16,8	20,3	2,14,1	119,5	172,0	48,10,1
17,4	31,7	14,35,2	955,1	1,643,0	3,23,72,9	7,1	9,5	3,93,9	24,4	57,8	15,28,0
3,5	7,9	13,48,9	3,17,7	454,9	72,79,8	1,4	1,5	21,5	2,0	19,9	4,59,2
186,7	215,1	76,26,0	4,181,8	4,699,2	4,67,36,2	43,1	46,0	4,53,8	68,0	96,4	34,56,3
16,0	17,2	4,22,0	235,0	602,0	1,28,34,8	4,8	7,4	1,77,2	11,7	19,3	8,18,6
617,2	1953,4	3,55,01,9	15,578,7	21,475,5	25,10,11,9	91,7	108,0	17,23,4	449,3	658,6	2,21,43,1
..	..	..	274,5	300,1	22,97,0	..	..	..	..	..	..
..	..	..	1,046,5	1,530,6	97,10,9	..	..	..	14,7	42,7	8,44,3
90,9	112,0	*	1,216,8	2,107,0	*	23,2	32,9	*	56,8	91,2	*
..	..	..	2,668,2	2,268,2	1,56,10,4	..	..	..	17,1	17,1	4,27,8
..	..	..	219,7	534,7	*	8	1,2	*	4	13,6	*
10,9	27,5	6,53,5	186,0	349,9	27,99,1	15,4	15,9	1,13,3	8	11,0	2,12,8
49,5	58,0	*	1,188,0	1,698,2	*	21,7	24,0	*	18,9	38,4	*
66,1	66,3	*	291,3	373,3	*	8	8	*	2,9	6,6	*
..	..	..	309,8	399,9	18,42,9	..	..	..	1,6	7,2	63,1
21,4	27,0	*	1,183,0	1,343,0	*	12,6	12,8	*	29,3	38,4	*
238,8	1291,7	6,53,5	8,583,8	11,304,9	3,22,60,3	74,5	87,6	1,13,3	142,5	1268,2	15,48,0
3,4	4,3	*	365,2	441,3	*	3	3	*	3,1	7,8	*
12,6	13,8	*	117,8	151,4	*	1,7	2,7	*	1	7	*
..	..	..	1	2,0	*	..	..	..	..	1	*
47,1	47,2	*	114,1	154,1	*	9	9	*	1,5	4,1	*
5	5	†	1,8	2,0	†	..	3	†	..	1	†
..	..	*	103,0	135,5	*	..	1	*	1	2,5	*
..	..	..	12,6	26,5	*	..	..	..	1	3	*
63,6	165,8	..	714,6	912,8	..	29	44,3	..	4,9	15,6	..
919,6	1,310,9	3,61,55,4	24,877,1	33,693,2	28,32,72,2	169,1	199,9	18,36,7	596,7	940,4	2,36,91,1
818,4	1,182	3,39,16,2	23,347,8	31,563,7	26,63,24,5	136,0	168,4	16,28,2	584,5	927,1	2,42,36,1
101,2	142,7	22,38,2	1,529,3	2,129,5	1,69,47,7	33,1	31,5	2,08,5	12,2	13,3	..
..	..	..	..	..	..	..	..	..	..	..	5,45,

5' 6" gauge.
3' 3 3/4" gauge.
railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light								
	(3) Fodder.			(4) Fruits and vegetables, fresh.			(5) Jute, raw.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
	67	68	69	70	71	72	73	74	75
5' 6" GAUGE.									
Bengal Nagpur	Tons. 32,6	Tons. 40,8	Rs. 2,47,8	Tons. 17,6	Tons. 33,8	Rs. 4,86,1	Tons. 14,6	Tons. 62,5	Rs. 4,19,4
Bombay, Baroda and Central India	152,2	168,1	12,39,8	26,5	37,9	8,55,8	..	..	..
Eastern Bengal	31,9	56,0	2,18,7	10,9	41,1	6,03,1	423,9	1,004,3	1,48,40,8
East Indian	155,2	179,2	9,78,6	83,9	128,9	15,01,1	31,6	86,9	4,86,6
Great Indian Peninsula	129,8	172,1	12,30,7	90,0	116,9	14,41,5	..	..	..
Madras and Southern Mahratta	17,3	32,3	4,18,0	54,8	86,4	11,19,4	..	..	..
Nizam's Guaranteed State	6,1	8,0	73,9	..	..	..	..	..	..
North Western	150,6	190,5	11,39,7	87,0	109,7	12,03,6	..	..	..
South Indian	8,3	14,9	3,22,0	27,3	41,8	9,77,7	2	3	7,9
Total	684,0	†861,9	58,69,2	398,0	†596,5	81,88,3	470,3	†1,154,0	1,57,54,7
3' 3½" GAUGE.									
Assam Bengal . . . . .	..	..	..	24,7	30,2	1,85,1	179,3	183,2	13,11,4
Bengal and North Western	31,6	34,1	1,58,1	517,2	525,1	9,89,6	..	..	..
Bombay, Baroda and Central India	27,4	44,0	*	30,9	42,1	*	..	..	..
Burma	92,4	92,4	4,29,7	117,2	117,2	13,36,8	..	..	..
Eastern Bengal	16,6	23,6	*	6,2	58,1	*	533,7	597,6	*
Jodhpur	3,6	6,8	33,2	2,0	5,6	43,0	..	1	2
Madras and Southern Mahratta	29,7	37,6	*	34,1	41,8	*	..	..	..
Nizam's Guaranteed State	2,2	2,3	*	..	..	..	..	..	..
Rohilkund and Kumaon	18,3	18,6	72,5	8,6	9,2	71,6	..	..	..
South Indian	27,2	30,8	*	73,4	87,9	*	3	4	*
Total	249,0	†290,2	6,93,5	814,3	†917,2	26,26,1	713,3	†781,3	13,11,6
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	3,2	4,4	*	1,7	3,5	*	..	..	..
Bombay, Baroda and Central India	1,6	1,9	*	8	1,6	*	..	..	..
Eastern Bengal . . . . .	..	..	..	..	1	*	5	5	*
Great Indian Peninsula	2	4,6	*	6	1,3	*	..	..	..
Jodhpur (a) . . . . .	..	..	..	1	1	†	..	..	..
North Western	2,9	9,8	*	19,2	20,8	*	..	..	..
South Indian	1,6	1,6	*	2	8	*	..	..	..
Total	9,5	†22,3	..	22,6	†28,2	..	5	†5	..
Total, 1928-29	942,5	†1,174,4	65,62,7	1,234,9	†1,541,9	1,08,14,4	1,184,1	†1,935,8	1,70,66,3
Total, 1927-28	747,6	†928,0	60,27,5	1,190,9	†1,483,1	1,08,02,9	1,183,2	†1,940,9	1,69,79,6
Increase	1,94,9	246,4	5,35,2	44,0	58,8	11,5	9	..	86,7
Decrease . . . . .	..	..	..	..	..	..	..	5,1	..

* Shown under
† Shown under
‡ In these totals consignments passing over two or more
(a) Converted into 3' 3½" gauge from 1st August 1928.

Railways and the earnings therefrom for 1928-29. (In hundreds.)

merchandise—contd.

(6) Iron and steel, wrought.			Kerosine Oil.								
			(7) Kerosine oil in tins.			(8) Kerosine oil in bulk.			(9) Petrol in tins.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
76	77	78	79	80	81	82	83	84	85	86	87
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
319,6	341,8	18,29,9	35,0	45,0	7,96,1	19,3	20,8	4,64,2	5,2	5,3	1,36,1
125,7	139,8	33,22,2	45,6	46,9	9,61,4	24,5	24,5	1,69,0	7,1	7,2	2,42,9
37,1	164,9	16,94,2	164,8	168,2	10,69,2	59,6	59,7	2,58,8	17,1	24,2	3,25,6
213,0	295,9	41,12,4	5,8	85,3	16,96,1	1	22,9	4,91,0	3,4	5,4	1,25,4
161,9	214,4	34,10,7	57,1	67,1	12,88,3	26,9	27,1	5,65,9	15,0	15,8	4,15,8
69,4	98,9	16,89,0	50,1	50,3	10,85,5	21,4	21,4	3,39,9	11,3	11,4	4,69,9
2,5	18,3	3,50,5	3	9,3	1,74,1	1	3,0	41,6	4	1,8	54,9
168,9	206,9	33,25,5	68,7	68,8	17,92,5	12,8	12,9	2,67,3	19,5	19,5	8,10,4
3,2	32,9	6,74,2	4,4	19,6	4,13,3	5,5	8,1	4,45,5	1,5	5,2	2,37,8
1,101,3	†1,513,8	2,24,08,6	431,8	†560,5	92,76,5	170,2	†200,4	30,43,2	80,5	†95,8	28,18,8
50,3	67,5	6,67,9	70,0	76,0	7,70,8	16,7	17,1	2,47,6	5,6	5,8	1,39,6
15,0	34,5	3,19,2	5	3,0	29,6	8,4	50,2	4,58,4	2	2	2,3
11,9	74,6	*	1,4	24,4	*	1	1,7	*	2,7	5,3	*
42,9	42,9	5,16,6	37,3	37,3	5,25,9	6	6	7,0	11,1	11,1	4,12,3
5,9	62,4	*	4,7	44,2	*	1	9,4	*	6	10,6	*
3,2	17,9	2,92,4	1	8,1	1,63,1	2	6	14,1	1	1,7	67,2
12,3	45,7	*	32,9	41,3	*	5,5	5,8	*	4,2	9,9	*
2,0	16,2	*	4	6,5	*	..	7	*	2	1,1	*
2,9	10,5	68,4	1,4	4,3	19,2	..	1	7	5	8	8,5
36,1	44,0	*	36,3	36,8	*	32,2	32,3	*	8,4	10,3	*
182,5	†416,2	18,64,5	185,0	†281,9	15,08,6	63,8	†118,5	7,27,8	33,6	†56,8	6,29,9
3,5	10,6	*	1,8	8,6	*	..	2,2	*	8	9	*
6	5,6	*	1	2,2	*	..	..	..	..	2	*
..	4	*	..	2	*	..	..	..	..	..	..
1,4	6,2	*	1,4	5,1	*	..	1	*	1	9	*
..	1	†	..	..	..	..	..	..	..	..	..
4	4,4	*	1	2,3	*	..	1	*	1	1,0	*
..	4	*	1	1,3	*	..	..	..	..	2	*
5,9	†27,7	..	3,5	†19,7	..	..	†2,4	..	1,0	†3,2	..
1,289,7	†1,957,7	2,42,73,1	620,3	†862,1	1,07,85,1	234,0	†321,3	37,71,0	115,1	†155,8	34,48,7
1,201,2	†1,865,6	2,27,63,2	699,5	†961,1	1,31,94,7	198,5	†288,0	37,80,0	103,8	135,0	34,80,7
88,5	92,1	15,09,9	..	..	..	35,5	33,3	..	11,3	20,8	..
..	..	..	79,2	99,0	24,09,6	..	..	9,0	..	..	32,0

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light								
	Keros no Oil—concl'd.						(12) Tobacco.		
	(10) Petrol in bulk.			(11) Total.			Originating on Home line whether local or Foreign.	Total.	Earnings.
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.			
88	89	90	91	92	93	94	95	96	
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	3,3	3,3	1,19,1	62,8	74,4	15,15,5	11,0	34,7	7,55,1
Bombay, Baroda and Central India	3,2	3,2	1,33,2	80,4	81,8	15,06,5	31,0	35,8	9,66,5
Eastern Bengal	22,4	22,4	1,47,6	2,63,9	274,5	18,01,2	11,7	28,6	7,75,4
East Indian . . . . .	..	10,4	4,87,1	9,3	124,0	27,99,6	28,2	55,4	10,04,1
Great Indian Peninsula	11,2	12,0	2,76,0	110,2	122,0	25,46,0	7,3	30,7	7,05,6
Madras and Southern Mahratta	13,6	13,7	3,69,5	96,4	96,8	22,64,8	40,7	56,3	12,12,3
Nizam's Guaranteed State . . . . .	..	1,2	27,4	8	15,3	2,98,0	6	3,0	87,8
North Western	14,0	14,0	5,37,8	115,0	115,2	34,08,0	30,1	37,8	7,45,9
South Indian	7	7,2	4,67,1	12,1	40,1	15,63,7	13,3	17,6	3,77,7
Total	68,4	†87,4	25,64,8	750,9	†944,1	1,77,03,3	173,9	†209,9	66,30,4
3' 3½" GAUGE.									
Assam Bengal	12,8	13,1	2,62,1	105,1	112,0	14,20,1	3,7	10,9	1,44,8
Bengal and North Western	8	3,3	1,42,3	9,9	56,7	6,32,6	42,1	46,2	5,61,2
Bombay, Baroda and Central India . . . . .	..	8	*	4,2	32,2	*	11,6	27,0	*
Burma . . . . .	..	..	..	49,0	49,0	9,45,2	24,7	24,7	2,90,4
Eastern Bengal . . . . .	..	2,0	*	5,4	66,2	*	20,3	36,9	*
Jodhpur	4	4	16,3	8	10,8	2,60,7	6	3,9	64,3
Madras and Southern Mahratta	1,8	1,9	*	44,4	58,9	*	21,9	26,2	*
Nizam's Guaranteed State . . . . .	..	..	..	6	8,3	*	7	2,0	*
Rohilkund and Kuamon . . . . .	..	9	15,9	1,9	6,1	44,3	2,7	3,6	34,7
South Indian	9,7	9,7	*	86,6	89,1	*	12,2	18,6	*
Total	25,5	†32,1	4,36,6	307,9	†489,3	33,02,9	140,5	†200,0	10,95,4
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . . . .	..	4	*	2,6	12,1	*	1,8	4,6	*
Bombay, Baroda and Central India . . . . .	..	..	..	1	2,4	*	2	3	*
Eastern Bengal . . . . .	..	..	..	..	2	*	..	2	*
Great Indian Peninsula . . . . .	..	..	..	1,5	6,1	*	..	6	*
(a) Jodhpur . . . . .	..	..	..	..	..	..	..	..	..
North Western . . . . .	..	4	*	2	3,8	*	2	1,2	*
South Indian . . . . .	..	..	..	1	1,5	*	1	8	*
Total . . . . .	..	†8	..	4,5	†26,1	..	2,3	†7,7	..
Total, 1928-29	93,9	†120,3	30,01,4	1,063,3	†1,459,5	2,10,06,2	316,7	†507,6	77,25,8
Total, 1927-28	53,5	†77,4	21,93,3	1,055,3	†1,461,5	2,26,48,7	279,0	†458,5	68,54,7
Increase	40,4	42,9	8,08,1	8,0	..	..	37,7	49,1	8,71,1
Decrease . . . . .	..	..	..	..	2,0	16,42,5	..	..	..

* Shown under

† Shown under

‡ In these totals consignments passing over two or more

(a) Converted into 3' 3½" gauge from 1st August 1928.

Railways and the earnings therefrom for 1928-29 (In hundreds).

merchandise—concl'd.

(13) Provisions.									(14) Manures (all kinds).			(15) Total light merchandise.			IV—Military Stores.			V—Railway materials.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.						
97	98	99	100	101	102	103	104	105	106	107	108	109	110	111						
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.						
70,9	108,0	18,68,6	18,3	20,1	92,2	568,5	770,3	86,58,2	1,2	4,9	67,9	376,2	410,8	16,56,6						
51,1	68,3	15,28,9	4,1	4,5	33,6	586,3	662,8	1,59,18,5	4,1	5,3	1,57,8	279,5	297,0	7,09,9						
27,8	78,4	23,12,5	10,0	12,3	1,02,2	840,2	1,685,9	2,30,31,3	10,4	14,4	21,0	234,6	293,9	5,29,4						
75,3	111,1	24,12,6	14,3	18,5	1,51,8	693,6	1,109,8	1,63,88,6	60,4	92,8	6,96,5	1,056,4	1,089,6	16,38,5						
100,2	169,8	29,96,1	3,9	9,1	48,7	739,6	1,027,3	1,74,03,5	46,7	82,8	9,96,4	1,957,5	2,018,1	15,89,7						
63,8	130,9	27,56,6	19,2	23,9	2,27,8	393,1	592,8	1,16,09,8	3,0	8,0	91,2	180,4	240,8	10,38,1						
9,1	31,1	5,58,4	13,6	15,9	1,15,8	36,1	113,0	19,65,1	1,4	8,4	41,2	112,1	123,1	1,25,8						
87,7	102,9	29,43,8	3,9	4,2	19,9	754,3	909,6	1,86,06,5	210,9	251,8	18,58,1	2,588,1	2,599,3	25,43,6						
80,3	113,9	29,09,1	9,7	16,4	2,43,3	170,9	304,6	80,71,4	2	1,5	30,5	125,7	136,4	3,26,5						
566,2	1,914,4	2,02,86,6	97,0	1,124,9	10,35,3	4,782,6	17,176,1	12,17,42,9	338,3	1,469,9	39,60,6	6,910,5	17,209,0	1,01,48,1						
87,0	106,9	20,55,1	4	15,3	1,58,2	450,5	526,0	59,42,6	..	..	..	..	..	..
57,5	70,6	7,94,2	5,9	7,3	41,3	693,9	817,2	43,40,5	3,8	3,8	15,5	16,0	43,1	1,27,6						
9,1	42,3	*	1,2	1,6	*	176,3	387,9	*	4,8	17,9	*	185,1	219,7	*						
35,9	35,9	6,25,9	4	4	1,0	379,6	379,6	45,73,4	6,8	6,8	35,3	49,0	49,0	1,78,8						
27,5	94,4	*	3	10,2	*	617,1	964,2	*	..	5	*	138,7	147,9	*						
4,1	10,6	1,25,3	..	1	7	30,5	82,7	11,45,9	..	4	6,7	121,3	132,9	1,88,1						
68,9	109,0	*	15,2	18,9	*	267,1	400,5	*	1,7	4,0	*	47,2	66,6	*						
7,6	15,8	*	3,3	3,3	*	20,1	55,3	*	1	1,2	*	7,9	12,5	*						
3,2	5,7	44,7	1,2	1,2	3,8	40,4	62,1	4,03,1	4,5	4,7	28,0	120,2	121,3	2,06,9						
112,9	153,3	*	25,3	41,6	*	415,9	516,9	*	7	1,5	*	649,3	661,5	*						
413,7	1,644,5	36,45,2	53,2	1,99,9	2,08,0	3,091,4	14,192,4	1,64,05,5	22,4	140,8	85,5	1,334,7	1,454,5	7,01,4						
9,2	13,8	*	3	5	*	25,7	57,6	*	4	4	*	39,4	43,7	*						
2,3	3,4	*	1	1	*	7,5	18,7	*	..	..	..	1,8	2,9	*			
1,2	1,2	*	..	..	..	1,7	2,7	*	..	..	..	2,7	2,7	*
3	3,3	*	..	7	*	6,4	27,8	*	..	..	..	1	2	*			
..	..	*	..	..	..	1	6	†	..	..	..	2,7	2,7	†
2,4	5,3	*	..	..	..	25,4	47,9	*	8,3	24,6	*	10,2	21,4	*			
4,7	5,0	*	2	2	*	7,0	11,5	*	..	..	..	5,0	5,0	*			
20,1	32,9	..	6	1,5	..	73,8	1,166,8	..	8,7	1,25,0	..	61,9	1,78,6	..						
1,000,0	1,591,8	2,39,31,8	150,8	1,226,3	12,40,3	7,947,8	11,535,3	13,81,48,4	369,4	1,535,7	40,46,1	8,307,1	18,742,1	1,08,49,5						
689,1	1,041,9	1,40,69,5	§	§	§	7,066,8	10,275,0	12,60,10,6	380,7	1,549,0	41,52,1	9,906,2	10,462,8	1,51,82,5						
310,9	549,9	98,62,3	..	..	..	881,0	1,260,3	1,21,37,8	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	11,3	13,3	1,06,0	1,599,1	1,720,7	43,33,0

5' 6" gauge.

3' 3½" gauge.

railways are considered as two or more separate consignments.

§ Not available.

H52RAR

29.—Statement of Principal Commodities carried by Class I

Railway.	VI—Other Commodities.						VII—Live Stock.		
	Total [Total of items I, II (15), III (15), IV, V and VI.]			Total [Total of items I, II (15), III (15), IV, V and VI.]			Total [Total of items I, II (15), III (15), IV, V and VI.]		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
112	113	114	115	116	117	118	119	120	
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal-Nagpur	1,159,8	1,364,1	94,29,2	11,197,3	12,720,6	5,93,89,7	15,0	18,1	2,19,8
Bombay, Baroda and Central India	545,9	673,0	139,77,3	2,611,0	3,975,2	6,98,09,3	26,4	40,9	22,83,6
Eastern Bengal	375,1	554,2	37,97,8	1,904,5	4,772,6	3,65,04,9	3,5	4,1	2,88,8
East Indian	1,512,1	2,043,1	1,92,32,9	17,422,1	20,816,3	12,59,31,1	25,2	36,4	15,14,3
Great Indian Peninsula	1,369,9	1,616,2	1,82,62,3	7,053,4	10,222,4	10,06,63,2	21,6	22,9	4,82,9
Madras and Southern Mahratta	448,5½	682,3	99,10,9	2,115,6	3,590,1	5,79,64,2	8,6	8,9	3,27,7
Nizam's Guaranteed State	54,8	122,6	16,84,9	1,093,7	1,400,7	1,35,24,8	2	3	12,9
North Western	1,515,8	1,865,0	1,91,03,5	9,715,0	11,752,3	9,42,33,6	32,2	33,1	6,05,1
South Indian	169,6	277,2	51,04,7	733,2	1,379,0	2,72,53,7	3,0	3,1	2,22,3
Total	7,151,5	†9,197,7	10,05,03,5	53,845,8	†70,629,2	58,52,74,5	135,7	†167,8	59,57,4
3' 3½" GAUGE.									
Assam Bengal	422,2	524,1	27,62,0	1,231,6	1,566,2	1,16,23,2	1,0	2,7	26,9
Bengal and North Western	230,6	348,4	25,01,9	2,046,7	3,085,4	1,76,20,1	24,1	24,9	4,47,7
Bombay, Baroda and Central India	212,3	449,2	*	1,854,7	3,531,4	*	29,5	31,7	*
Burma	743,6	743,6	73,58,9	4,070,4	4,070,4	2,93,93,6	15,8	15,8	4,94,8
Eastern Bengal	47,0	156,8	*	1,026,2	2,130,6	*	1,3	18,8	*
Jodhpur	47,7	97,4	10,28,5	390,1	682,2	52,29,5	1,6	1,6	12,4
Madras and Southern Mahratta	227,2	354,0	*	1,845,2	2,669,5	*	7,2	7,6	*
Nizam's Guaranteed State	33,4	57,2	*	364,5	562,1	*	4	4	*
Bohilkund and Kumaon	89,6	118,8	5,55,6	719,4	880,3	33,88,3	5	6	6,0
South Indian	3,03,4	379,5	*	2,694,8	3,058,3	*	5,3	5,7	*
Total	2,357,0	†3,229,0	1,42,06,9	16,243,6	†22,236,4	6,72,54,7	87,3	†109,8	9,87,8
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	73,8	110,6	*	618,5	798,1	*	1	1	*
Bombay, Baroda and Central India	12,3	19,9	*	157,1	216,1	*	1	2	*
Eastern Bengal	2	7	*	4,7	8,4	*	..	..	..
Great Indian Peninsula	34,9	61,4	*	155,8	263,1	*	..	..	..
Jodhpur (a)	1	2	†	4,7	5,6	†	..	..	..
North Western	58,4	90,5	*	229,3	362,6	*	3	4	*
South Indian	3,9	7,3	*	35,9	57,7	*	1	1	*
Total	183,6	†290,6	..	1,206,0	†1,711,6	..	6	8	..
Total, 1928-29	9,692,1	†12,717,3	11,47,10,4	71,295,4	†94,577,2	65,25,29,2	223,6	†278,4	69,45,2
Total, 1927-28	9,686,1	†13,018,0	11,95,95,1	70,768,0	†93,519,8	63,29,37,2	216,7	†267,3	67,71,8
Increase	6,0	..	..	527,4	1,057,4	1,95,92,0	6,9	11,1	1,73,4
Decrease . . . . .	..	300,7	48,84,7	..	..	..	..	..	..

* Shown under
† Shown under
† In these totals consignments passing over two or more
(a) Converted into 3' 3½" gauge from 1st August 1928.

Railways and the earnings therefrom for 1928-29. (In hundreds).

VIII.—Materials and Stores on Revenue Account.											
(1) Fuel.			(2) General Stores and materials.			(3) Total.			Grand total.		
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Homeline whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
121	122	123	124	125	126	127	128	129	130	131	132
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
770,1	769,9	23,55,6	843,6	854,3	5,37,8	1,613,7	1,624,2	28,93,4	12,826,0	14,362,9	6,25,02,9
25,7	363,6	14,53,6	356,2	358,0	4,80,8	381,9	721,6	19,34,4	3,019,3	4,737,7	7,40,27,3
5,8	319,9	9,16,2	365,9	429,4	9,54,9	371,7	749,3	18,71,1	2,279,7	5,526,0	3,86,64,8
1,634,5	1,634,5	56,72,0	1,374,7	1,374,7	14,70,7	3,009,2	3,009,2	71,42,7	20,456,5	23,861,9	13,45,88,1
204,4	1,104,6	41,32,7	1,794,3	1,794,3	8,02,7	1,998,7	2,898,9	49,35,4	9,073,7	13,144,2	10,60,81,5
172,8	428,2	11,45,6	753,3	755,3	7,71,8	926,1	1,183,5	19,17,4	3,050,3	4,782,5	6,02,09,3
144,2	144,2	3,43,2	64,3	64,7	65,0	208,5	208,9	4,08,8	1,302,4	1,609,9	1,30,46,5
170,0	1,363,2	50,21,2	1,782,8	1,821,9	20,63,5	1,952,8	3,185,1	70,84,7	11,700,0	14,970,5	10,19,23,4
62,6	116,1	3,63,5	516,8	529,4	3,82,3	570,4	645,5	7,45,8	1,315,6	2,027,6	2,82,21,8
3,100,1	†6,244,2	2,14,03,6	7,851,9	†7,982,0	75,30,1	11,042,0	†14,226,2	2,89,33,7	65,023,5	†85,023,2	62,01,65,0
37,3	63,4	1,57,3	134,3	141,0	1,52,4	171,6	204,4	3,09,7	1,404,8	1,773,3	1,10,59,8
35,0	240,9	4,54,2	170,2	170,2	1,62,0	205,2	411,1	6,16,2	2,276,0	3,521,4	1,86,84,0
7,0	276,7	*	313,0	315,3	*	320,0	592,0	*	2,204,2	4,155,1	*
313,2	313,2	5,82,9	1,326,0	1,326,0	9,40,9	1,639,2	1,639,2	16,23,8	5,725,4	5,725,4	3,14,12,2
13,5	138,4	*	282,0	298,8	*	295,5	437,2	*	1,323,0	2,586,6	*
3,1	56,0	1,33,6	132,1	137,7	96,1	135,2	193,7	2,29,7	526,9	877,5	54,71,6
1,91,1	203,2	*	236,3	239,6	*	427,4	442,8	*	2,279,8	3,119,9	*
2,4	38,0	*	24,2	27,3	*	26,6	65,3	*	301,5	627,8	*
46,8	46,8	17,0	83,4	83,4	53,9	130,2	130,2	70,9	850,1	1,011,1	34,65,2
204,5	208,8	*	669,7	680,0	*	874,2	888,8	*	3,574,3	3,952,8	*
853,9	†1,585,4	13,45,0	3,371,2	†3,419,3	14,05,3	4,225,1	†5,004,7	27,50,3	20,556,0	†27,350,9	7,09,92,8
50,4	50,4	*	74,9	75,8	*	125,3	126,2	*	743,9	924,4	*
..	1	*	9,6	11,9	*	9,6	12,0	*	166,8	228,3	*
..	..	..	3	4	*	3	4	*	5,0	8,8	*
..	..	..	36,3	36,3	*	36,3	36,3	*	192,1	299,4	*
..	..	..	..	..	..	..	..	..	4,7	5,6	†
11,6	12,2	*	18,1	25,4	*	29,7	37,6	*	259,3	400,6	*
..	1,8	*	2,6	2,9	*	2,6	4,7	*	38,6	62,5	*
62,0	†64,5	..	141,8	†152,7	..	203,8	†217,2	..	1,410,4	†1,929,6	..
4,106,0	†7,894,1	2,27,48,6	11,304,9	†11,554,0	89,35,4	15,470,9	†19,448,1	3,16,84,0	86,989,9	†114,303,7	69,11,58,4
4,233,1	†7,842,0	2,39,20,9	10,605,0	†10,986,1	97,88,9	14,838,1	†18,828,1	3,37,09,8	85,822,8	†112,615,2	67,34,18,8
..	52,1	..	759,9	567,9	..	632,8	620,0	..	1,167,1	1,688,5	1,77,39,6
127,1	..	11,72,3	..	..	8,53,5	..	..	20,25,8	..	..	..

5' 6" gauge.
3' 3½" gauge.
railways are considered as two or more separate consignments.

30.—Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL						
	GENERAL ADMINISTRATION.—(A. I.).					TRACK (RUNNING LINES,	
	Total amount.	Per mile of line main-tained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line main-tained.
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal-Nagpur	Rs. 18,33,410	Rs. 842.3	Rs. 585.5	As. 2.36	2.86	Rs. 30,81,708	Rs. 1,415.8
Bombay, Baroda and Central India	12,35,740	933.7	591.8	2.64	2.97	16,11,421	1,217.6
Eastern Bengal	10,92,678	1,349.4	684.3	2.75	3.41	18,18,640	2,246.0
East Indian	36,75,854	882.2	531.6	1.87	2.97	51,50,995	1,236.2
Great Indian Peninsula	31,15,815	894.1	565.3	1.98	2.98	83,87,663	2,406.8
Madras and Southern Mahratta	7,90,650	731.0	571.2	1.98	2.88	12,21,850	1,129.6
Nizam's Guaranteed State	2,42,704	466.2	403.7	2.60	5.29	4,21,560	809.7
North Western	37,76,875	615.1	423.9	2.24	2.99	86,35,855	1,406.5
South Indian	2,93,240	596.1	499.7	1.75	2.93	1,75,144	356.0
3' 3½" GAUGE.							
Assam-Bengal	5,60,317	473.0	392.8	2.66	4.57	9,13,374	770.9
Bengal and North Western	5,86,168	281.9	228.3	1.24	3.94	*19,75,638	*950.2
Bombay, Baroda and Central India	10,22,967	415.9	350.4	1.59	3.20	16,79,276	682.8
Burma	13,42,723	695.5	502.5	2.60	4.46	*39,92,935	*2,068.4
Eastern Bengal	5,92,352	592.2	453.0	2.23	3.63	14,85,096	1,484.6
Jodhpur	1,69,736	190.3	161.9	1.50	2.56	5,03,129	564.1
Madras and Southern Mahratta	6,52,196	326.6	289.1	1.28	3.31	13,91,124	696.9
Nizam's Guaranteed State	2,29,924	370.6	323.4	2.29	5.40	3,59,337	579.2
Rohilkund and Kumaon	1,38,076	241.9	203.1	1.58	4.14	2,74,690	481.3
South Indian	9,61,485	564.5	473.1	1.95	3.84	9,26,035	543.7
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	2,23,318	249.8	225.4	2.02	5.17	6,44,822	721.4
Bombay, Baroda and Central India	31,169	191.5	166.9	1.98	4.78	85,407	524.8
Eastern Bengal	4,001	108.4	99.7	0.55	2.14	23,072	625.4
Jodhpur(a)	231	9.15	8.88	0.30	0.12	1,344	53.2
North Western { 2' 6" Gauge	2,65,305	384.3	334.8	4.11	4.19	5,89,773	854.2
{ (b) 2' 0" Gauge	7,807	185.9	172.3	4.47	3.87	27,797	661.8
South Indian	52,681	533.9	498.9	5.08	12.3	45,802	464.2

* Including Replacement

(a) Converted into

(b) Closed for goods traffic from 1st April 1928 and dismantled from

Class I Railways for the year 1928-29.

WORKS.

SIDINGS AND YARDS.— [A.-II. 1 (a)].			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—[A.-II. 1 (b) AND A.-II. 3].					OTHER STRUCTURAL WORKS.—[A.-II. 1. (c) to (g)].				
Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line main- tained.	Per mile of track including sidings.	Per train mile.	Percent- age of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
9	10	11	12	13	14	15	16	17	18	19	20	21
Rs.	As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
984.1	3.98	4.81	3,21,406	147.7	102.6	0.41	0.50	17,41,034	799.9	556.0	2.25	2.72
771.7	3.44	3.88	1,73,940	131.4	83.3	0.37	0.42	8,65,707	654.1	414.6	1.85	2.08
1,139.0	4.57	5.67	1,94,567	240.3	121.9	0.49	0.60	18,02,720	2,226.2	1,129.0	4.54	5.62
744.9	2.63	4.16	5,08,673	122.1	73.6	0.26	0.41	35,58,749	854.1	514.6	1.81	2.88
1,521.9	5.33	8.02	4,16,806	119.6	75.6	0.26	0.40	51,99,629	1,492.0	943.4	3.30	4.96
882.8	3.06	4.45	1,64,067	152.5	119.2	0.42	0.60	8,47,863	783.8	612.6	2.12	3.09
701.2	4.51	9.19	16,816	32.3	28.0	0.18	0.37	1,19,867	230.2	199.4	1.28	2.61
969.3	5.13	6.83	6,12,546	99.8	68.8	0.36	0.49	40,30,277	656.4	452.4	2.40	3.19
298.5	1.05	1.75	30,116	61.2	51.3	0.18	0.30	1,44,650	294.0	246.5	0.86	1.44
640.3	4.36	7.45	97,138	82.0	68.1	0.46	0.78	4,77,221	402.9	334.5	2.26	3.90
*769.5	*4.17	*13.3	*2,30,346	*110.8	*89.7	*0.48	*1.55	*5,43,227	*261.3	*211.6	*1.15	*3.64
575.2	2.61	5.25	1,68,251	68.4	57.6	0.26	0.53	8,02,452	326.3	274.9	1.25	2.51
*1,494.4	*7.74	*13.3	2,14,261	111.0	80.2	0.42	0.71	23,02,043	1,192.4	861.6	4.46	7.65
1,135.7	5.61	9.11	81,642	81.6	62.4	0.31	0.50	11,17,942	1,117.6	854.8	4.22	6.86
480.0	4.48	7.59	13,608	15.3	13.0	0.12	0.20	1,46,106	163.8	139.4	1.30	2.20
616.5	2.74	7.07	95,673	47.9	42.4	0.19	0.49	5,37,889	269.4	238.4	1.06	2.73
505.5	3.58	8.43	10,248	16.5	14.4	0.10	0.24	84,588	136.3	119.0	0.84	1.99
404.0	3.14	8.23	30,438	53.3	44.8	0.35	0.92	1,19,564	209.5	175.9	1.37	3.58
455.7	1.88	3.70	78,577	46.1	38.7	0.16	0.31	4,57,246	268.5	225.0	0.93	1.83
650.7	5.84	14.9	27,817	31.1	28.1	0.25	0.65	98,936	110.7	99.8	0.90	2.29
457.4	5.44	13.1	7,989	49.1	42.8	0.51	1.23	8,626	53.0	46.2	0.55	1.32
575.1	3.15	12.4	350	9.49	8.72	0.05	0.19	7,161	194.2	178.6	0.98	3.88
51.7	1.73	0.67	..	..	..	..	..	8	0.32	0.31	0.01	..
744.2	9.14	9.30	39,077	56.6	49.3	0.60	0.61	1,62,588	235.5	205.2	2.52	2.56
613.6	15.9	13.8	3,792	90.3	83.7	2.17	1.88	1,578	37.6	34.8	0.90	0.77
433.8	4.42	10.7	1,054	10.7	9.98	0.10	0.25	7,556	76.6	71.6	0.73	1.76

and Renewals.

3' 3½" gauge from 1st August 1928.

1st October 1928.

30.—Analysis of operating expenses of

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL									
	EQUIPMENT.—(A. II-2)					TOTAL ORDINARY REPAIRS AND MAINTENANCE—A. II				
	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
22	23	24	25	26	27	28	29	30	31	
5' 6" GAUGE.										
Bengal Nagpur	Rs. 1,47,151	Rs. 67.6	Rs. 47.0	As. 0.19	0.23	Rs. 60,66,942	Rs. 2,787.3	Rs. 1,937.3	As. 7.83	9.48
Bombay, Baroda and Central India	43,095	32.6	20.7	0.09	0.10	27,68,257	2,091.7	1,325.7	5.92	6.66
Eastern Bengal	92,288	114.0	57.8	0.22	0.30	†39,78,465	†4,913.3	†2,491.6	†10.0	†12.4
East Indian	3,81,544	91.56	55.2	0.19	0.31	†85,16,687	†2,043.9	†1, . . . 6	†4.34	†6.89
Great Indian Peninsula	3,63,056	104.12	65.9	0.23	0.35	†1,11,49,567	†3,199.3	†2,023.0	†7.07	†10.7
Madras and Southern Mahratta	1,18,480	109.5	85.6	0.30	0.43	24,89,756	2,301.8	1,793.9	6.24	9.07
Nizam's Guaranteed State	17,797	34.2	29.6	0.19	0.39	6,14,230	1,179.8	1,021.7	6.57	13.4
North Western	3,12,782	51.0	35.1	0.19	0.25	†1,22,15,184	†1,989.4	†1,371.0	†7.26	†9.67
South Indian	9,312	18.9	15.9	0.08	0.09	3,83,036	778.6	652.7	2.29	3.82
3' 3½" GAUGE.										
Assam-Bengal	36,254	30.6	25.4	0.17	0.29	16,21,775	1,369.0	1,136.9	7.72	13.2
Bengal and North Western	33,317	16.0	13.0	0.07	0.23	*31,12,970	*1,497.3	*1,212.4	*6.56	*20.9
Bombay, Baroda and Central India	44,173	18.0	15.1	0.07	0.14	28,03,465	1,139.9	960.3	4.36	8.77
Burma	1,09,331	56.6	41.0	0.21	0.36	53,07,964	2,749.5	1,986.6	10.3	17.6
Eastern Bengal	78,821	78.8	60.2	0.29	0.48	†27,74,478	†2,773.6	†2,121.7	†10.5	†17.0
Jodhpur	39,897	44.7	38.1	0.36	0.60	7,77,051	871.2	741.3	6.92	11.7
Madras and Southern Mahratta	59,934	30.0	26.5	0.12	0.30	22,44,705	1,124.3	994.8	4.42	11.4
Nizam's Guaranteed State	22,546	36.3	31.7	0.23	0.53	4,95,065	798.0	696.4	4.94	11.0
Rohilkund and Kumaon	7,788	13.7	11.5	0.09	0.23	5,08,669	891.2	748.2	5.81	15.2
South Indian	29,099	17.1	14.3	0.06	0.12	15,95,311	936.7	785.0	3.24	6.37
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	18,153	20.3	18.3	0.16	0.42	8,40,690	940.5	848.4	7.62	19.5
Bombay, Baroda and Central India	1,179	7.24	6.31	0.07	0.18	1,14,667	704.6	614.1	7.30	17.0
Eastern Bengal	717	19.4	17.8	0.10	0.39	†35,359	†958.5	†881.3	†4.83	†19.0
Jodhpur(a)	91	3.60	3.50	0.12	0.05	1,443	57.2	55.5	1.86	0.72
North Western	22,318	32.3	28.2	0.34	0.34	†8,77,722	†1,271.3	†1,107.6	†13.6	†13.8
South Indian	1,041	24.8	23.0	0.59	0.51	†35,841	†853.3	†791.2	†20.5	†17.8
South Indian	646	6.55	6.12	0.06	0.15	56,874	576.4	538.6	5.49	13.3

* Includes Replacement and Renewal.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

(a) Converted into 3' 3½" gauge from 1st August 1928.

The figures include credits for released materials whereas the details do not.

Class I Railways for the year 1928-29—contd.

WORKS—contd.

TOTAL REPLACEMENT AND RENEWAL (A. IV.)					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT A.)				
Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total working expenses.
32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
1,52,03,749	6,984·9	4,855·0	19·6	23·8	2,16,82,521	9,961·4	6,923·8	28·0	33·9
5,85,739	442·6	280·5	1·25	1·41	45,89,736	3,468·0	2,198·0	9·81	11·0
28,29,038	3,493·8	1,771·7	7·11	8·82	79,00,181	9,756·5	4,947·6	19·9	24·6
1,08,66,759	2,607·9	1,571·5	5·54	8·78	2,30,59,300	5,534·0	3,334·7	11·8	18·6
87,07,605	2,498·6	1,579·9	5·53	8·33	2,29,72,987	6,592·0	4,168·2	14·6	22·0
32,29,918	2,986·1	2,333·7	8·09	11·8	65,10,324	6,018·9	4,703·8	16·3	23·7
—87,215	—167·5	—145·1	—0·93	—1·90	7,69,719	1,478·4	1,280·3	8·24	16·8
1,48,61,686	2,420·5	1,668·0	8·83	11·7	3,08,53,745	5,025·0	3,462·9	18·3	24·4
16,63,032	3,380·6	2,833·8	9·93	16·6	23,39,308	4,755·3	3,986·2	14·0	23·4
8,12,530	686·0	569·5	3·87	6·62	29,56,032	2,495·5	2,072·1	14·1	24·1
*	*	*	*	*	36,99,138	1,770·2	1,440·7	7·80	24·8
17,81,691	724·5	610·3	2·78	5·57	56,08,123	2,280·3	1,921·0	8·73	17·5
†20,14,770	†1,043·7	†754·1	†3·90	†6·69	86,65,457	4,488·7	3,243·2	16·8	28·8
16,46,564	1,646·1	1,259·1	6·22	10·1	50,13,394	5,011·9	3,833·8	18·9	30·7
5,61,308	629·3	535·5	5·00	8·47	14,70,164	1,648·3	1,402·5	13·1	22·2
8,62,651	432·1	382·3	1·69	4·38	37,59,552	1,883·0	1,666·2	7·39	19·1
59,027	95·1	83·0	0·59	1·38	7,84,016	1,203·7	1,102·8	7·82	18·4
2,71,898	476·1	399·9	3·10	8·14	9,18,643	1,609·5	1,351·2	10·5	27·5
22,27,803	1,308·0	1,096·2	4·52	8·89	47,44,483	2,785·7	2,334·6	9·63	18·9
4,03,394	451·3	407·1	3·66	9·35	14,41,109	1,612·2	1,454·2	13·1	33·4
26,823	164·8	143·7	1·71	4·12	1,72,659	1,060·9	924·7	11·0	26·5
20,494	555·6	510·8	2·80	11·0	59,854	1,622·5	1,491·8	8·18	32·1
2,23,808	8,863·7	8,601·4	288·9	111·6	1,58,890	6,265·0	6,079·6	204·2	78·9
10,63,657	1,540·6	1,342·2	16·5	16·8	22,06,684	3,196·2	2,784·6	34·2	34·8
39,257	934·7	866·6	22·5	19·4	82,905	1,973·9	1,830·1	47·5	41·1
29,163	295·5	276·2	2·81	6·79	1,38,718	1,405·7	1,313·7	13·4	32·3

* Included in the respective heads.

† Included also under the respective heads.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY						
	GENERAL ADMINISTRATION—(B. I.)					LOCOMOTIVES—(a)	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
42	43	44	45	46	47	48	
5' 6" GAUGE.							
Bengal-Nagpur	Rs. 12,52,016	Rs. 0·07	Rs. 0·15	As. 1·62	1·95	Rs. 15,13,573	Rs. 0·08
Bombay, Baroda and Central India	7,28,232	0·08	0·16	1·56	1·75	10,88,528	0·12
Eastern Bengal	7,17,782	0·08	0·23	1·80	2·24	6,39,872	0·08
East Indian	30,47,465	0·07	0·14	1·55	2·46	31,26,148	0·08
Great Indian Peninsula	19,39,798	0·07	0·16	1·33	1·85	26,98,229	0·10
Madras and Southern Mahratta	6,15,984	0·08	0·18	1·54	2·24	8,06,152	0·10
Nizam's Guaranteed State	1,38,307	0·07	0·18	1·48	3·01	1,04,944	0·06
North Western	20,43,808	0·06	0·14	1·21	1·62	38,44,220	0·12
South Indian	1,45,934	0·04	0·14	0·87	1·46	1,92,464	0·06
3' 3½" GAUGE.							
Assam Bengal	2,92,644	0·06	0·26	1·37	2·40	3,50,416	0·08
Bengal and North Western	3,06,326	0·03	0·14	0·64	2·06	..	..
Bombay, Baroda and Central India	9,98,169	0·08	0·33	1·55	3·12	10,67,649	0·09
Burma	7,70,275	0·07	0·29	1·49	2·56	..	..
Eastern Bengal	3,22,257	0·05	0·23	1·22	1·97	3,41,181	0·06
Jodhpur	1,21,899	0·05	0·21	1·08	1·84	2,08,602	0·10
Madras and Southern Mahratta	4,77,140	0·05	0·21	0·94	2·42	6,28,745	0·06
Nizam's Guaranteed State	1,31,412	0·07	0·31	1·31	3·08	1,25,048	0·07
Rohilkund and Kumaon	84,410	0·77	0·21	0·96	2·53	1,92,739	1·76
South Indian	5,67,465	0·06	0·29	1·15	2·27	6,78,264	0·07
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1,02,057	0·05	0·28	0·92	2·36	1,21,341	0·05
Bombay, Baroda and Central India	11,185	0·04	0·34	0·71	1·72	23,060	0·08
Eastern Bengal	2,584	0·02	0·40	0·35	1·39	4,970	0·04
Jodhpur (a)†	—9	..	—0·01	—0·01	..	287	0·02
North Western	99,541	0·08	0·75	1·54	1·59	2,71,008	0·21
South Indian	3,030	0·11	1·38	1·74	1·50	14,395	0·49
South Indian	12,085	0·07	0·62	1·16	2·81	12,294	0·07

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st

(a) Converted into 3' 3½"

Class I Railways for the year 1928-29—contd.

OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II.-1 (a).]			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B II.-1 (b).]				
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
49	50	51	52	53	54	55	56
Rs	As.		Rs.	Rs.	Rs.	As.	
0.18	1.95	2.36	29,62,364	0.16	0.36	3.82	4.63
0.24	2.33	2.62	18,49,108	0.20	0.41	3.95	4.44
0.21	1.61	2.00	11,12,180	0.13	0.36	2.79	3.47
0.14	1.59	2.52	47,46,800	0.11	0.22	2.42	3.84
0.23	1.85	2.58	33,54,079	0.12	0.28	2.30	3.21
0.24	2.02	2.94	17,68,263	0.22	0.53	4.43	6.44
0.14	1.12	2.29	1,57,908	0.09	0.20	1.69	3.44
0.26	2.28	3.04	49,10,501	0.15	0.34	2.92	3.88
0.19	1.15	1.92	3,15,115	0.09	0.30	1.88	3.15
0.31	1.64	2.86	3,17,596	0.08	0.28	1.49	2.59
--	--	--	†12,91,690	†0.14	†0.58	†2.72	†8.67
0.35	1.66	3.34	15,20,683	0.12	0.50	2.37	4.76
--	--	--	†15,23,879	†0.14	†0.58	†2.95	†5.06
0.24	1.29	2.09	4,55,319	0.08	0.32	1.72	2.79
0.36	1.86	3.15	2,69,618	0.13	0.46	2.40	4.07
0.28	1.23	3.19	10,48,918	0.11	0.46	2.06	5.33
0.29	1.25	2.94	1,55,375	0.08	0.36	1.55	3.65
0.48	2.20	5.77	21,486	0.20	0.05	0.25	0.65
0.35	1.38	2.70	8,65,560	0.09	0.45	1.76	3.46
0.34	1.10	2.81	2,91,941	0.13	0.82	2.64	6.77
0.71	1.47	3.54	30,400	0.10	0.94	1.93	4.66
0.78	0.68	2.66	20,210	0.17	3.16	2.76	10.8
0.41	0.35	0.13	158	0.01	0.24	0.20	0.08
2.04	4.20	4.34	3,66,314	0.28	2.76	5.67	5.86
6.56	8.25	7.13	7,209	0.24	3.28	4.13	3.57
0.63	1.19	2.86	9,543	0.05	0.49	0.92	2.22

† Includes running Repairs and Replacement and Renewal.

gauge from 1st August 1928.
October 1928.

H52RAR

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3.)					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
57	58	59	60	61	62	63	64	
5' 6" GAUGE.								
Bengal-Nagpur	Rs. 7,16,501	Rs. 0.04	Rs. 0.09	As. 0.93	1.12	Rs. 51,96,651	Rs. 0.28	Rs. 0.63
Bombay, Baroda and Central India	2,29,280	0.02	0.05	0.49	0.55	31,70,071	0.34	0.70
Eastern Bengal	3,23,850	0.04	0.10	0.82	1.01	†22,43,084	†0.27	†0.72
East Indian	8,40,014	0.02	0.04	0.43	0.68	†88,92,855	†0.21	†0.41
Great Indian Peninsula	6,29,937	0.02	0.05	0.43	0.60	†59,47,615	†0.21	†0.50
Madras and Southern Mahratta	5,15,608	0.06	0.15	1.29	1.88	31,04,033	0.38	0.92
Nizam's Guaranteed State	5,512	..	0.01	0.06	0.12	2,68,364	0.15	0.35
North Western	7,28,750	0.02	0.05	0.44	0.58	†90,05,821	†0.27	†0.62
South Indian	2,536	..	..	0.02	0.03	5,10,568	0.15	0.49
3' 3½" GAUGE.								
Assam-Bengal	1,05,573	0.02	0.09	0.50	0.85	7,73,631	0.18	0.68
Bengal and North Western	55,028	0.01	0.03	0.12	0.37	*13,46,718	*0.15	*0.61
Bombay, Baroda and Central India	3,87,645	0.03	0.13	0.60	1.21	29,79,637	0.24	0.98
Burma	*1,59,286	*0.02	*0.06	*0.31	*0.53	15,50,892	0.15	0.59
Eastern Bengal	1,46,288	0.03	0.11	0.55	0.90	†9,27,774	†0.17	†0.66
Jodhpur	23,438	0.01	0.04	0.20	0.36	5,06,115	0.24	0.87
Madras and Southern Mahratta	1,85,514	0.02	0.09	0.37	0.94	18,99,606	0.19	0.85
Nizam's Guaranteed State	3,085	..	0.01	0.03	0.07	2,83,508	0.15	0.66
Rohilkund and Kumaon . . . . .	..	..	..	..	..	2,14,225	1.96	0.53
South Indian	63,206	0.01	0.03	0.13	0.25	16,09,387	0.17	0.83
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	4,937	..	0.01	0.05	0.11	4,18,217	0.18	1.17
Bombay, Baroda and Central India . . . . .	..	..	..	..	..	53,460	0.18	1.65
Eastern Bengal	415	0.00	0.06	0.05	0.22	26,563	0.22	4.15
Jodhpur (a) . . . . .	..	..	..	..	..	425	0.03	0.65
North Western	27,112	0.02	0.21	0.42	0.44	†6,29,487	†0.48	†4.74
South Indian	285	0.01	0.13	0.17	0.13	†21,777	†0.74	†9.92
South Indian	—829	..	—0.04	—0.08	—0.19	21,008	0.12	1.08

* Includes Replacement

(a) Converted into

(b) Closed for goods traffic from 1st April 1928 and dismantled

† The figures

Class I Railways for the year 1928-29—contd.

POWER—contd.

MAINTENANCE (B-II.)			RUNNING STAFF.—(B.III-1).				FUEL—(B.III-2).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
65	66	67	68	69	70	71	72	73	74	75	76
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
6·70	8·12	35,50,053	0·20	0·43	4·58	5·54	41,06,352	0·23	0·49	5·30	6·41
6·77	7·62	26,61,685	0·29	0·59	5·69	6·41	60,46,011	0·66	1·33	12·9	14·5
†5·64	†7·00	13,29,097	0·16	0·43	3·35	4·14	23,07,905	0·28	0·74	5·80	7·20
†4·54	†7·19	72,34,771	0·18	0·33	3·69	5·85	1,00,79,862	0·24	0·46	5·14	8·15
†4·07	†5·69	73,02,090	0·26	0·62	5·00	6·99	1,64,99,457	0·58	1·38	11·3	15·8
7·77	11·3	14,84,026	0·19	0·44	3·72	5·40	39,97,623	0·50	1·19	10·0	14·6
2·87	5·85	2,40,390	0·13	0·31	2·57	5·24	4,88,580	0·26	0·63	5·23	10·7
†5·35	†7·12	60,39,372	0·18	0·42	3·58	4·79	1,93,12,951	0·58	1·32	11·5	15·3
3·05	5·10	6,28,605	0·19	0·60	3·76	6·27	20,31,116	0·60	1·95	12·1	20·3
3·63	6·30	4,68,368	0·11	0·41	2·20	3·82	13,98,729	0·31	1·23	6·57	11·4
*2·84	*9·04	5,48,341	0·06	0·25	1·16	3·68	15,12,390	0·16	0·68	3·19	10·2
4·64	9·32	23,31,207	0·19	0·77	3·63	7·29	40,92,431	0·33	1·35	6·37	12·8
3·01	5·15	17,85,229	0·17	0·68	3·46	5·93	35,03,963	0·33	1·34	6·79	11·6
†3·50	†5·69	6,62,321	0·12	0·47	2·50	4·07	14,94,033	0·27	1·07	5·65	9·17
4·50	7·65	2,08,050	0·09	0·36	1·85	3·13	7,99,321	0·37	1·37	7·11	12·1
3·73	9·65	14,67,801	0·14	0·65	2·88	7·46	32,01,642	0·32	1·42	6·29	16·3
2·83	6·66	2,38,177	0·12	0·56	2·37	5·60	5,26,536	0·28	1·22	5·25	12·4
2·45	6·42	1,28,905	1·18	0·32	1·47	3·86	4,22,631	3·87	1·05	4·83	12·7
3·27	6·42	18,38,821	0·19	0·95	3·73	7·34	25,78,887	0·28	1·34	5·24	10·3
3·79	9·69	2,45,698	0·10	0·69	2·23	5·69	4,54,580	0·20	1·28	4·12	10·5
3·40	8·20	35,778	0·11	1·11	2·27	5·49	74,381	0·26	2·30	4·73	11·4
†3·63	†14·2	18,567	0·15	2·91	2·54	9·96	10,254	0·09	1·60	1·40	5·50
0·55	0·21	422	0·04	0·64	0·55	0·21	4,543	0·37	6·96	5·86	2·27
†9·75	†10·1	2,96,371	0·23	2·23	4·59	4·74	8,26,134	0·62	6·22	12·8	13·2
†12·5	†10·8	11,161	0·38	5·09	6·38	5·52	23,588	0·81	10·8	13·5	11·7
2·03	4·89	34,712	0·19	1·78	3·34	8·08	66,645	0·38	3·44	6·43	15·5

and Renewals.

3' 3 $\frac{3}{4}$ " gauge from 1st August 1928.

from 1st October 1928.

include credits for released materials whereas the details do not.

30.—Analysis of operating expenses of

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III. (3) AND (4).					TOTAL OPERATING EXPENSES		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
77	78	79	80	81	82	83	84	
	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
5' 6" GAUGE.								
Bengal & Nagpur	6,66,534	0·03	0·08	0·86	1·05	85,47,559	0·47	1·03
Bombay, Baroda and Central India	5,68,071	0·06	0·13	1·22	1·36	92,99,970	1·01	2·05
Eastern Bengal	1,71,124	0·02	0·05	0·43	0·53	39,13,375	0·47	1·26
East Indian	19,56,996	0·05	0·10	1·00	1·58	1,94,03,153	0·47	0·89
Great Indian Peninsula	14,14,740	0·05	0·12	0·97	1·35	2,54,74,779	0·90	2·14
Madras and Southern Mahratta	2,25,264	0·03	0·07	0·57	0·82	57,15,769	0·72	1·70
Nizam's Guaranteed State	73,262	0·04	0·09	0·79	1·60	8,66,044	0·47	1·11
North Western	18,48,757	0·06	0·13	1·10	1·47	2,73,77,879	0·82	1·88
South Indian	1,61,367	0·05	0·16	0·96	1·62	28,65,839	0·85	2·75
3' 3½" GAUGE.								
Assam-Bengal	1,24,184	0·03	0·11	0·58	1·01	19,84,974	0·45	1·75
Bengal and North Western	2,71,008	0·02	0·13	0·57	1·82	27,82,819	0·29	1·26
Bombay, Baroda and Central India	4,13,078	0·04	0·13	0·64	1·29	68,68,628	0·56	2·26
Burma	3,85,130	0·03	0·15	0·75	1·28	62,74,234	0·59	2·40
Eastern Bengal	1,83,725	0·03	0·13	0·69	1·12	23,77,175	0·43	1·70
Jodhpur	1,48,944	0·07	0·26	1·33	2·24	12,57,134	0·58	2·16
Madras and Southern Mahratta	3,31,640	0·04	0·15	0·65	1·68	49,99,044	0·50	2·22
Nizam's Guaranteed State	82,365	0·05	0·19	0·82	1·93	8,98,727	0·48	2·09
Rohilkund and Kumaon	56,333	0·52	0·14	0·65	1·69	6,43,693	5·90	1·60
South Indian	3,63,565	0·04	0·19	0·74	1·45	48,05,598	0·52	2·50
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	88,815	0·04	0·25	0·80	2·06	7,90,286	0·34	2·22
Bombay, Baroda and Central India	12,155	0·05	0·38	0·77	1·86	1,76,908	0·61	5·48
Eastern Bengal	3,545	0·03	0·56	0·48	1·89	32,581	0·27	5·10
Jodhpur (a)	449	0·03	0·69	0·58	0·22	5,416	0·44	8·29
North Western	96,493	0·08	0·73	1·49	1·55	12,31,899	0·94	9·28
South Indian	2,848	0·09	1·30	1·63	1·41	37,782	1·29	17·2
South Indian	9,774	0·06	0·51	0·95	2·28	1,11,349	0·63	5·74

(a) Converted into 3' 3½" gauge
 (b) Closed for goods traffic from 1st April 1928 and dismantled from 1st

Class I Railways for the year 1928-29—contd.

POWER—concl'd.

—(B. III).		TOTAL REPLACEMENT AND RENEWAL—(B. IV).					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT B).				
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
85	86	87	88	89	90	91	92	93	94	95	96
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.	
11·0	13·4	12,63,781	0·07	0·15	1·63	1·97	1,62,50,744	0·89	1·96	21·0	26·4
19·9	22·3	14,52,663	0·16	0·32	3·10	3·49	1,46,50,936	1·59	3·23	31·3	35·2
9·84	12·2	8,26,882	0·10	0·27	2·08	2·57	77,01,123	0·92	2·48	19·4	24·0
9·89	15·7	36,03,858	0·09	0·16	1·84	2·91	3,49,47,331	0·84	1·60	17·8	28·3
17·5	24·4	29,67,849	0·11	0·25	2·03	2·83	3,63,30,041	1·29	3·05	24·9	34·7
14·3	20·8	2,36,922	0·03	0·07	0·59	0·86	96,72,708	1·21	2·87	24·2	35·2
9·27	18·9	1,024	..	..	0·01	0·02	12,73,739	0·69	1·64	13·6	27·8
16·3	21·7	28,41,011	0·09	0·20	1·69	2·25	4,12,73,921	1·24	2·84	24·5	32·7
17·1	28·6	1,83,586	0·05	0·18	1·10	1·83	37,05,927	1·10	3·55	22·1	37·0
9·32	16·2	—34,764	—0·01	—0·03	—0·16	—0·29	30,14,723	0·68	2·66	14·2	24·6
5·87	18·7	*	*	*	*	*	44,37,130	0·47	2·01	9·35	29·8
10·7	21·5	5,50,597	0·04	0·18	0·85	1·72	1,13,97,031	0·92	3·75	17·7	35·7
12·1	20·8	†1,52,273	†0·01	†0·05	†0·26	†0·44	87,27,674	0·82	3·33	16·9	29·6
8·98	14·6	4,79,629	0·09	0·34	1·81	2·94	41,06,835	0·74	2·93	15·5	25·2
11·2	18·9	3,59,320	0·17	0·61	3·20	5·41	22,12,664	1·02	3·79	19·7	33·4
9·82	25·4	8,19,337	0·08	0·36	1·61	4·16	81,95,127	0·82	3·64	16·1	41·6
8·96	21·1	1,020	..	..	0·01	0·02	13,14,667	0·70	3·06	13·1	30·9
7·35	19·3	7,757	0·07	0·02	0·09	0·23	9,50,085	8·70	2·36	10·9	28·5
9·76	19·2	6,90,637	0·07	0·36	1·40	2·76	76,18,703	0·81	3·95	15·5	30·4
7·16	18·3	..	..	..	..	..	13,10,164	0·57	3·67	11·9	30·4
11·2	27·1	—869	—0·00	—0·02	—0·05	—0·01	2,40,684	0·83	7·45	15·3	37·0
4·45	17·5	4,913	0·04	0·77	0·67	2·63	66,641	0·55	10·4	9·10	35·7
6·99	2·70	21,235	1·71	32·6	27·4	10·6	20,717	1·67	31·8	26·7	10·3
19·1	19·7	1,29,160	0·10	0·97	2·00	2·07	21,79,510	1·55	16·4	30·8	34·4
21·6	18·7	4,379	0·15	2·00	2·51	2·17	66,953	2·29	30·5	38·4	33·2
10·7	25·9	1,563	0·01	0·08	0·15	0·36	1,46,005	0·83	7·53	14·1	34·0

from 1st August 1928.
October 1928.* Included in the respective heads.
† Included also under the respective heads.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
	97	98	99	100	101	102
5' 6" GAUGE.						
	Rs.	Rs.	As.		Rs.	Rs.
Bengal Nagpur	4,22,656	1.17	0.55	0.66	4,93,733	5.83
Bombay, Baroda and Central India	2,90,944	1.45	0.62	0.70	3,76,291	4.60
Eastern Bengal	3,67,433	2.37	0.92	1.14	2,21,806	2.83
East Indian	10,32,519	1.03	0.55	0.87	6,44,104	2.12
Great Indian Peninsula	8,00,251	1.47	0.54	0.77	3,76,013	1.84
Madras and Southern Mahratta	2,53,168	1.66	0.63	0.92	1,64,901	2.90
Nizam's Guaranteed State	58,547	1.67	0.63	1.28	11,606	1.15
North Western	10,14,407	1.44	0.60	0.80	6,51,902	2.21
South Indian	45,257	0.94	0.27	0.45	30,863	1.27
3' 3½" GAUGE.						
Assam-Bengal	1,26,007	1.36	0.59	1.03	43,348	1.08
Bengal and North Western	1,14,812	0.62	0.24	0.77	..	..
Bombay, Baroda and Central India	4,48,452	1.62	0.70	1.40	1,53,021	1.46
Burma	2,97,103	1.39	0.58	0.98	..	..
Eastern Bengal	1,51,232	1.21	0.57	0.93	1,43,281	2.51
Jodhpur	98,266	1.77	0.88	1.48	28,421	1.53
Madras and Southern Mahratta	1,52,576	0.86	0.30	0.78	64,209	1.09
Nizam's Guaranteed State	55,249	1.87	0.55	1.30	14,349	1.11
Rohilkund and Kumaon	33,682	0.97	0.39	1.00	..	..
South Indian	1,91,987	1.08	0.39	0.77	1,51,512	1.74
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	30,657	0.72	0.28	0.71	33,407	1.51
Bombay, Baroda and Central India	3,622	0.82	0.23	0.55	4,722	2.05
Eastern Bengal	810	0.68	0.11	0.43	4,054	3.74
Jodhpur(a) . . . . .	..	..	..	..	..	..
North Western	22,460	1.51	0.35	0.35	70,345	10.6
South Indian	2,741	7.24	1.57	1.36	4,074	16.6
	4,180	1.41	0.40	0.97	3,080	1.51

(b) Closed for goods traffic from 1st April 1928 and dismantled from

(a) Converted into 3' 3½" gauge

Class I Railways for the year 1928-29—contd.

AND WAGON STOCK.

RUNNING REPAIRS—[C. II-1 (a).]		COACHING VEHICLES—(b) WORKSHOP REPAIRS—[C. II-1 (b).]				GOODS VEHICLES—(a) RUNNING REPAIRS—[C. II-2 (a).]			
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
103	104	105	106	107	108	109	110	111	112
As.		Rs.	Rs.	As.		Rs.	Rs.	As.	
0.64	0.77	13,31,930	15.7	1.72	2.08	10,28,743	3.71	1.33	1.61
0.80	0.90	11,73,670	14.4	2.51	2.82	9,00,885	7.58	1.93	2.16
0.56	0.69	7,08,490	9.05	1.78	2.21	1,48,868	1.94	0.38	0.46
0.33	0.52	38,84,947	12.8	1.98	3.14	12,95,634	1.74	0.66	1.05
0.25	0.36	33,01,202	14.1	2.23	3.16	12,06,070	3.56	0.82	1.15
0.41	0.60	10,34,867	18.2	2.59	3.77	2,47,467	2.58	0.62	0.90
0.13	0.25	1,30,220	12.9	1.39	2.84	59,649	2.38	0.64	1.30
0.39	0.52	26,18,926	8.89	1.55	2.07	12,06,608	2.96	0.71	0.95
0.18	0.31	1,39,222	5.75	0.83	1.39	—3,073	—0.13	—0.02	—0.03
0.20	0.35	3,87,927	9.66	1.82	3.17	67,905	1.29	0.32	0.56
..	..	*4,72,891	*5.73	*1.00	*3.17	..	..	..	..
0.24	0.48	10,04,065	9.57	1.56	3.14	3,24,355	1.89	0.50	1.01
..	..	*12,25,309	*14.5	*2.37	*4.07	..	..	..	..
0.54	0.88	5,32,957	9.32	2.01	3.27	84,992	1.26	0.32	0.52
0.25	0.43	1,98,243	10.7	1.76	2.99	54,293	1.47	0.48	0.82
0.13	0.33	5,74,596	9.78	1.13	2.92	1,44,707	1.22	0.28	0.73
0.14	0.34	1,35,531	10.5	1.36	3.18	32,754	1.97	0.33	0.77
..	..	†1,27,834	†8.71	†1.46	†3.83	..	..	..	..
0.31	0.61	4,58,035	5.27	0.93	1.83	87,581	0.97	0.18	0.35
0.30	0.77	1,92,766	8.74	1.75	4.47	37,817	1.83	0.34	0.88
0.30	0.73	8,405	3.65	0.54	1.29	16,549	7.80	1.05	2.54
0.55	2.17	4,918	4.54	0.67	2.64	604	5.93	0.08	0.32
..	..	18	0.58	0.02	0.01	..	..	..	..
1.09	1.11	59,741	9.04	0.92	0.95	68,958	8.32	1.07	1.09
2.33	2.02	1,642	6.71	0.94	0.81	1,532	11.5	0.88	0.76
0.30	0.72	5,553	2.72	0.54	1.29	820	0.68	0.08	0.19

from 1st August, 1928.
October 1928.

* Includes Running Repairs and Replacement and Renewal.
† Includes Running Repairs.

30.—Analysis of operating expenses of

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II-2 (b).]							EQUIPMENT—(C. II-4)		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.			
								113	114	115	116	117	118	119
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.			
Bengal Nagpur	22,78,216	8-21	2-94	3-56	2,04,886	0-57	0-26			
Bombay, Baroda and Central India	7,31,751	6-16	1-56	1-76	1,31,525	0-65	0-28			
Eastern Bengal	6,26,562	8-19	1-57	1-95	1,31,361	0-85	0-33			
East Indian	46,18,109	6-21	2-35	3-73	5,07,754	0-48	0-26			
Great Indian Peninsula	12,08,698	3-57	0-82	1-16	3,18,460	0-58	0-21			
Madras and Southern Mahratta	8,12,355	8-47	2-04	2-96	79,894	0-52	0-20			
Nizam's Guaranteed State	2,01,294	8-03	2-15	4-39	4,676	0-14	0-05			
North Western	24,09,498	5-92	1-44	1-91	5,15,194	0-74	0-31			
South Indian	1,36,915	5-77	0-82	1-37	7,436	0-15	0-04			
3' 3½" GAUGE.										
Assam-Bengal	2,86,137	5-43	1-34	2-33	3,993	0-07	0-02			
Bengal and North Western	*6,51,237	*6-42	*1-37	*4-37	27,145	0-15	0-06			
Bombay, Baroda and Central India	6,86,035	3-99	1-07	2-15	1,81,570	0-65	0-28			
Burma	*13,50,575	*10-4	*2-62	*4-49	†1,66,764	†0-78	†0-32			
Eastern Bengal	3,32,359	4-94	1-26	2-04	10,007	0-08	0-04			
Jodhpur	1,04,221	2-83	0-93	1-57	23,863	0-43	0-22			
Madras and Southern Mahratta	4,20,992	3-54	0-83	2-14	37,544	0-21	0-07			
Nizam's Guaranteed State	50,932	3-07	0-50	1-20	3,707	0-13	0-04			
Robilkund and Kumaon	77,689	3-87	0-88	2-33	7,961	0-23	0-10			
South Indian	2,77,104	3-05	0-56	1-11	36,002	0-20	0-07			
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur	1,33,088	6-43	1-21	3-08	2,093	0-05	0-02			
Bombay, Baroda and Central India	3,995	1-88	0-25	0-61	..	..	..
Eastern Bengal	7	0-07	..	..	50	0-04	0-01		
Jodhpur (a)	8	0-08	0-01	..	..	..	..
North Western	52,057	6-28	0-81	0-82	11,443	0-76	0-17			
South Indian	1,693	12-7	0-97	0-84	369	0-97	0-21			
South Indian	245	0-26	0-02	0-06	2	0-00	0-00			

* Includes Running Repairs and Replacement and Renewal.

† Includes Replacement and Renewal.

(a) Converted into 3' 3½" gauge from 1st August 1928.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st August 1928.

Class I Railways for the year 1928-29—contd.

AND WAGON STOCK—contd.

Percentage of total working expenses.	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II.)				OPERATING EXPENSES—(C-III.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	120	121	122	123	124	125	126	127	128
	Rs.	Rs.	As.		Rs.	Rs.	As.	
0·32	54,63,231	15·1	7·05	8·53	9,04,066	2·49	1·17	1·41
0·32	32,56,669	16·2	6·96	7·83	4,78,551	2·38	1·02	1·15
0·41	†18,98,423	†12·3	†4·77	†5·92	3,89,163	2·51	0·98	1·21
0·41	†1,24,45,788	†11·9	†6·34	†10·1	20,00,098	1·91	1·02	1·62
0·30	†66,20,187	†12·2	†4·48	†6·33	19,69,763	3·62	1·33	1·88
0·29	23,67,173	15·5	5·93	8·62	2,37,258	1·55	0·59	0·86
0·10	5,12,857	14·6	5·49	11·2	1,34,817	3·84	1·44	2·94
0·41	†80,22,207	†11·4	†4·77	†6·35	29,02,030	4·14	1·72	2·30
0·07	3,25,052	6·77	1·94	3·25	1,12,725	2·35	0·67	1·12
0·03	7,93,571	8·54	3·72	6·47	91,526	0·98	0·43	0·74
0·18	†11,51,848	†12·3	†2·43	†7·72	1,28,642	0·69	0·27	0·86
0·56	23,48,113	8·48	3·65	7·34	3,84,340	1·39	0·60	1·20
†0·55	23,85,922	11·1	4·62	7·92	1,92,589	0·90	0·37	0·64
0·06	†11,58,354	†9·31	†4·37	†7·10	1,52,050	1·22	0·58	0·93
0·36	4,26,766	7·70	3·80	6·43	1,96,280	3·54	1·74	2·96
0·19	12,48,312	7·02	2·45	6·34	1,38,261	0·78	0·27	0·70
0·08	2,25,026	7·62	2·25	5·28	84,619	2·87	0·84	1·99
0·24	2,14,589	6·18	2·45	6·43	59,979	1·72	0·68	1·80
0·14	10,14,508	5·71	2·06	4·05	2,93,138	1·65	0·60	1·17
0·05	3,99,686	9·35	3·62	9·26	79,576	1·86	0·72	1·84
..	33,671	7·61	2·14	5·17	12,363	2·79	0·79	1·90
0·03	†9,633	†8·12	†1·31	†5·16	3,426	2·89	0·47	1·84
..	26	0·20	0·03	0·01	86	0·66	0·11	0·04
0·18	†2,68,498	†18·0	†4·16	†4·24	1,57,006	10·6	2·43	2·48
0·18	†9,292	†24·5	†5·32	†4·60	2,781	7·35	1·59	1·38
0·00	9,700	3·26	0·94	2·26	7,801	2·62	0·75	1·82

†The figures include credits for released materials whereas the details do not.

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—concl.							
	TOTAL REPLACEMENT AND RENEWAL—(C-IV.)				TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RE-TURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
129	130	131	132	133	134	135	136	
5' 6" GAUGE.								
Bengal-Nagpur	10,17,620	2.81	1.31	1.59	77,86,872	21.5	10.1	12.2
Bombay, Baroda and Central India	17,03,148	8.48	3.63	4.10	57,29,312	28.5	12.2	13.8
Eastern Bengal	14,37,661	9.29	3.62	4.49	40,92,680	26.4	10.3	12.8
East Indian	70,12,939	6.70	3.58	5.67	2,25,41,344	21.5	11.5	18.2
Great Indian Peninsula	44,00,240	8.10	2.98	4.21	1,37,90,441	25.4	9.33	13.2
Madras and Southern Mahratta	7,21,104	4.72	1.81	2.63	35,78,703	23.4	8.98	13.0
Nizam's Guaranteed State	252	..	..	..	7,06,473	20.1	7.56	15.4
North Western	54,74,445	7.80	3.25	4.33	1,74,13,089	24.8	10.3	13.8
South Indian	5,77,063	12.0	3.45	5.75	10,60,097	22.1	6.33	10.6
3' 3½" GAUGE.								
Assam-Bengal	46,594	1.16	0.22	0.38	10,57,288	11.3	4.96	8.62
Bengal and North-Western	*	*	*	*	13,95,302	7.57	2.94	9.38
Bombay, Baroda and Central India	7,73,320	2.79	1.20	2.42	39,54,225	14.3	6.15	12.4
Burma	3,58,864	1.67	0.70	1.19	32,34,478	15.1	6.27	10.7
Eastern Bengal	8,35,018	6.71	3.15	5.12	22,96,654	18.5	8.67	14.1
Jodhpur	4,47,962	8.08	3.99	6.76	11,48,844	20.7	10.2	17.3
Madras and Southern Mahratta	4,61,074	2.59	0.91	2.34	20,00,223	11.2	3.93	10.2
Nizam's Guaranteed State	991	0.03	0.01	0.02	3,65,885	12.4	3.65	8.59
Rohilkund and Kumaon	13,596	0.39	0.15	0.41	3,21,846	9.26	3.67	9.64
South Indian	6,23,774	3.51	1.26	2.49	21,02,634	11.8	4.27	8.40
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	1,758	0.04	0.02	0.04	5,10,520	11.9	4.63	11.8
Bombay, Baroda and Central India . . . . .	..	..	..	..	49,656	11.2	3.16	7.62
Eastern Bengal	12,460	10.5	1.70	6.68	26,329	22.2	3.59	14.1
(a) Jodhpur	30,258	2,33.6	39.1	15.1	19,333	149.2	25.0	9.64
North Western	1,40,218	9.41	2.17	2.21	5,88,182	39.5	9.11	9.28
South Indian	7,517	19.9	4.31	3.72	22,331	59.0	12.8	11.1
South Indian	684	0.23	0.07	0.16	22,365	7.52	2.16	5.21

* Included in the respective heads.

(a) Converted into 3' 3½" gauge from 1st August 1928.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

Class I Railways for the year 1928-29—contd.

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT.

GENERAL ADMINISTRATION—(E. I.)			STATION STAFF—E. III. 1 (b)			TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME.—E. III. 1 (c & d).		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
137	138	139	140	141	142	143	144	145
Rs.	As.		Rs.	As.		Rs.	As.	
12,14,876	1-57	1-90	36,51,415	4-71	5-70	12,94,075	1-67	2-02
8,11,356	1-73	1-95	42,54,854	9-09	10-2	7,62,704	1-63	1-84
6,67,763	1-68	2-08	31,09,602	7-82	9-70	7,09,927	1-78	2-21
30,59,710	1-56	2-47	96,10,673	4-90	7-77	32,02,781	1-64	2-59
18,34,960	1-17	1-75	61,29,596	3-89	5-86	25,98,753	1-65	2-48
3,66,540	0-92	1-33	16,19,916	4-06	5-90	4,32,689	1-08	1-57
1,31,342	1-41	2-86	3,24,007	3-47	7-06	1,06,344	1-14	2-32
20,34,896	1-21	1-61	1,07,98,664	6-42	8-54	23,20,241	1-37	1-83
1,32,867	0-79	1-33	5,12,444	3-06	5-12	1,56,893	0-97	1-57
3,06,163	1-44	2-49	9,60,929	4-23	7-35	1,08,009	0-93	1-61
4,65,877	0-98	3-13	13,42,306	2-83	9-02	3,47,563	0-73	2-33
5,68,798	0-88	1-78	25,52,504	3-97	7-98	7,43,865	1-16	2-32
7,16,922	1-39	2-38	22,78,590	4-41	7-57	5,88,224	1-14	1-96
6,04,013	2-28	3-70	11,38,804	4-30	6-98	3,49,406	1-32	2-15
1,26,852	1-13	1-91	2,83,455	2-52	4-27	92,793	0-82	1-40
3,51,707	0-69	1-79	12,98,105	2-55	6-59	4,23,729	0-83	2-15
1,24,072	1-24	2-91	3,09,124	3-08	7-26	1,00,849	1-02	2-37
96,143	1-10	2-88	2,64,912	3-02	7-93	49,299	0-56	1-47
4,06,986	0-82	1-62	15,47,699	3-14	6-18	4,50,828	0-92	1-80
1,12,891	1-02	2-62	2,57,399	2-33	5-96	1,09,998	1-00	2-55
8,014	0-51	1-23	40,048	2-55	6-15	5,484	0-35	0-84
3,182	0-43	1-71	20,020	2-74	10-7	826	0-11	0-45
..	..	..	1,049	1-36	0-52	161	0-21	0-08
95,109	1-47	1-50	4,37,772	6-78	6-90	1,25,757	1-95	1-98
740	0-42	0-37	7,505	4-35	3-76	2,281	1-30	1-13
12,938	1-25	3-01	23,312	2-25	5-43	6,855	0-66	1-60

30.—Analysis of operating expenses of

TABLE E.—EXPENSES OF

Railway.	OTHER STAFF.—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT.—(E. III. 2 & 3).		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	146	147	148	149	150	151
	Rs.	As.		Rs.	As.	
5' 6" GAUGE.						
Bengal-Nagpur	3,12,585	0.40	0.49	8,85,780	1.14	1.38
Bombay, Baroda and Central India	3,84,914	0.82	0.93	3,24,191	0.69	0.78
Eastern Bengal	4,57,006	1.15	1.43	4,87,392	1.12	1.52
East Indian	17,94,633	0.92	1.45	22,76,580	1.16	1.84
Great Indian Peninsula	8,01,151	0.50	0.77	14,24,367	0.92	1.36
Madras and Southern Mahratta	93,505	0.23	0.35	4,78,359	1.20	1.74
Nizam's Guaranteed State	29,488	0.31	0.64	53,304	0.57	1.16
North Western	5,65,100	0.33	0.45	14,11,205	0.84	1.12
South Indian	80,134	0.48	0.80	1,03,896	0.62	1.04
3' 3½" GAUGE.						
Assam-Bengal	1,13,954	0.53	0.93	2,25,862	1.07	1.84
Bengal and North-Western . . . . .	..	..	..	3,67,898	0.78	2.47
Bombay, Baroda and Central India	3,60,564	0.55	1.13	2,07,978	0.33	0.65
Burma	2,17,227	0.42	0.73	4,74,454	0.92	1.58
Eastern Bengal	74,754	0.28	0.46	98,805	0.37	0.61
Jodhpur	37,033	0.33	0.56	1,21,056	1.08	1.83
Madras and Southern Mahratta	97,206	0.19	0.50	2,79,427	0.55	1.41
Nizam's Guaranteed State	32,232	0.33	0.75	61,128	0.61	1.44
Rohilkund and Kumaon	12,943	0.15	0.39	73,349	0.84	2.20
South Indian	2,55,129	0.52	1.02	5,11,855	1.05	2.04
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	11,727	0.11	0.27	52,356	0.48	1.22
Bombay, Baroda and Central India	3,000	0.19	0.46	4,534	0.29	0.70
Eastern Bengal	434	0.06	0.23	152	0.02	0.08
(a) Jodhpur . . . . .	..	..	..	..	..	..
North Western	29,719	0.46	0.47	66,748	1.03	1.05
South Indian	2,446	1.41	1.21	1,398	0.80	0.69
	4,817	0.46	1.12	1,787	0.17	0.41

(a) Converted into 3' 3½" gauge from 1st August 1928.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

Class I Railways for the year 1928-29—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING.—(E.-III-4.)			STATIONERY, FROM AND TICKETS.—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED.—(E.-III-10.)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.	
1,43,973	0·19	0·23	1,93,290	0·25	0·30	92,549	0·12	0·14
1,27,344	0·27	0·31	2,28,009	0·49	0·55	67,767	0·15	0·16
51,605	0·13	0·16	1,96,582	0·49	0·61	1,03,725	0·26	0·32
3,86,492	0·20	0·31	6,66,898	0·34	0·54	2,27,600	0·12	0·18
1,04,379	0·07	0·10	3,10,605	0·20	0·30	1,45,133	0·09	0·14
32,520	0·08	0·12	1,43,380	0·36	0·52	49,023	0·12	0·18
16,490	0·18	0·36	41,076	0·44	0·90	6,325	0·07	0·14
4,78,175	0·28	0·38	7,55,538	0·45	0·60	95,681	0·06	0·08
8,195	0·04	0·08	85,861	0·51	0·86	11,436	0·06	0·11
20,529	0·10	0·17	65,754	0·31	0·54	20,973	0·10	0·17
72,104	0·15	0·48	1,31,816	0·28	0·88	37,006	0·08	0·25
95,549	0·15	0·30	2,29,423	0·36	0·72	53,245	0·08	0·16
76,610	0·15	0·25	2,23,751	0·43	0·74	34,696	0·07	0·12
65,997	0·25	0·40	1,14,522	0·43	0·70	49,934	0·19	0·31
19,902	0·18	0·30	51,354	0·46	0·77	2,515	0·02	0·04
37,952	0·07	0·19	1,25,197	0·24	0·64	46,307	0·09	0·24
16,483	0·16	0·39	35,557	0·35	0·84	5,122	0·05	0·12
13,683	0·15	0·41	32,263	0·37	0·97	7,204	0·08	0·22
26,005	0·05	0·10	2,14,859	0·44	0·86	16,925	0·03	0·06
2,782	0·02	0·06	4,825	0·04	0·11	10,177	0·09	0·24
1,466	0·09	0·22	10,798	0·69	1·66	163	0·01	0·03
130	0·02	0·07	341	0·05	0·18	17	..	0·01
..	..	..	111	0·14	0·05	..	..	..
23,167	0·36	0·37	29,600	0·46	0·47	3,685	0·06	0·06
306	0·18	0·15	596	0·34	0·30	80	0·05	0·04
311	0·03	0·07	3,946	0·38	0·92	—11	—00	—00

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concl.*

Railway.	TOTAL OPERATING EXPENSES—(E.-III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT —LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT E.)		
	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
	161	162	163	164	165	166
	Rs.	As.		Rs.	As.	
5' 6" GAUGE.						
Bengal-Nagpur	84,02,996	10·8	13·1	97,24,708	12·6	15·2
Bombay, Baroda and Central India	70,68,649	15·1	17·0	80,16,735	17·1	19·3
Eastern Bengal	60,09,413	15·1	18·7	67,86,927	17·1	21·2
East Indian	2,19,72,845	11·2	17·8	2,53,34,428	12·9	20·5
Great Indian Peninsula	1,38,35,088	8·78	13·2	1,60,38,511	10·2	15·3
Madras and Southern Mahratta	33,02,203	8·27	12·0	37,09,088	9·29	13·5
Nizam's Guaranteed State	6,51,534	6·97	14·2	7,94,248	8·50	17·3
North Western	1,79,88,670	10·7	14·2	2,03,27,305	12·1	16·1
South Indian	10,66,643	6·37	10·7	12,12,073	7·24	12·1
3' 3½" GAUGE.						
Assam-Bengal	22,17,503	10·4	18·1	25,55,185	12·0	20·8
Bengal and North-Western	24,95,377	5·27	16·8	28,44,388	6·00	19·1
Bombay, Baroda and Central India	46,61,015	7·25	14·6	52,91,656	8·23	16·6
Burma	39,78,777	7·71	13·2	47,50,028	9·20	15·8
Eastern Bengal	21,78,332	8·23	13·4	23,68,072	10·8	17·6
Jodhpur	7,37,956	6·57	11·1	9,00,096	8·01	13·6
Madras and Southern Mahratta	22,90,527	4·50	11·6	26,68,519	5·24	13·6
Nizam's Guaranteed State	6,88,725	6·87	16·2	8,20,937	8·19	19·3
Rohilkund and Kumaon	4,81,808	5·50	14·4	5,93,914	6·78	17·8
South Indian	31,01,302	6·30	12·4	35,11,459	7·13	14·0
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	5,03,725	4·56	11·7	6,21,169	5·63	14·4
Bombay, Baroda and Central India	1,11,227	7·08	17·1	1,22,280	7·78	18·8
Eastern Bengal	21,947	3·00	11·8	25,341	3·46	13·6
Jodhpur(a)	2,055	2·66	1·02	2,051	2·65	1·02
North Western	7,60,119	11·8	12·0	8,68,869	13·5	13·7
{ 2' 6" Gauge (b)	14,874	8·52	7·37	15,685	8·98	7·77
{ 2' 0" "	41,082	3·96	9·57	54,415	5·25	12·7
South Indian						

(a) Converted into 3' 3½" gauge from 1st August 1928.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

Class I Railways for the year 1928-29—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENTS.

GENERAL ADMINISTRATION, HOME EXPENDITURE.—(F. I. 1 to 4.)			AGENT'S OFFICE.—[F. I. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT.—[F. I. 5 (b)].			STORES DEPARTMENT.—[F. I. 5 (c)].		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.
167	168	169	170	171	172	173	174	175	176	177	178
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.	
2,90,770	0-38	0-46	3,05,091	0-39	0-48	8,62,869	1-11	1-35	4,66,768	0-60	0-73
1,91,743	0-41	0-47	2,83,287	0-61	0-68	7,45,320	1-59	1-79	4,24,313	0-91	1-02
..	..	..	2,46,720	0-62	0-77	6,78,440	1-71	2-12	4,99,701	1-26	1-56
..	..	..	10,01,743	0-51	0-81	22,36,775	1-13	1-81	9,78,810	0-51	0-80
..	..	..	4,83,112	0-31	0-46	15,99,876	1-02	1-53	8,73,614	0-55	0-84
1,80,052	0-45	0-66	1,60,815	0-40	0-58	3,86,261	0-97	1-41	2,07,227	0-52	0-75
84,482	0-91	1-84	83,600	0-89	1-82	1,63,587	1-75	3-57	67,457	0-72	1-47
..	..	..	9,43,232	0-55	0-74	21,57,549	1-28	1-70	13,02,712	0-78	1-03
72,838	0-44	0-73	63,837	0-38	0-64	1,83,087	1-10	1-83	89,184	0-53	0-89
1,75,812	0-82	1-44	1,25,583	0-59	1-02	2,56,200	1-20	2-09	86,201	0-40	0-70
2,32,723	0-49	1-56	1,12,693	0-24	0-76	4,00,542	0-85	2-68	72,231	0-15	0-48
2,69,884	0-47	0-80	2,22,583	0-35	0-70	5,85,718	0-91	1-83	3,01,824	0-47	0-94
2,39,075	0-46	0-79	2,78,200	0-54	0-92	4,12,623	0-80	1-37	1,69,456	0-33	0-56
..	..	..	1,33,171	0-50	0-82	3,66,199	1-39	2-24	60,890	0-23	0-37
53,018	0-47	0-80	73,962	0-66	1-11	1,66,353	1-48	2-51	84,315	0-75	1-27
2,16,180	0-43	1-10	1,31,160	0-26	0-67	2,94,939	0-58	1-50	1,22,646	0-24	0-62
80,569	0-80	1-89	81,126	0-81	1-91	1,55,217	1-55	3-64	63,888	0-64	1-50
69,435	0-79	2-08	44,048	0-50	1-32	1,22,770	1-40	3-68	16,662	0-19	0-50
1,83,254	0-38	0-74	1,61,162	0-33	0-64	4,82,633	0-98	1-93	2,45,700	0-48	0-98
1,00,270	0-91	2-32	15,854	0-14	0-37	39,945	0-36	0-93	24,272	0-22	0-56
2,375	0-15	0-36	7,939	0-51	1-22	22,409	1-42	3-44	1,984	0-13	0-30
..	..	..	645	0-09	0-35	1,776	0-24	0-95	225	0-03	0-12
..	..	..	..	..	..	120	0-15	0-06	..	..	..
..	..	..	7,906	0-12	0-13	19,162	0-30	0-29	10,923	0-17	0-18
..	..	..	193	0-10	0-09	499	0-29	0-24	268	0-16	0-13
8,598	0-82	2-01	1,335	0-1	0-31	6,038	0-58	1-41	2,802	0-27	0-65

30.—Analysis of operating expenses of

TABLE F.—EXPENSES OF

Railway.	TABLE F.—EXPENSES OF								
	MEDICAL DEPARTMENT— [F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per- total train mile.	Per- cent- age of total work- ing ex- pen- ses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Per- cent- age of total work- ing ex- pen- ses
179	180	181	182	183	184	185	186	187	
5' 6" GAUGE.									
Bengal-Nagpur	Rs. 3,61,836	As. 0.47	0.56	Rs. 7,04,358	As. 0.91	1.10	Rs. 4,67,270	As. 0.02	0.74
Bombay, Baroda and Central India	1,90,416	0.41	0.46	3,90,702	0.83	0.94	4,78,862	1.02	1.15
Eastern Bengal	2,42,974	0.61	0.76	1,70,180	0.43	0.53	6,64,302	0.66	0.82
East Indian	7,19,565	0.36	0.58	10,79,979	0.56	0.87	9,46,779	0.49	0.76
Great Indian Peninsula	5,78,150	0.37	0.55	9,53,555	0.60	0.91	4,40,898	0.28	0.42
Madras and Southern Mahratta	1,37,169	0.34	0.50	3,01,617	0.76	1.10	2,83,458	0.71	1.03
Nizam's Guaranteed State	51,002	0.55	1.11	85,506	0.91	1.86	84,739	0.91	1.85
North Western	8,36,491	0.50	0.67	9,22,033	0.55	0.73	10,41,464	0.62	0.83
South Indian	52,235	0.31	0.52	67,061	0.40	0.67	85,570	0.51	0.85
3' 3½" GAUGE.									
Assam-Bengal	1,57,454	0.74	1.28	1,02,476	0.48	0.84	1,09,810	0.52	0.90
Bengal and North-Western	84,671	0.18	0.57	1,73,907	0.37	1.17	1,08,214	0.23	0.73
Bombay, Baroda and Central India	2,58,189	0.40	0.81	3,56,954	0.56	1.12	4,08,437	0.64	1.28
Burma	2,87,734	0.56	0.96	3,71,092	0.72	1.23	1,86,064	0.36	0.62
Eastern Bengal	92,767	0.35	0.57	77,425	0.29	0.47	38,058	0.15	0.24
Jodhpur	15,458	0.14	0.23	69,337	0.62	1.05	21,834	0.19	0.33
Madras and Southern Mahratta	1,27,747	0.25	0.65	3,18,423	0.62	1.62	2,00,122	0.39	1.02
Nizam's Guaranteed State	53,273	0.53	1.25	84,023	0.84	1.97	1,15,912	1.15	2.72
Rohilkund and Kumaon	19,753	0.23	0.59	..	..	..	31,794	0.36	0.95
South Indian	1,54,256	0.31	0.62	2,10,689	0.44	0.84	2,24,841	0.46	0.90
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	37,582	0.34	0.87	61,403	0.56	1.42	17,525	0.16	0.41
Bombay, Baroda and Central India	1,085	0.07	0.17	985	0.06	0.15	10,512	0.67	1.61
Eastern Bengal	76	0.01	0.04	..	..	..	..	..	..
(a) Jodhpur	53	0.07	0.03	—23	—0.03	—0.01	..	..	..
North Western	44,335	0.69	0.70	28,184	0.43	0.44	53,899	0.83	0.85
South Indian	832	0.48	0.42	89	0.05	0.04	4,206	2.41	2.09
South Indian	3,083	0.30	0.72	3,369	0.33	0.78	3,066	0.30	0.71

(a) Converted into 3' 3½" gauge from 1st August 1928.

(b) Closed for goods traffic from 1st April 1928 and dismantled from 1st October 1928.

Class I Railways for the year 1928-29—contd.

GENERAL DEPARTMENT—concl'd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			TOTAL REPLACEMENT AND RENEWAL (F. N.)			TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT F)		
Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per total train mile.	Percentage of total working expenses.	Total amount.	Per Total train.	Percentage of total working expenses.	Total amount	Per total train mile.	Percentage of total working expenses.
188	189	190	191	192	193	194	195	196	197	198	199
Rs.	As.		Rs.	As.					Rs.	As.	
36,40,801	4·70	5·69	5,85,698	0·75	0·91	..	..	..	42,24,904	5·45	6·60
28,20,243	6·03	6·78	8,863	0·02	0·02	..	..	..	28,29,106	6·05	6·80
22,03,563	5·54	6·87	†3,63,863	†0·91	†1·14	..	..	..	25,67,426	6·45	8·01
†72,08,690	3·68	5·83	†13,17,871	†0·67	†1·06	57,280	0·03	0·05	35,83,841	4·38	6·94
51,45,243	3·27	4·92	†9,89,742	†0·63	†0·95	1,28,819	0·08	0·12	62,63,804	3·98	5·99
17,87,271	4·48	6·50	1,96,871	0·49	0·72	45,817	0·11	0·17	20,29,959	5·08	7·39
5,98,982	6·41	13·1	36,211	0·39	0·79	..	..	..	6,35,193	6·80	13·8
82,43,268	4·90	6·52	†7,79,177	†0·46	†0·62	..	..	..	90,22,445	5·36	7·14
6,42,519	3·84	6·42	85,242	0·39	0·65	..	..	..	7,07,761	4·23	7·07
10,49,786	4·93	8·56	76,474	0·36	0·62	8,844	0·04	0·07	11,35,075	5·33	9·25
12,37,563	2·62	8·30	2,23,326	0·46	1·50	..	..	..	15,50,108	3·27	10·40
25,01,309	3·89	7·82	6,626	0·01	0·02	..	..	..	25,07,935	3·90	7·84
20,95,535	4·06	6·96	2,31,379	0·45	0·77	..	..	..	23,26,914	4·51	7·73
8,24,928	3·12	5·06	†30,332	†0·11	†0·18	..	..	..	8,55,260	3·23	5·24
4,99,435	4·45	7·53	91,684	0·81	1·38	..	..	..	5,89,808	5·25	8·89
14,87,138	2·92	7·56	2,40,420	0·48	1·22	485	..	..	17,28,043	3·40	8·78
6,13,814	6·12	14·4	40,599	0·41	0·95	..	..	..	6,54,413	6·53	15·4
3,74,206	4·27	11·2	65,432	0·75	1·96	..	..	..	4,39,638	5·02	13·2
17,58,339	3·57	7·02	2,20,765	0·45	0·88	..	..	..	19,67,876	4·00	7·86
2,96,851	2·69	6·88	47,077	0·43	1·09	..	..	..	3,43,894	3·12	7·97
49,489	3·15	7·59	..	..	..	..	..	..	49,489	3·15	7·59
2,959	0·41	1·60	†132	†0·02	†0·07	..	..	..	3,121	0·43	1·67
158	0·20	0·08	..	..	..	..	..	..	158	0·20	0·08
1,72,428	2·67	2·72	†71,048	†1·10	†1·12	..	..	..	2,43,476	3·77	3·84
6,288	3·60	3·11	†4,519	†2·59	†2·24	..	..	..	10,807	6·19	5·35
30,514	2·94	7·11	4,601	0·44	1·07	..	..	..	35,115	3·38	8·18

† The figures include credits for released materials whereas the details do not.

30.—Analysis of operating expenses of Class I Railways for the year 1928-29—concl'd.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G.I.)			TOTAL MISCELLANEOUS EXPENSES—LESS VALUE OF STORES RETURNED TO STOCK— (TOTAL ABSTRACT G.).		
	Total amount.	Cost per train mile.	Percentage of total working expenses.	Total amount.	Cost per train mile.	Percentag of total working expenses.
200	201	202	203	204	205	
	Rs.	As.		Rs.	As.	
5' 6" GAUGE.						
Bengal-Nagpur	32,40,536	4.18	5.06	36,58,555	4.72	5.71
Bombay, Baroda and Central India	27,08,892	5.79	6.51	27,47,055	5.87	6.60
Eastern Bengal	23,64,683	5.95	7.38	24,85,071	6.25	7.75
East Indian	76,82,837	3.92	6.21	91,17,780	4.65	7.37
Great Indian Peninsula	53,59,772	3.40	5.13	49,32,677	3.13	4.72
Madras and Southern Mahratta	15,47,560	3.87	5.64	19,06,952	4.78	6.95
Nizam's Guaranteed State	3,60,168	3.85	7.85	4,08,653	4.37	8.91
North Western	55,78,353	3.32	4.41	75,02,817	4.46	5.93
South Indian	7,87,424	4.70	7.87	9,92,361	5.93	9.91
3' 3½" GAUGE.						
Assam-Bengal	7,28,241	3.42	5.94	8,61,815	4.05	7.03
Bengal and North Western	5,23,913	1.10	3.52	6,40,779	1.35	4.31
Bombay, Baroda and Central India	21,20,438	3.30	6.63	21,48,414	3.34	6.72
Burma	18,20,153	3.52	5.05	20,92,300	4.05	6.95
Eastern Bengal	8,88,086	3.36	5.44	8,99,156	3.40	5.51
Jodhpur	1,94,512	1.73	2.93	3,10,509	2.77	4.68
Madras and Southern Mahratta	10,37,699	2.04	5.27	12,65,385	2.49	6.43
Nizam's Guaranteed State	2,69,652	2.69	6.33	3,19,926	3.19	7.51
Rohilkund and Kumaon	1,07,527	1.23	3.22	1,14,216	1.30	3.42
South Indian	38,75,484	7.87	15.5	47,10,514	9.57	18.8
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	89,136	0.81	2.06	89,527	0.81	2.07
Bombay, Baroda and Central India	10,431	0.66	1.60	10,431	0.66	1.60
Eastern Bengal	2,065	0.28	1.11	2,148	0.29	1.15
Jodhpur (a)	177	0.23	0.09	177	0.23	0.09
North Western { 2' 6" Gauge	86,712	1.34	1.37	1,03,189	1.60	1.63
(b) 2' 0" "	2,654	1.52	1.32	3,205	1.84	1.59
South Indian	31,029	2.99	7.23	32,733	3.16	7.62

(a) Converted into 3' 3½" Gauge from 1st Aug. 1928. (b) Closed for goods traffic from 1st Apl. 1928 and dismantled, from 1st Oct. 1928.

31.—Statement of Oil Consumption on Class I Railways during the years 1927-28 and 1928-29.

Railway.	Year.	Lubricating oil used on Engines.*				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles, (in terms of 4 wheels).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	{ 1927-28 1928-29	326,880 356,734	504,140 509,983	6.18 6.24	6.19 6.36	675,197 631,545	1.88 1.70
Bombay, Baroda and Central India	{ 1927-28 1928-29	484,250 442,417	166,640 156,674	8.40 8.07	8.16 7.12	524,536 406,583	2.56 1.97
Eastern Bengal	{ 1927-28 1928-29	375,424 398,514	120,196 119,660	8.46 8.37	7.73 7.64	299,979 304,502	1.95 1.94
East Indian	{ 1927-28 1928-29	1,368,895 1,420,338	1,310,661 1,405,140	8.29 8.57	8.42 8.83	2,942,206 2,275,124	2.80 2.12
Great Indian Peninsula	{ 1927-28 1928-29	1,206,105 1,301,434	979,930 913,108	8.99 9.22	10.1 10.2	900,008 962,862	1.60 1.72
Madras and Southern Mahratta	{ 1927-28 1928-29	376,220 386,746	213,595 215,713	9.23 9.30	9.38 9.67	199,302 309,020	1.29 1.95
Nizam's Guaranteed State	{ 1927-28 1928-29	62,316 61,316	44,135 51,423	6.83 6.84	8.37 8.17	33,747 35,180	1.02 0.99
North Western	{ 1927-28 1928-29	1,538,825 1,662,715	996,933 1,111,181	9.05 9.09	11.7 12.0	1,207,846 1,291,965	1.74 1.77
South Indian	{ 1927-28 1928-29	161,212 169,745	58,317 64,423	8.69 8.66	8.70 8.80	67,153 70,296	1.44 1.43
Total	{ 1927-28 1928-29	5,900,127 6,199,959	4,394,547 4,547,305	8.23 8.60	8.67 9.16	6,849,974 6,287,167	2.13 1.88
3' 3½" GAUGE.							
Assam Bengal	{ 1927-28 1928-29	146,164 163,262	45,328 48,859	5.40 5.67	6.39 7.23	111,642 112,576	1.22 1.20
Bengal and North Western	{ 1927-28 1928-29	288,313 300,988	90,349 101,608	5.16 5.24	5.07 5.25	264,996 244,706	1.39 1.26
Bombay, Baroda and Central India	{ 1927-28 1928-29	419,262 431,924	228,918 245,860	6.48 6.49	6.24 6.23	500,271 395,103	1.80 1.39
Burma	{ 1927-28 1928-29	294,974 315,638	188,431 227,423	6.23 6.44	7.30 8.42	197,992 194,192	0.87 0.89
Eastern Bengal	{ 1927-28 1928-29	148,618 174,979	65,816 71,668	5.67 5.95	5.61 5.83	140,594 135,171	1.16 1.06
Jodhpur	{ 1927-28 1928-29	89,422 82,300	27,890 25,876	6.62 5.98	6.20 5.96	58,328 56,848	1.09 1.00
Madras and Southern Mahratta	{ 1927-28 1928-29	281,597 305,843	243,957 277,935	6.37 6.58	7.11 7.36	176,375 167,121	0.98 0.89
Nizam's Guaranteed State	{ 1927-28 1928-29	64,974 72,708	25,176 35,933	5.83 5.91	7.37 7.54	35,794 47,743	1.30 1.70
Rohilkund and Kumaon	{ 1927-28 1928-29	56,033 57,893	4,967 7,091	4.70 4.76	3.65 5.48	64,449 64,338	1.80 1.77
South Indian	{ 1927-28 1928-29	322,505 300,476	138,948 129,055	5.73 5.76	6.05 5.80	226,492 242,875	1.16 1.33
Total	{ 1927-28 1928-29	2,111,862 2,206,011	1,059,780 1,171,308	5.81 5.99	6.09 7.04	1,776,933 1,660,673	1.26 1.33

*Excluding shunting, siding and departmental.

32.—Statement of Electric Train (Electric Multiple Unit) Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1927-28 and 1928-29.

PHYSICAL STATISTICS.	Year.	Results.		OPERATING STATISTICS— concl.	Year.	Results.	
		B. B. and C. I. Railway.	G. I. P. Railway.			B. B. and C. I. Ry.	G. I. P. Ry.
1	2	3	4	5	6	7	8
1. Section electrified—	(1) Colaba to Church Gate (2) Church Gate to Grant Road. (3) Grant Road to Bandra through lines. (4) Grant Road to Bandra Local Lines. (5) Bandra to Borivli.		(1) Victoria Terminus to Kalyan. (2) Victoria Terminus to Kurla. (Harbour Branch). (3) Ravli to Mahim. 3-2-25	14-03 Third class .	1927-28 1928-29	† 21,372,952	25,893,296 25,625,063
				14-04 Total .	1927-28 1928-29	† 23,642,715	27,360,690 26,957,968
2. Date of first opening for public service.	..	5th Jany. 28		15. Passenger miles—			
3. Mileage equipped for electric service on 31st March—				15-01 First class .	1927-28 1928-29	† 915,177	616,189 366,832
3-01 Route miles	1928	†	29.9	15-02 Second class	1927-28 1928-29	† 16,820,028	10,094,878 8,950,244
3-02 Track miles	1928	†	42.6	15-03 Third class .	1927-28 1928-29	† 166,126,358	181,974,596 177,396,814
3(a). Mileage opened for electric service 31st March.	1928	†	76.1	15-04 Total .	1927-28 1928-29	† 183,861,563	192,685,663 186,713,890
	1929	22.5	29.9	16. Cost of and earnings from electric train working—			
4. No. of sub-power stations on 31st March.	1928	†	3	16-01 Earnings per passenger mile—Pies	1927-28 1928-29	† 2.29	2.12 2.13
	1929	3	4	16-02 Cost per passenger mile—Pies	1927-28 1928-29	† 2.17	3.48 3.90
5. No. of electric railway stations on 31st March.	1928	†	22	16-03 Earnings per train mile—Rs.	1927-28 1928-29	† 2.41	1.43 1.34
	1929	21	28	16-04 Cost per train mile—Rs.	1927-28 1928-29	† 2.14	2.35 2.45
6. Mileage of transmission cable on 31st March.	1928	†	17.8	17. Average speed—			
	1929	†	23.8	17-01 Train miles per train hour.	1927-28 1928-29	† 19.0	21.3 20.6
OPERATING STATISTICS.				17-02 Train miles per total hour.	1927-28 1928-29	† 17.3	14.9 14.8
7. Average No. on the line—				18. Train unit* miles per day per train unit—			
7-01 Motor coaches	1927-28	†	35	18-01 In use	1927-28 1928-29	† 174.2	186.1 190.9
	1928-29	29	40	18-02 On the line	1927-28 1928-29	† 155.6	143.6 137.1
7-02 Trailers	1927-28	†	105	19. Total power for traction and train lighting in Kilo-watt hours.	1927-28 1928-29	† 26,434,719	27,466,371 26,327,737
	1928-29	187	117	20. Kilo-watt hours per train unit* mile.	1927-28 1928-29	† 16.3	14.9 13.5
7-03 Train units*	1927-28	†	35	21. Watt hours per gross ton mile	1927-28 1928-29	† 68.7	80.0 73.4
	1928-29	29	39	22. Lubricating oil used—			
8. Average No. in use daily—				22-01 Total pints	1927-28 1928-29	† 60,530	81,480 91,938
8-01 Motor coaches	1927-28	†	27	22-02 Pints per unit* miles. 1,000 train.	1927-28 1928-29	† 37.4	44.3 47.1
	1928-29	26	28	2-03 Pints per 100,000 gross ton miles.	1927-28 1928-29	† 15.8	23.7 25.2
8-02 Trailers	1927-28	†	81				
	1928-29	78	84				
8-03 Train units*	1927-28	†	27				
	1928-29	26	28				
9. Total passenger train miles.	1927-28	†	1,486,915				
	1928-29	969,998	1,546,324				
10. Total Vehicle miles	1927-28	†	14,702,424				
	1928-29	12,961,272	15,611,272				
11. Train hours	1927-28	†	69,777				
	1928-29	47,995	74,975				
12. Other hours	1927-28	†	30,037				
	1928-29	8,128	29,351				
13. Total hours	1927-28	†	99,814				
	1928-29	56,123	104,326				
14. No. of passengers carried—							
14-01 First class	1927-28	†	71,975				
	1928-29	102,802	43,305				
14-02 Second class	1927-28	†	1,395,419				
	1928-29	2,166,961	1,289,600				

* A "train unit" is a motor coach and three trailers. † Not available.
‡ Overhead 26½ miles and underground 34½ miles.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1927-28 and 1928-29.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock in terms of units (excluding coaches ordered but not yet handed over to traffic.)	Average number on the line (in units).	Average number under or awaiting repairs.		Steam Coach miles (In thousands.)	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
				Number.	Percentage of average number on the line.			Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	1927-28	2	2	0.41	20.6	36	49.4	Nil	Nil	16.0
	1928-29	2	2	1.18	59.0	19	26.1	4.00	4766.8	11.9
Eastern Bengal	1927-28	1	1	0.08	8.00	6	17.8	Nil	Nil	28.6
	1928-29	1	1	0.13	13.0	5	17.0	Nil	Nil	22.5
East Indian	1927-28	..	..	..	..	..	..	..	..	..
	1928-29	3	3	Nil	Nil	26	56.4	Nil	Nil	15.4
Great Indian Peninsula	1927-28	1	1	Nil	Nil	12	33.0	Nil	Nil	44.1
	1928-29	4	4	Nil	Nil	110	75.6	Nil	Nil	15.9
Madras and Southern Mahratta.	1927-28	2	1	0.62	31.9	10	14.0	3.00	3,355.0	37.6
	1928-29	2	1	0.88	88.2	1	3.55	1.00	1,299.0	45.0
North-Western	1927-28	4	3	1.25	32.2	52	36.8	Nil	Nil	14.2
	1928-29	5	5	1.92	41.1	55	32.1	6.00	9,112.7	17.5
Total	1927-28	10	9	2.36	24.0	116	32.5	3.00	38,666.6	20.6
	1928-29	17	16	4.11	25.7	216	37.0	11.0	19,663.3	12.2
3' 3½" GAUGE.										
Eastern Bengal	1927-28	1	1	Nil	Nil	14	38.2	Nil	Nil	17.5
	1928-29	2	2	0.02	1.28	26	46.2	1.00	26,329.0	16.7
Nizam's Guaranteed State	1927-28	2	2	Nil	Nil	7	237.9	1.00	7,375.0	10.9
	1928-29	2	2	0.84	42.0	72	112.6	8.00	8,976.0	13.3
Total	1927-28	3	3	Nil	Nil	21	19.4	1.00	21,000.0	15.2
	1928-29	4	4	0.86	21.5	98	67.2	9.00	10,902.0	14.2
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1927-28	3	3	0.53	17.8	62	56.0	Nil	Nil	13.5
	1928-29	3	3	0.53	17.5	40	36.4	2.00	19,970.0	14.5

(ii) Rail Motor Performance.

Railway.	Year.	Average authorised stock.	Average number on the line (in units).	Average number under or awaiting repairs.		Rail motor miles (In thousands.)	Rail motor miles per rail motor day.	Rail motor failures.	Rail motor miles per rail motor failure.	Gallons of fuel consumed per 100 rail motor miles.	
				Number.	Percentage of average number on the line.						
1	2	3	4	5	6	7	8	9	10	11	
North-Western	5' 6" B. G.	1927-28	2	2	Nil	Nil	2	2.36	Nil	Nil	12.0
		1928-29	2	2	Nil	Nil	1	0.83	Nil	Nil	12.3
	2' 6" N. G.	1927-28	6	6	1.34	26.4	74	39.5	2.00	36,791.5	14.5
		1928-29	9	9	2.91	35.0	98	32.1	3.00	32,531.0	19.2
South Indian 3' 3½" M. G.	1927-28	4	4	0.33	8.25	51	34.6	3.00	16,870.0	12.5	
	1928-29	4	4	0.58	14.5	22	15.4	Nil	Nil	14.6	

34.-- Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1929.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).				RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.					Other coach- ing vehi- cles.	Total.	Cover- ed and open Wag- ons.	Other vehi- cles.	Total.	Coach- ing (in- clud- ing offi- cers' carri- ages).	Goods (in- clud- ing in- spec- tion trol- lies).	
					Num- ber.	Seats by classes.											
						1st.	2nd.	Inter.	Third.								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
CLASS II RAILWAYS.																	
<i>3' 3½" Gauge.</i>																	
Bengal Dooras	17	..	..	..	52	122	90	349	2,119	7	59	435	16	451	5	8
Bhavnagar State	31	1	..	..	119	159	293	..	4,482	34	153	578	10	588	8	11
Bikaner State	55	..	..	..	115	162	228	284	5,344	35	150	1,220	..	1,220	15	48
Dibru-Sadiya	28	..	..	..	39	157	116	107	2,049	22	61	1,489	131	1,620	8	4
Gondal	20	..	..	..	85	120	299	..	2,409	22	107	312	2	314	4	28
Jamnagar and Dwarka	22	..	..	..	51	79	123	..	1,940	15	66	594	4	598	3	4
Junagad State	21	..	..	..	78	122	368	..	2,378	8	86	274	13	287	4	24
Morvi	20	..	..	..	86	134	272	..	2,461	21	107	215	..	215	3	2
Mysore	32	..	..	..	127	115	202	199	4,672	20	147	357	..	357	19	29
Total	246	1	..	..	752	1,170	1,991	939	27,854	184	936	5,474	176	5,650	69	158
<i>2' 6" Gauge.</i>																	
Barsi Light	29	1	2	..	103	104	278	..	4,677	1	104	288	4	292	1	5	
Gaekwar's Baroda State	40	1	1	..	132	88	145	39	5,875	6	138	709	26	735	9	17	
Mysore	12	..	..	..	26	30	54	..	1,158	..	26	83	..	83	2	6
Shahdara (Delhi) Saha- ranpur Light	10	..	..	..	50	12	36	84	1,281	1	51	225	4	229	3	1
Total	91	2	3	..	311	234	513	123	12,991	8	319	1,305	34	1,339	15	29	
<i>2' 0" Gauge.</i>																	
Darjeeling-Himalayan	35	2	..	..	112	311	334	..	2,019	25	137	551	..	551	..	..
Howrah-Amta Light	19	..	..	..	135	80	..	347	2,902	14	149	77	..	77	2	1
Mysore	6	..	..	..	7	..	16	..	180	..	7	50	..	50	..	1
Total	60	2	..	..	254	391	350	347	5,101	39	293	678	..	678	2	2
CLASS III RAILWAYS.																	
<i>3' 3½" Gauge.</i>																	
Aden	4	1	..	1	8	20	25	..	288	1	9	50	29	79	..	..
Porbandar State	7	..	..	..	16	21	68	..	354	6	22	363	2	365	2	3
Udaipur-Chitorgarh	6	..	..	..	40	46	66	60	1,267	10	50	63	..	63	1	..
Total	17	1	..	1	64	87	159	60	1,909	17	81	476	31	507	3	3	
<i>2' 6" Gauge.</i>																	
Ahmadpur-Katwa	4	..	..	..	19	18	18	64	448	..	19	22	4	26	..	..
Arrah-Sasaram Light	6	..	..	..	23	20	..	48	548	4	27	53	..	53	2	..
Bankura-Damoodar Ri- ver	6	..	..	..	27	24	24	112	616	..	27	72	6	78	..	1
Baraset-Basirhat Light	9	..	..	..	42	52	..	122	1,363	4	46	65	..	65	3	1
Carried over	25	..	..	..	111	114	42	346	2,975	8	119	212	10	222	5	2

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1929—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.					Other coach- ing vehic- les.	Total.	Cover- ed and open Wag- ons.	Other vehic- les.	Total.	Coach- ing (in- clud- ing offi- cers' car- riages).	Goods (in- clud- ing in- spec- tion trol- lies.)
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward	25	..	..	..	111	114	42	346	2,975	8	119	212	10	222	5	2
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial	8	..	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	25	24	18	102	561	3	28	68	..	68	1	1
Burdwan-Katwa	5	..	..	..	22	18	18	96	512	..	22	36	4	40	..	1
Cutch State	3	..	..	..	8	..	60	..	148	..	8	32	1	33	..	2
Dehri-Rohtas Light.	6	1	..	1	6	20	..	12	158	..	6	129	3	132	1	2
Dholpur-Bari	6	..	..	..	8	18	..	..	400	..	8	117	3	120	..	1
Futwah-Islampur	3	..	..	..	9	9	..	56	420	..	9	28	..	28	..	..
Jessore-Jhenidah	9	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta	7	..	..	..	38	30	34	112	1,080	..	38	45	8	53	..	..
Tezapore-Balipara Light.	5	..	..	..	17	32	..	60	568	3	20	88	..	88	..	..
Total	82	2	..	1	291	303	214	954	7,844	18	309	856	30	886	8	11
2' 0" Gauge.																
Gwalior Light	14	3	2	..	62	32	100	..	1,654	16	78	333	..	333	5	9
Howrah-Sheakhala Light.	3	..	..	..	34	26	..	72	708	1	35	13	..	13	..	..
Jagadhri Light	2	..	..	..	4	6	..	14	84	1	5	7	..	7	..	..
Jorhat (Provincial)	6	1	..	..	20	28	22	107	388	5	25	62	11	73	..	2
Kulasekarapatnam Light.	4*	5	..	..	21	..	..	..	636	..	21	40	..	40	..	1
Matheran Light	4	3	..	..	26	86	127	..	144	2	28	23	2	25	2	1
Trivellore Light	1	3	..	..	14	..	..	..	84	..	14	4	1	5	..	1
Total	34	15	2	..	181	178	249	193	3,698	25	206	482	14	496	7	14

* Motor Locomotives.

35.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1928-29.

Railway.	Loco- motives.	Rail- motor- cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)							GOODS VEHICLES (EX- CLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.)			RAILWAY SERVICE VEHICLES.					
					Passenger Vehicle.											Covered and open wagons.	Other vehicles.	Total.	Coaching (including officers' carriages).	Goods (in- cluding inspection trolleys).
					Seats by Classes.					Other coaching vehicles.	Total.									
					No.	1st.	2nd.	Inter.	Third.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17				
CLASS II RAILWAYS.																				
3' 3½" Gauge.																				
Bengal Doonars . . . . .	..	..	..	..	..	4	-12	..	..	..	..	-2	..	-2	..	..		
Bhavnagar State	4	..	..	..	2	-10	-41	..	224	1	3	20	-23	-3	2	1	
Bikaner State	-4	..	..	..	..	..	-60	-18	23	..	..	227	..	227	2	8
Dibru-Sadiya	2	..	..	..	4	..	..	..	297	5	9	29	3	32	-49	4
Gondal . . . . .	..	..	..	..	1	-2	3	..	48	..	1	..	..	..	..	..
Jamnagar and Dwarka	2	..	..	..	..	3	14	..	-36	..	..	82	1	83	..	1
Jamagad State	3	..	..	..	2	19	..	..	-37	3	5	..	..	..	-3	-2
Morvi . . . . .	..	..	..	..	..	..	..	..	-22	..	..	9	..	9	..	..		
Mysore	2	..	..	..	16	8	12	79	908	..	16	-1	..	-1	3	1	
Total	9	..	..	..	25	22	-84	61	1,405	9	34	364	-19	345	-45	13	
2' 6" Gauge.																				
Barsi Light	6	..	..	..	..	..	..	..	8	..	..	35	1	36	..	1
Gaekwar's Baroda State . . . . .	..	..	..	..	..	..	..	-3	-25	..	..	46	..	46	..	..		
Mysore . . . . .	..	..	..	..	2	..	..	..	61	..	2	..	..	..	..	..
Shahdara (Delhi)-Saharan- pur Light . . . . .	..	..	..	..	-1	-27	18	..	..	..	-1	..	..	..	2	..
Total	6	..	..	..	1	-27	18	-3	44	..	1	81	1	82	2	1	
2' 0" Gauge.																				
Darjeeling-Himalayan . . . . .	..	..	..	..	2	-5	5	..	168	..	2	-5	..	-5	..	..		
Howrah-Amta Light . . . . .	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..		
Mysore . . . . .	..	..	..	..	3	..	..	..	84	..	3	6	..	6	..	..		
Total . . . . .	..	..	..	..	5	-5	5	..	252	..	5	2	..	2	..	..		
CLASS III RAILWAYS.																				
3' 3½" Gauge.																				
Aden . . . . .	..	..	..	1	..	..	..	..	..	..	1	39	..	39	..	1
Perbandar . . . . .	..	..	..	..	1	-6	-7	..	62	..	1	..	..	..	..	..
Udaipur-Chitorgarh . . . . .	..	..	..	..	4	12	12	20	250	..	4	..	..	..	..	..
Total . . . . .	..	1	..	1	5	6	5	20	312	..	5	39	..	39	..	1			
2' 6" Gauge.																				
Ahmadpur-Katwa . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arrah-Sasaram Light . . . . .	..	..	..	..	-1	8	..	-16	-8	..	-1	..	..	..	..	..
Bankura-Damoodar River . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baraset Basirhat Light	1	..	..	..	-1	..	..	-20	-36	..	-1	4	..	4	1	..
Bengal Provincial . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bukhtiarpur-Bihar Light . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Burdwan-Katwa	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutch State . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dehri-Rohtas Light . . . . .	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Dholpur-Bari . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Futwah-Islampur . . . . .	..	..	..	..	1	..	..	17	23	..	..	..	..	..	..	..
Jessore-Jhenidah . . . . .	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kalighat-Falta . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tezapore-Balipara . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	2	1	..	1	-1	8	..	-19	-21	-1	-2	4	..	4	1	1				
2' 0" Gauge.																				
Gwalior Light	-5	..	..	..	6	..	16	..	239	..	6	..	..	..	..	1
Howrah-Sheakhala Light . . . . .	..	..	..	..	..	2	..	-6	..	..	..	..	..	..	..	..
Jagadhri Light . . . . .	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..
Jorhat (Provincial) . . . . .	..	..	..	..	6	8	..	16	102	-1	5	..	6	6	-1	..
Kulasekarnapatnam Light . . . . .	..	2	..	..	3	..	..	..	216	..	3	..	..	..	..	..
Matheran Light . . . . .	..	1	..	..	1	20	..	..	..	-2	-1	-1	..	-1	2	1
Trivellore Light . . . . .	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	-5	4	..	..	16	30	16	13	557	-3	13	-1	6	5	1	2		

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
			4	5	6	7	8		9	10	11	12	13	14
CLASS II RAILWAYS.													
Barak Light	2' 6"	1927-28	2	5.2	..	962.5	967.9	149.6	2	6.1	..	1,111.2	1,117.5
		1928-29	2	6.8	..	1,473.0	1,480.0	200.9	3	7.8	..	1,872.8	1,880.9
Bengal Doonah	3' 3 1/2"	1927-28	2.1	4.7	52.2	1,462.9	1,521.9	73.9	2.4	5.1	54.0	1,534.3	1,595.8
		1928-29	1.9	4.8	50.8	1,669.9	1,727.4	82.1	2.2	5.3	52.9	1,749.1	1,809.5
Bhavnagar State	3' 3 1/2"	1927-28	1.4	23.3	..	2,368.7	2,393.4	317.9	1.9	29.8	..	2,679.6	2,711.3
		1928-29	1.5	30.5	..	2,530.6	2,562.6	375.7	2.5	38.3	..	2,897.5	2,938.3
Bikaner State	3' 3 1/2"	1927-28	1.1	7.3	22.1	1,998.8	2,029.3	227.6	1.6	9.5	25.4	2,220.3	2,256.9
		1928-29	8	6.2	19.5	1,976.6	2,003.1	231.2	1.3	8.6	23.4	2,201.0	2,234.3
Darjeeling Himalayan	2' 0"	1927-28	3.9	18.8	..	532.6	555.3	31.8	7.8	27.0	..	552.3	587.1
		1928-29	2.8	15.0	..	688.8	706.6	31.8	5.7	24.3	..	708.4	738.4
Dibru Sadiya	3' 3 1/2"	1927-28	6.5	12.2	19.0	1,315.9	1,353.6	96.2	7.2	13.6	22.0	1,407.0	1,449.8
		1928-29	5.6	11.6	30.8	1,873.0	1,721.0	117.0	6.2	12.6	34.2	1,785.0	1,838.0
Gaekwar's Baroda State	2' 6"	1927-28	1.1	14.6	1	3,684.2	3,700.0	351.6	1.6	16.7	1	4,033.2	4,051.6
		1928-29	1.2	15.8	..	3,923.2	3,940.2	374.0	1.5	18.1	..	4,294.6	4,314.2
Gondal	3' 3 1/2"	1927-28	9	24.5	..	1,699.6	1,725.0	888.9	2.4	46.0	..	2,565.5	2,613.9
		1928-29	9	26.4	..	1,798.5	1,825.8	940.4	2.3	49.1	..	2,714.8	2,766.2
Howrah-Amra Light	2' 0"	1927-28	4.5	..	94.7	2,899.3	2,998.5	4	4.5	..	94.7	2,899.7	2,998.9
		1928-29	4.5	..	93.5	2,854.8	2,952.6	8	4.5	..	93.5	2,855.4	2,953.4
Jamnagar and Dwarka	3' 3 1/2"	1927-28	1.2	10.0	..	670.2	681.4	92.5	1.8	13.7	..	758.4	773.9
		1928-29	8	8.5	..	863.6	672.9	95.4	1.2	12.0	..	755.1	768.3
Junagad State	3' 3 1/2"	1927-28	1.4	27.2	..	1,416.9	1,445.5	251.5	1.9	34.1	..	1,661.0	1,697.0
		1928-29	1.3	29.2	..	1,578.6	1,609.1	279.6	1.8	36.0	..	1,850.9	1,888.7
Morvi	3' 3 1/2"	1927-28	1.3	10.7	..	604.5	616.5	326.2	3.8	23.8	..	916.1	942.7
		1928-29	1.6	12.2	..	663.3	677.1	346.1	3.9	25.8	..	993.5	1,023.2
Mysore	2' 6"	1927-28	3.9	38.9	43.1	3,197.9	3,283.8	104.2	4.2	40.6	44.5	3,298.7	3,388.0
		1928-29	3.7	38.8	52.4	3,301.3	3,396.2	111.3	4.0	40.8	54.2	3,408.5	3,507.5
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1927-28	1	3.4	..	944.3	947.8	33.5	1	3.6	..	977.6	981.3
		1928-29	1	3.1	..	884.5	887.7	28.4	1	3.2	..	912.8	916.1
Shahdara (Delhi)-Saharanpur Light.	2' 0"	1927-28	..	5	..	54.5	55.0	..	..	5	..	54.5	55.0
		1928-29	..	3	..	48.6	48.9	1	..	3	..	48.7	49.0
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1927-28	2	1.4	16.4	1,142.4	1,160.4	11.6	2	1.5	16.8	1,153.5	1,172.0
		1928-29	2	1.5	16.2	1,164.9	1,182.8	11.4	2	1.5	16.6	1,175.9	1,194.2
TOTAL CLASS II RAILWAYS		1927-28	29.8	202.7	247.6	24,955.2	25,435.3	2,957.4*	41.6*	271.7*	257.5*	27,821.9*	28,392.7*
		1928-29	27.1	210.7	263.2	26,893.0	27,394.0	3,226.3*	37.7*	283.7*	274.8*	30,024.0*	30,620.2*
CLASS III RAILWAYS.													
Aden	3' 3 1/2"	1927-28	..	4	..	142.2	142.6	..	..	4	..	142.2	142.6
		1928-29	..	4	..	167.7	168.1	..	..	4	..	167.7	168.1
Ahmadpur-Katwa	2' 6"	1927-28	..	9	6.1	270.4	277.4	9.4	..	9	6.5	279.4	286.8
		1928-29	..	7	5.2	231.1	237.0	8.4	..	7	5.7	239.0	245.4
Arrah-Sasaram Light	2' 6"	1927-28	8	..	7.3	624.4	632.5	3.9	8	..	7.4	628.2	636.4
		1928-29	8	..	6.5	580.4	587.7	60.0	9	..	7.4	639.4	647.7
Bankura-Damodar River	2' 6"	1927-28	..	6	2.4	253.7	256.7	1.5	..	6	2.6	255.0	258.2
		1928-29	..	6	2.1	211.0	213.7	1.7	..	6	2.3	212.5	215.4
Baraset-Basirhat light	2' 6"	1927-28	3.0	..	38.1	1,332.8	1,373.9	2.1	3.0	..	38.1	1,334.9	1,376.0
		1928-29	2.8	..	45.6	1,276.8	1,325.2	5.5	2.8	..	45.7	1,282.2	1,330.7
Bengal Provincial	2' 6"	1927-28	1	1.6	8.3	552.8	562.8	103.0	2	2.3	13.3	650.0	665.6
		1928-29	2	1.5	7.8	533.6	543.1	98.6	3	2.0	12.4	627.0	641.7

Class II and III Railways for the years 1927-28 and 1928-29.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).				
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
9	237	..	38,607	38,853	40.7	38.5	..	34.7	34.8	Ra. 1	Ra. 13	..	Ra. 8.04	Ra. 8.18
11	352	..	60,220	60,583	38.0	44.8	..	36.0	38.0	1	18	..	12.55	12.74
87	120	1,121	27,702	29,030	37.0	23.0	21.0	18.0	18.0	9	8	26	4.47	4.90
62	125	1,050	20,851	31,088	27.4	23.7	19.9	17.1	17.2	8	8	27	4.88	5.31
105	1,317	..	73,978	75,400	55.5	44.2	..	27.6	27.8	10	64	..	13.33	14.07
147	1,771	..	83,015	84,933	59.2	46.2	..	28.7	28.9	14	86	..	14.97	15.97
191	706	1,290	88,805	90,992	119.3	73.0	50.8	40.0	40.3	31	55	40	18.50	19.76
108	656	1,323	88,828	90,915	86.6	76.3	56.6	40.4	40.7	17	51	41	18.51	19.60
349	823	..	9,120	10,292	44.7	30.5	..	16.5	17.5	99	1.14	..	4.11	6.24
250	838	..	9,626	10,714	43.8	34.5	..	13.6	14.5	71	1.03	..	3.82	5.56
143	295	505	20,813	21,756	24.0	25.0	25.0	16.0	16.0	17	18	17	4.35	4.87
125	254	692	25,209	26,370	20.2	20.2	20.2	14.2	14.3	15	16	24	5.27	5.82
41	293	1	51,458	51,793	25.6	20.1	10.0	12.7	12.7	5	18	..	12.06	12.29
30	319	2	55,377	55,737	26.0	17.6	..	12.9	12.9	5	20	..	12.97	13.22
115	1,553	..	60,069	61,737	47.9	33.8	..	23.4	23.6	10	72	..	10.94	11.76
107	1,645	..	63,661	65,413	46.5	33.5	..	23.5	23.6	10	76	..	11.58	12.44
77	..	1,024	38,626	39,727	17.1	..	10.8	13.3	13.2	5	..	29	8.36	8.70
75	..	1,007	38,298	39,380	16.0	..	10.0	13.0	13.0	5	..	28	8.23	8.56
111	709	..	27,526	28,346	61.0	52.0	..	36.0	37.0	11	39	..	6.57	7.07
76	629	..	28,154	28,859	61.0	52.0	..	37.0	38.0	8	34	..	6.71	7.13
69	873	..	35,312	36,254	35.7	25.6	..	21.3	21.4	7	41	..	6.40	6.88
60	906	..	38,669	39,635	34.1	25.2	..	20.9	21.0	6	42	..	7.01	7.49
244	1,437	..	38,389	40,070	65.0	60.0	..	42.0	43.0	25	72	..	7.11	8.08
259	1,550	..	40,418	42,227	65.8	60.2	..	40.7	41.3	26	77	..	7.63	8.66
268	1,591	1,881	88,094	91,834	64.0	39.0	42.0	27.0	27.0	22	71	60	15.94	17.47
243	1,696	2,199	85,636	89,774	61.0	42.0	41.0	25.0	26.0	19	72	67	15.83	17.41
2	83	..	18,195	18,280	25.0	23.0	..	19.0	19.0	..	4	..	3.04	3.08
3	72	..	17,128	17,203	30.0	22.0	..	19.0	19.0	..	3	..	2.86	2.89
..	9	..	918	927	..	16.0	..	17.0	17.0	..	1	..	16	17
..	5	..	800	805	..	16.0	..	16.0	16.0	..	..	..	14	14
4	38	409	23,363	23,814	20.0	25.3	24.3	20.3	20.3	1	2	16	5.48	5.67
4	44	409	23,194	23,651	21.0	28.0	24.0	19.0	19.0	1	2	16	5.43	5.62
1,815	10,084	6,231	640,975	659,105	*43.6	*37.1	*24.2	*23.0	*23.2	2.53	5.92	1.88	1,28.86	1,39.19
1,569	10,862	6,682	688,174	707,287	*41.6	*38.3	*24.3	*22.9	*23.1	2.06	6.08	2.03	1,38.39	1,48.56
..	7	..	1,745	1,752	..	17.5	..	12.3	13.2	..	1	..	64	65
..	7	..	1,827	1,834	..	18.0	..	11.0	11.0	..	1	..	66	67
..	13	90	3,451	3,554	..	14.0	14.0	12.0	13.4	..	1	4	1.08	1.13
..	11	81	2,060	3,052	..	15.0	15.0	12.0	12.4	..	1	3	92	96
27	..	234	13,783	14,044	33.0	..	31.0	20.0	28.0	3	..	9	2.99	3.11
24	..	201	12,513	12,738	28.0	..	26.0	19.0	19.0	3	..	8	2.75	2.86
..	12	60	4,234	4,306	..	20.0	23.1	16.6	16.7	..	1	3	1.32	1.36
..	12	58	3,679	3,749	..	20.0	25.0	17.0	17.4	..	1	2	1.15	1.18
68	..	667	17,901	18,636	22.0	..	17.0	13.0	17.0	4	..	18	3.68	3.90
76	..	971	21,583	22,030	27.0	..	21.0	16.0	17.0	4	..	19	3.41	3.64
1	16	110	4,685	4,812	6.34	7.08	8.27	7.20	7.23	..	1	3	1.11	1.15
2	12	89	4,364	4,467	6.16	5.96	7.17	6.95	6.96	..	1	2	1.06	1.09

* Columns 9 to 14 and 20 to 24.—In these totals Passengers travelling over two or more railways are considered as having made two or more journeys.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1927-28 and 1928-29—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thou- sands).	Aver- age miles a ton of goods was car- ried.	Earnings from tons carried (in thou- sands of rupees.)	Average rate charged for carry- ing a ton of goods one mile. (In pies.)	
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	Other traf- fic.	Total.					
			30	31	32	33	34	35	36	37					38	39	40	41
CLASS II RAILWAYS.															
Barsi Light	2' 6"	{	1927-28	20.0	10.0	..	4.00	4.04	143	59	202	9,573	47.4	9.60	19.4
			1928-29	20.0	10.0	..	4.00	4.04	178	57	235	11,206	47.7	11.11	19.0
Bengal Dockers	3' 3 1/2"	{	1927-28	20.5	13.4	4.52	3.09	3.24	118	149	267	18,128	68.0	18.75	19.9
			1928-29	25.1	12.9	4.92	3.14	3.28	138	116	254	18,535	72.9	18.52	19.2
Bhavnagar State	3' 3 1/2"	{	1927-28	18.4	9.27	..	3.46	3.58	194	153	347	21,838	62.9	12.06	10.6
			1928-29	18.4	9.38	..	3.46	3.61	244	155	399	25,230	63.2	14.99	11.4
Bikaner State	3' 3 1/2"	{	1927-28	30.0	15.0	6.00	4.00	4.17	489	160	649	39,264	137.6	19.23	4.13
			1928-29	30.0	15.0	6.00	4.00	4.10	219	146	365	33,420	91.5	15.05	8.60
Darjeeling Himalayan	2' 0"	{	1927-28	55.3	26.7	..	8.66	11.6	112	44	156	5,022	32.2	14.03	53.6
			1928-29	54.3	23.6	..	7.63	9.96	108	46	154	5,053	32.9	14.03	53.3
Dibru Sadiya	3' 3 1/2"	{	1927-28	26.3	14.1	6.46	4.12	4.29	690	67	757	19,452	25.6	24.26	23.9
			1928-29	23.0	12.1	6.66	4.00	4.24	613	64	677	16,892	25.0	20.48	23.3
Gackwar's Baroda State	2' 6"	{	1927-28	24.0	12.3	6.00	4.50	4.55	400	175	575	12,650	23.0	9.48	14.4
			1928-29	24.6	12.0	..	4.50	4.55	429	176	605	13,710	22.7	10.50	14.7
Gondal	3' 3 1/2"	{	1927-28	16.7	8.90	..	3.50	3.66	101	274	375	17,322	46.2	10.69	11.8
			1928-29	17.9	8.97	..	3.49	3.65	115	282	397	18,342	46.2	11.17	11.7
Howrah-Amra Light	2' 0"	{	1927-28	12.5	..	5.44	4.16	4.20	46	14	60	1,250	21.0	1.50	23.0
			1928-29	12.0	..	6.00	4.00	4.19	43	11	54	1,106	20.5	1.45	25.2
Jamnagar and Dwarka	3' 3 1/2"	{	1927-28	19.1	10.6	..	4.58	4.79	201	47	248	15,680	63.0	6.91	8.46
			1928-29	19.7	10.4	..	4.57	4.74	257	80	337	19,084	57.0	8.24	8.29
Junagad State	3' 3 1/2"	{	1927-28	18.0	8.99	..	3.48	3.64	189	42	231	8,502	38.1	6.11	13.3
			1928-29	17.9	8.97	..	3.48	3.63	200	42	242	9,291	38.4	6.80	14.0
Morvi	3' 3 1/2"	{	1927-28	19.5	9.58	..	3.56	3.87	47	176	223	13,077	59.0	8.66	12.7
			1928-29	19.2	9.53	..	3.62	3.94	69	244	313	18,891	60.3	10.97	11.2
Mysore	3' 3 1/2"	{	1927-28	15.8	8.57	6.12	3.47	3.65	204	100	304	18,293	60.0	12.57	13.0
			1928-29	15.0	8.00	6.00	4.00	4.00	211	103	314	18,307	58.0	11.52	12.0
	2' 6"	{	1927-28	16.0	9.00	..	3.00	3.00	39	9	48	1,954	40.0	1.78	17.5
			1928-29	16.0	9.00	..	3.00	3.00	39	11	50	2,087	41.0	1.84	17.0
	2' 0"	{	1927-28	..	11.0	..	3.00	4.00	8	1	9	217	25.0	40	35.4
			1928-29	..	12.0	..	3.00	3.00	7	..	7	189	26.0	33	33.0
Shabdara (Delhi) Saharan- pur Light	2' 6"	{	1927-28	20.0	10.1	7.51	4.50	4.57	67	25	92	4,054	44.1	4.01	19.0
			1928-29	20.0	12.0	7.50	4.50	4.56	65	40	105	4,306	41.0	4.34	19.4
TOTAL CLASS II RAILWAYS	..	{	1927-28	26.8	11.3	5.79	3.86	4.05	3,048	1,495*	4,543*	236,581	56.5*	1.60,04	12.0
			1928-29	25.2	10.7	5.83	3.86	4.03	2,935	1,573*	4,508*	215,649	47.8*	1.61,34	14.4
CLASS III RAILWAYS.															
Aden	3' 3 1/2"	{	1927-28	36.0	18.0	..	7.00	7.00	35	..	35	840	24.0	57	13.0
			1928-29	..	12.0	..	7.00	7.00	39	..	39	925	24.0	79	16.3
Ahmadpur-Katwa	2' 6"	{	1927-28	24.0	12.0	8.00	6.00	6.10	6	6	12	225	19.0	17	12.0
			1928-29	24.0	12.0	8.00	6.00	6.04	8	4	12	226	20.0	17	12.0
Arrah-Sasaram Light	2' 6"	{	1927-28	20.0	..	7.50	3.50	4.27	29	8	37	1,088	29.4	87	15.2
			1928-29	20.0	..	7.50	4.30	4.31	32	7	39	1,059	27.1	80	14.5
Bankura-Damoodar River	2' 6"	{	1927-28	24.0	12.0	8.00	6.00	6.08	16	12	28	1,255	45.0	64	10.0
			1928-29	24.0	12.0	8.00	6.00	6.04	12	9	21	921	44.0	54	11.0
Basraset-Basirhat Light	2' 6"	{	1927-28	11.3	..	5.18	3.95	4.02	23	6	29	1,068	27.4	1.07	19.2
			1928-29	12.0	..	6.00	4.50	3.00	40	5	45	1,322	29.3	1.34	19.4
Bengal Provincial	2' 6"	{	1927-28	19.8	5.24	4.71	4.57	4.59	33	9	42	596	14.3	47	15.3
			1928-29	18.5	10.7	5.48	4.66	4.70	16	8	24	340	14.2	34	19.0

* Columns 39, 37 and 39.—In these totals consignments passing over two or more railways are considered as two or more separate consignments.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1927-28 and 1928-29—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).						PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.	Other traffic.	1st.	2nd.	Inter.	3rd.	Total.
			4	5	6	7	8	9	10	11	12	13	14
CLASS III—contd.													
Bukhtiarpur Bihar Light	2' 6"	1927-28	3	2,5	11,4	531,4	545,6	80,2	4	3,0	15,8	606,6	625,8
		1928-29	3	2,4	13,6	590,8	607,1	112,3	3	2,9	18,1	698,1	719,4
Burdwan-Katwa	2' 6"	1927-28	..	9	8,3	356,8	366,0	9,2	..	9	8,9	365,4	375,2
		1928-29	..	9	7,0	297,7	305,6	9,9	..	1,0	7,7	306,8	315,5
Cutch State	2' 6"	1927-28	..	1,3	..	62,1	63,4	..	..	1,3	..	62,1	63,4
		1928-29	..	1,3	..	77,9	79,2	..	..	1,3	..	77,9	79,2
Dehri Rohtas Light	2' 6"	1927-28	3	..	7	131,8	132,8	..	3	..	7	131,8	132,8
		1928-29	4	..	4	112,5	113,3	..	4	..	4	112,5	113,3
Dholpur-Bari	2' 6"	1927-28	..	2	..	170,3	170,5	4	..	2	..	170,7	170,9
		1928-29	..	1	..	155,3	155,4	8	..	2	..	156,0	156,2
Futwah-Jalampur	2' 6"	1927-28	4	..	5,9	376,7	383,0	15,3	4	..	6,9	391,0	398,2
		1928-29	3	..	5,8	294,3	300,4	11,9	3	..	6,5	305,5	312,3
Gwalior Light	2' 6"	1927-28	5	6,0	..	755,9	762,2	2,2	3	6,0	..	758,1	764,4
		1928-29	3	5,8	..	666,5	672,6	1,2	3	5,9	..	667,6	673,8
Howrah-Sheakhala Light	2' 0"	1927-28	6	..	19,9	911,3	931,8	1	6	..	19,9	911,4	931,9
		1928-29	6	..	25,0	848,3	873,9	2	6	..	25,0	848,5	874,1
Jagadhri Light	2' 0"	1927-28	2	..	1,0	98,6	99,8	..	2	..	1,0	98,6	99,8
		1928-29	1	..	9	208,0	209,0	..	1	..	9	208,0	209,0
Jessore-Jhenidah	2' 6"	1927-28	1	5	1,7	174,7	177,0	1,5	1	5	1,8	176,1	178,5
		1928-29	1	4	1,1	163,6	165,2	1,4	1	4	1,1	165,0	166,6
Jorhat (Provincial)	2' 0"	1927-28	*	*	*	*	*	*	*	*	*	*	*
		1928-29	*	*	*	*	*	*	*	*	*	*	*
Kalighat-Falta	2' 6"	1927-28	..	2,6	19,8	862,2	884,6	1,3	..	2,6	19,9	863,4	885,9
		1928-29	1	2,0	17,6	893,9	913,6	1,2	1	2,0	17,7	895,0	914,9
Kulasekarapatnam Light	2' 0"	1927-28	..	..	..	154,0	154,0	..	..	..	..	154,0	154,0
		1928-29	..	..	..	175,2	175,2	..	..	..	..	175,2	175,2
Matheran Light	2' 0"	1927-28	1,0	4,8	..	7,5	13,6	8,4	2,0	9,6	..	10,4	22,0
		1928-29	1,9	5,6	..	6,5	14,0	11,0	3,2	10,9	..	10,9	25,0
Porbandar State	3' 3½"	1927-28	3	3,8	..	302,8	306,9	74,1	6	5,8	..	374,6	381,0
		1928-29	2	3,9	..	310,9	315,0	78,7	4	6,0	..	387,3	393,7
Tespur-Balipara	2' 6"	1927-28	2	..	3,7	245,8	249,7	..	2	..	3,7	245,8	249,7
		1928-29	2	..	3,7	259,3	263,2	..	2	..	3,7	259,3	263,2
Trivellore Light	2' 0"	1927-28	..	..	..	62,3	62,3	..	..	..	..	62,3	62,3
		1928-29	..	..	..	72,2	72,2	..	..	..	..	72,2	72,2
Udaipur-Chittorgarh	3' 3½"	1927-28	6	2,8	2,2	461,4	467,0	67,2	1,7	4,7	2,9	524,9	534,1
		1928-29	6	2,9	2,2	488,8	494,5	74,5	1,6	4,9	2,2	560,3	569,1
TOTAL CLASS III RAILWAYS . . . . .	..	1927-28	8,2	28,9	136,8	8,842,2	9,016,1	379,8†	10,9†	38,8†	149,4†	9,196,9†	9,395,
		1928-29	8,9	28,5	144,5	8,622,3	8,604,2	477,3†	11,6†	39,2†	156,8†	9,073,9†	9,281,

* Not available.

† Columns 9 to 14—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

No. 36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.
			15	16	17	18	19	20	21	22	23	24
CLASS III— <i>old</i> .												
Bakhtiarpur-Bihar Light . . .	2' 6"	1927-28	8	55	290	9,679	10,032	21.0	18.0	18.0	15.0	18.0
		1928-29	9	55	352	13,321	13,737	25.0	19.0	19.0	19.0	19.0
Burdwan-Katwa . . .	2' 6"	1927-28	..	9	162	3,568	5,135	..	23.0	18.0	13.0	13.7
		1928-29	..	22	136	4,156	4,314	..	22.0	18.0	14.0	13.7
Cutch-State . . .	2' 6"	1927-28	..	36	..	1,371	1,407	..	28.0	..	22.0	22.2
		1928-29	..	34	..	1,522	1,556	..	27.4	..	19.6	19.7
Dehri Pochas Light . . .	2' 6"	1927-28	5	..	10	1,646	1,661	16.0	..	16.0	12.0	12.0
		1928-29	6	..	7	1,453	1,466	15.0	..	16.0	13.0	13.0
Dholpur Bari . . .	2' 6"	1927-28	..	3	..	3,310	3,313	..	14.0	..	19.4	19.4
		1928-29	..	2	..	3,018	3,020	..	16.6	..	19.3	19.3
Futrah-Islampur . . .	2' 6"	1927-28	6	..	94	5,807	5,907	15.0	..	13.0	14.8	14.8
		1928-29	4	..	79	4,302	4,385	12.0	..	12.0	14.0	14.0
Gwalior Light . . .	2' 6"	1927-28	17	207	..	13,656	13,880	60.0	34.0	..	18.0	18.2
		1928-29	17	201	..	13,751	13,969	61.0	34.0	..	21.0	21.0
Howrah-Sheakhala Light . . .	2' 0"	1927-28	9	..	132	7,438	7,579	15.0	..	6.63	8.16	8.13
		1928-29	9	..	161	6,971	7,141	14.0	..	6.00	8.00	8.00
Jagadhri Light . . .	2' 0"	1927-28	1	..	3	326	330	3.31	..	3.31	3.31	3.31
		1928-29	1	..	3	688	692	3.31	..	3.31	3.31	3.31
Jessore-Jhenidah . . .	2' 6"	1927-28	1	10	85	2,130	2,226	20.4	18.2	47.2	12.1	12.5
		1928-29	1	9	23	2,491	2,524	20.7	19.7	20.7	15.1	15.2
Jorhat (Provincial) . . .	2' 0"	1927-28	*	*	*	*	*	*	*	*	*	*
		1928-29	*	*	*	*	*	*	*	*	*	*
Kalighat-Falta . . .	2' 6"	1927-28	..	21	121	8,775	8,917	..	8.00	6.00	10.0	10.1
		1928-29	2	19	108	9,036	9,165	21.0	9.00	6.00	11.0	10.0
Kulasekarapatnam Light . . .	2' 0"	1927-28	..	..	..	1,474	1,474	..	..	..	9.57	9.57
		1928-29	..	..	..	1,631	1,631	..	..	..	9.31	9.31
Matheran Light . . .	2' 0"	1927-28	1	4	..	5	10	..	..	..	..	..
		1928-29	1	4	..	4	9	..	..	..	..	..
Porbandar State . . .	3' 3½"	1927-28	18	164	..	7,167	7,349	31.0	28.0	..	19.0	19.0
		1928-29	13	169	..	7,473	7,655	33.0	28.0	..	19.0	19.0
Tezpur-Balipara . . .	2' 6"	1927-28	3	..	46	2,406	2,455	16.7	..	12.2	9.70	9.80
		1928-29	3	..	46	2,505	2,554	15.0	..	12.4	9.66	9.70
Trivellore Light . . .	2' 0"	1927-28	..	..	..	148	148	..	..	..	2.37	2.37
		1928-29	..	..	..	169	169	..	..	..	2.37	2.37
Udaipur-Chitorgarh . . .	3' 3½"	1927-28	102	270	154	17,786	18,312	60.0	57.4	53.1	33.9	34.3
		1928-29	110	288	116	19,308	19,822	70.0	59.0	52.0	34.0	35.0
TOTAL CLASS III RAILWAYS	..	1927-28	267	840	2,258	132,874	137,239	24.7†	21.0†	16.1†	14.6†	14.6†
		1928-29	278	845	2,431	138,725	142,279	24.0†	21.6†	15.5†	15.3†	15.3†

* Not available.

†Columns 20 to 24—In these totals passengers travelling over two or more railways are considered as having made two or more journeys.

Class II and III Railways for the years 1927-28 and 1928-29—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thou- sands).	Aver- age miles a ton of goods was car- ried.	Earnings from tons carried (In thou- sands).	Average rate charged for carry- ing a ton of goods one mile (in pies)
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	Other tra- ffic.	Total.				
25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.	
1	3	11	2,02	2,17	20-0	12-0	7-50	4-00	4-15	41	21	62	1,200	19-4	1,36	21-8
1	3	14	2,77	2,05	20-0	12-0	7-50	4-00	4-13	24	20	44	852	19-5	94	21-0
..	1	7	1,55	1,63	24-0	12-0	8-00	6-00	6-09	13	9	22	464	21-0	31	12-0
..	1	6	1,30	1,37	24-0	12-0	8-00	6-00	6-20	11	9	20	456	23-0	28	12-0
..	2	..	43	45	..	12-0	..	6-00	6-14	16	..	16	240	15-0	25	20-0
..	2	..	44	46	..	10-6	..	5-53	5-65	24	..	24	357	15-0	62	27-3
1	..	..	32	33	20-0	..	7-00	3-75	3-75	162	11	173	*	*	2,82	*
1	..	..	28	29	20-0	..	7-00	3-75	3-83	137	13	150	*	*	2,57	*
..	..	..	69	69	..	24-0	..	4-00	4-02	89	2	91	3,363	36-9	1,44	8,21
..	..	..	63	63	..	24-0	..	4-00	4-02	89	3	92	3,079	33-5	1,19	7-43
1	..	3	1,21	1,25	20-0	..	7-50	4-00	4-06	13	12	25	359	14-5	38	20-3
1	..	3	99	1,03	20-0	..	7-50	4-00	4-50	6	7	13	249	19-0	20	15-1
3	14	..	3,57	3,74	31-0	13-0	..	5-00	5-00	170	..	170	7,115	42-0	3,87	11-0
3	13	..	3,53	3,69	30-0	12-0	..	5-00	5-00	165	..	165	8,411	54-0	5,27	12-0
1	..	3	1,37	1,41	12-0	..	4-36	3-54	3-57	14	5	19	278	14-1	38	26-6
1	..	4	1,33	1,38	12-0	..	6-00	4-00	3-71	15	5	20	301	14-7	45	28-5
..	..	..	11	11	28-0	..	10-0	7-00	7-00	11	..	11	36	3-31	12	64-0
..	..	..	13	13	29-0	..	9-00	3-00	4-00	19	..	19	62	3-31	14	44-0
..	1	1	62	64	21-7	10-7	3-80	5-59	5-52	6	7	13	295	22-8	50	32-6
..	..	1	54	55	16-9	8-71	6-31	4-14	4-18	6	6	12	252	21-1	49	37-4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
..	1	5	2,11	2,17	21-0	11-0	7-00	4-0	4-67	41	8	49	918	19-0	59	12-0
1	1	4	2,18	2,24	21-0	11-0	7-00	4-50	4-69	54	7	61	1,204	20-0	79	12-0
..	..	..	46	46	..	..	..	6-00	6-00	14	..	14	151	11-0	40	51-0
..	..	..	51	51	..	..	..	6-00	6-00	16	..	16	160	9-98	43	51-4
10	39	..	20	69	10-0	9-75	..	4-00	6-90	1	..	1	2	2	24	10-0
15	58	..	20	93	15-0	14-0	..	5-00	10-3	1	..	1	2	2	16	8-00
2	7	..	1,30	1,39	17-9	8-96	..	3-47	3-63	135	43	178	4,531	25-0	2,47	11-0
1	8	..	1,35	1,44	17-4	8-92	..	3-47	3-62	150	37	187	4,797	26-0	2,48	10-0
1	..	2	56	59	29-9	..	7-00	4-41	4-56	19	..	19	950	50-0	1,08	21-6
1	..	2	58	61	30-0	..	7-00	4-50	4-57	21	..	21	1,033	49-2	1,13	21-0
..	..	..	4	4	..	..	..	5-19	5-19	..	..	..	..	..	..	..
..	..	..	4	4	..	..	..	6-00	6-00	..	..	..	..	..	..	..
13	17	3	2,77	3,10	24-5	12-1	3-74	2-99	3-25	23	20	43	1,574	36-6	1,60	19-5
14	18	3	3,00	3,35	24-0	12-0	4-00	3-00	3-00	31	18	49	2,075	42-0	2,02	18-0
40	89	72	30,15	32,16	28-8	20-3	6-12	4-32	4-50	920	†179	†1,099	25,547	†23-2	21-60	16-2
40	1,08	71	29,75	32,00	31-8	24-5	5-61	4-12	4-32	906	†158	†1,064	28,083	†26-4	23,04	15-7

* Not available.

† Columns 36, 37 and 38—In these totals consignments passing over two or more Railways are considered as two or more separate consignments

No. 37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			
			Pas- senger.	Mixed.	Goods.	Total (including depart- mental).	Shunting	Miscellaneous*.	Total.	Total engine miles, (in thous- ands) Cols. 7 & 10.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2' 6"	{ 1927-28 1928-29	204 199	133 302	37 28	378 538	57 67	8 10	65 77	443 615
Bengal Doars	3' 3½"	{ 1927-28 1928-29	1 1	290 289	65 65	370 365	40 42	11 12	51 54	421 419
Bhavnagar State	3' 3½"	{ 1927-28 1928-29	247 285	307 252	47 95	612 642	151 164	18 15	169 179	781 821
Bikaner State	3' 3½"	{ 1927-28 1928-29	14 13	771 804	254 44	1,042 872	83 76	52 21	135 97	1,177 969
Darjeeling-Himalayan	2' 0"	{ 1927-28 1928-29	37 37	279 307	252 200	568 544	53 53	22 23	75 76	643 620
Dibru-Sadiya	3' 3½"	{ 1927-28 1928-29	.. ..	238 244	105 87	343 331	237 194	.. ..	237 194	580 525
Gaekwar's Baroda State.	2' 6"	{ 1927-28 1928-29	133 138	384 353	21 47	586 584	160 182	8 12	168 194	754 778
Gondal	3' 3½"	{ 1927-28 1928-29	160 143	233 236	68 72	466 462	134 134	20 17	154 151	620 613
Howrah-Amra Light	2' 0"	{ 1927-28 1928-29	116 89	111 145	19 25	246 259	7 9	2 1	9 10	255 269
Jamnagar and Dwarka	3' 3"	{ 1927-28 1928-29	3 74	208 130	64 98	276 302	96 122	.. 1	96 123	372 425
Junagad State	3' 3½"	{ 1927-28 1928-29	64 64	163 158	38 36	266 266	69 68	10 11	79 79	345 345
Morvi	3' 3½"	{ 1927-28 1928-29	132 128	135 140	35 54	316 327	32 40	.. ..	32 40	345 367
Mysore	3' ½"	{ 1927-28 1928-29	258 253	284 301	122 141	672 709	72 118	.. ..	72 118	744 827
		{ 1927-28 1928-29	1 ..	167 167	5 6	173 173	20 25	.. ..	20 25	193 198
Shahadara (Delhi) Saharanpur Light	2' 6"	{ 1927-28 1928-29	.. ..	20 20	14 14	35 34	4 5	1 ..	5 5	40 39
		{ 1927-28 1928-29	.. ..	135 135	6 5	149 143	12 12	.. ..	12 12	161 155
Total Class II Railways . . . . .	..	{ 1927-28 1928-29	1,370 1,424	3,858 3,984	1,152 1,017	6,498 6,551	1,227 1,311	152 123	1,379 1,434	7,877 7,985
CLASS III.										
Aden	3' 3½"	{ 1927-28 1928-29	.. ..	28 26	.. ..	**29 †26	6 7	.. ..	6 7	35 33
Ahmadpur-Katwa	2' 6"	{ 1927-28 1928-29	33 26	44 49	.. ..	77 75	10 23	20 17	30 40	107 115
Arrah-Sasaram Light	2' 6"	{ 1927-28 1928-29	.. ..	89 96	2 3	91 99	8 10	1 1	9 11	100 110
Bankura Damoodar River	2' 6"	{ 1927-28 1928-29	.. 1	134 109	.. 1	134 111	28 29	23 22	49 51	183 162
Baraset-Basirhat Light	2' 6"	{ 1927-28 1928-29	27 50	136 117	4 8	167 175	2 2	1 1	3 3	170 178
Bengal Provincial	2' 6"	{ 1927-28 1928-29	.. 1	98 98	4 1	104 100	8 8	1 ..	9 8	113 108
Bukhtiarpur Bihar Light	2' 6"	{ 1927-28 1928-29	1 8	61 59	2 1	64 68	14 13	.. ..	14 13	78 81

*Includes light, assisting required, assisting

† Excludes 21,813

** 12,435

(a) 2½ Tons of Wood=1 Ton of Coal and 0.55

and III Railways for the years 1927-28 and 1928-29.

TONS OF FUEL CONSUMED.					AVERAGE COST PER TON AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING FREIGHT BOTH RAIL AND SEA (IN RUPEES).			
Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
..	8,127	29	..	8,139	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	13,020	28	..	13,030	..	6.25	7.00	..	..	13.43	7.00	..
..	8,656	..	..	8,656	..	5.50	7.75	..	..	13.00	7.75	..
..	8,881	..	..	8,881	..	4.89	..	..	..	12.07	..	..
..	14,981	38	9	15,013	..	4.37	..	..	..	12.15	..	..
..	17,602	37	12	17,639	..	5.80	12.00	340.4	..	21.18	12.00	340.4
..	33,346	365	..	33,492	..	8.89	12.00	342.7	..	20.55	12.00	342.7
..	21,687	292	..	21,804	..	4.09	10.00	..	..	16.19	10.00	..
..	13,838	..	..	13,838	..	4.18	9.98	..	..	16.19	10.00	..
..	13,346	..	..	13,346	..	6.05	..	..	..	13.00	..	..
..	13,346	..	..	13,346	..	5.00	..	..	..	12.74	..	..
..	14,066	..	..	14,066	..	13.00	..	..	..	13.00	..	..
..	10,681	..	..	10,681	..	13.00	..	..	..	13.00	..	..
..	9,376	150	..	9,436	..	4.44	6.50	..	..	17.78	6.50	..
..	12,716	128	..	12,767	..	4.06	6.50	..	..	17.56	6.50	..
..	12,632	52	..	12,653	..	16.90	..	..	..	22.50	16.20	..
..	12,927	49	..	12,946	..	14.50	..	..	..	22.80	16.20	..
..	4,329	..	..	4,329	..	4.03	..	..	..	9.83	..	..
..	4,465	..	..	4,465	..	3.25	..	..	..	8.37	..	..
..	7,384	56	..	7,406	..	3.83	40.79	..	..	20.65	40.79	..
..	10,591	74	..	10,620	..	3.17	40.07	..	..	19.98	40.07	..
..	8,374	67	..	8,401	..	21.50	11.07	..	..	22.12	11.07	..
..	7,820	66	..	7,847	..	20.75	7.84	..	..	21.77	7.84	..
..	8,223	86	..	8,257	..	4.51	5.62	..	..	19.60	5.62	..
..	9,727	96	..	9,765	..	4.98	5.41	..	..	20.76	5.41	..
..	17,082	342	..	17,219	..	5.81	9.18	..	..	25.00	9.18	..
..	17,454	275	..	17,564	..	11.59	8.00	..	..	22.87	8.00	..
..	3,065	118	..	3,112	..	5.81	9.18	..	..	23.00	9.18	..
..	2,988	98	..	3,027	..	11.59	8.00	..	..	20.87	8.00	..
..	521	30	..	533	..	5.81	9.18	..	..	26.00	9.18	..
..	493	25	..	503	..	†	†	..	..	23.50	8.00	..
..	2,451	14	..	2,457	..	5.00	15.25	..	..	15.00	15.25	..
..	2,164	11	..	2,188	..	5.00	13.50	..	..	15.00	13.50	..
..	166,451	1,347	9	167,007	..	..	..	..	..	..	..	..
..	166,562	1,177	12	167,053	..	..	..	..	..	..	..	..
674	..	..	6	685	28.87	..	..	524.88	28.87	..	..	524.88
559	..	..	9	576	29.91	..	..	516.87	29.91	..	..	516.87
..	1,557	..	..	1,557	..	4.75	..	..	..	8.19	..	..
..	1,488	..	..	1,488	..	4.75	..	..	..	8.19	..	..
..	1,734	..	..	1,734	..	4.03	..	..	..	9.44	..	..
..	1,702	..	..	1,702	..	2.94	..	..	..	8.31	..	..
..	3,663	..	..	3,663	..	4.75	..	..	..	6.69	..	..
..	3,090	..	..	3,090	..	4.75	..	..	..	6.69	..	..
..	2,882	..	..	2,882	..	4.03	..	..	..	11.00	..	..
..	3,074	..	..	3,074	..	3.25	..	..	..	9.56	..	..
..	1,727	..	..	1,727	..	2.50	..	..	..	6.31	..	..
..	1,587	..	..	1,587	..	2.50	..	..	..	6.31	..	..
..	1,082	..	..	1,082	..	4.03	..	..	..	9.31	..	..
..	1,150	..	..	1,150	..	2.94	..	..	..	8.19	..	..

not required, siding and departmental.
Motor Coach mileage

ton of Oil fuel = 1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Col. 7 & 10.
			Passenger.	Mixed.	Goods.	Total (including departmental).	Shunting.	Miscellaneous.*	Total.	
1	2	3	4	5	6	7	8	9	10	11
CLASS III—contd.										
Burdwan-Katwa	2' 6"	{ 1927-28 1928-29	48 46	60 64	.. ..	108 110	11 33	22 28	33 61	141 171
Cutch State	2' 6"	{ 1927-28 1928-29	1 5	27 27	.. 2	28 34	7 9	.. ..	7 9	35 43
Dehri-Rohtas Light	2' 6"	{ 1927-28 1928-29	.. ..	52 54	.. ..	52 54	20 19	1 1	21 20	73 74
Dholpur-Bari	2' 6"	{ 1927-28 1928-29	††1 **1	66 64	.. ..	67 65	11 14	3 8	14 22	81 87
Futwah-Islampur	2' 6"	{ 1927-28 1928-29	.. ..	40 40	.. ..	40 40	2 2	.. ..	2 2	42 42
Gwalior Light	2' 6"	{ 1927-28 1928-29	7 51	206 217	80 69	412 348	50 45	2 2	52 47	464 395
Howrah-Sheakhala Light	2' 0"	{ 1927-28 1928-29	19 18	41 41	.. 3	60 62	2 3	.. ..	2 3	62 65
Jagadhari Light	2' 0"	{ 1927-28 1928-29	.. ..	25 15	.. ..	25 15	1 1	.. ..	1 1	26 16
Jessore-Jhenidab	2' 6"	{ 1927-28 1928-29	.. ..	81 97	.. ..	82 97	27 34	39 43	66 77	148 174
Jorhat (Provincial)	2' 0"	{ 1927-28 1928-29	7 ‡	39 ‡	1 ‡	47 ‡	.. ‡	.. ‡	.. ‡	47 ‡
Kalighat-Falta	2' 6"	{ 1927-28 1928-29	36 49	78 72	6 7	120 128	103 108	30 31	133 139	253 267
Kulasekaratnam Light	2' 0"	{ 1927-28 1928-29	.. ..	38 42	1 2	39 44	.. ..	.. ..	.. ..	39 44
Mahteran Steam Tramway	2' 0"	{ 1927-28 1928-29	11 10	.. ..	6 5	17 15	.. ..	.. ..	.. ..	17 15
Porbandar State	3' 3½"	{ 1927-28 1928-29	30 26	32 51	21 18	83 95	29 25	1 ..	30 25	113 120
Tezapore-Balipara Light	2' 6"	{ 1927-28 1928-29	.. ..	.. ..	.. ..	36 32	.. ..	.. ..	.. ..	36 32
Trivellore Light	2' 0"	{ 1927-28 1928-29	7 6	.. ..	.. ..	7 6	.. ..	.. ..	.. ..	7 6
Udaipur-Chittorgarh	3' 3½"	{ 1927-28 1928-29	2 44	101 59	3 23	107 126	8 9	1 4	9 13	116 139
Total Class III Railways . . . . .	..	{ 1927-28 1928-29	310 342	1,511 1,397	130 143	1,996 1,925	345 394	145 158	490 552	2,486 2,477

* Includes light, assisting required, assisting

‡ Information not

(a) 2½ Tons of Wood=1 Ton of Coal and 0.55

†† Excludes 3,253

** Excludes 3,301

and III Railways for the years 1927-28 and 1928-29—concl'd.

TONS OF FUEL CONSUMED.					AVERAGE COST PER TON AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING FREIGHT BOTH RAIL AND SEA (IN RUPEES.)			
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal). (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
12	13	14	15	16	17	18	19	20	21	22	23	24
					Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	2,471	..	..	2,471	..	4.75	..	..	..	8.19	..	..
..	2,334	..	..	2,334	..	4.75	..	..	..	8.19	..	..
434	..	5	..	436	..	..	..	..	31.00	..	7.60	..
593	..	4	..	595	..	..	..	..	34.00	..	7.60	..
..	2,357	..	..	2,357	..	4.50	..	..	..	9.38	..	..
..	2,189	..	..	2,189	..	4.00	..	..	..	9.07	..	..
..	1,268	4	..	1,270	..	6.25	10.00	..	..	16.70	10.50	..
..	1,268	5	..	1,270	..	5.75	9.00	..	..	15.82	9.89	..
..	609	..	..	609	..	4.03	..	..	..	9.11	..	..
..	590	..	..	590	..	2.94	..	..	..	8.00	..	..
..	8,110	1	..	8,110	..	5.38	6.00	..	..	15.00	6.00	..
..	8,836	2	..	8,837	..	4.87	10.31	..	..	14.13	10.31	..
..	1,082	..	..	1,082	..	4.03	..	..	..	9.83	..	..
..	1,119	..	..	1,119	..	3.25	..	..	..	8.37	..	..
..	155	3	..	156	..	4.25	27.00	..	..	15.48	27.00	..
..	165	3	..	166	..	4.25	27.00	..	..	15.44	27.00	..
..	1,821	..	..	1,821	..	5.37	..	..	..	10.37	..	..
..	2,249	..	..	2,249	..	5.37	..	..	..	10.37	..	..
..	1,723	..	..	1,723	..	13.00	..	..	..	13.65	..	..
..	1,011	..	..	1,011	..	12.50	..	..	..	15.66	..	..
..	..	..	..	..	..	13.00	..	..	..	15.61	..	..
..	3,540	..	..	3,540	..	4.75	..	..	..	10.32	..	..
..	3,297	..	..	3,297	..	4.75	..	..	..	10.31	..	..
..
..
..	583	..	..	583	..	7.00	..	..	..	21.00	..	..
..	480	..	..	480	..	6.50	..	..	..	20.00	..	..
..	2,548	6	..	2,551	..	6.50	6.00	..	..	24.00	6.00	..
..	3,018	6	..	3,020	..	5.50	6.00	..	..	24.00	6.00	..
..	738	..	..	738	..	..	..	..	..	27.0	..	..
..	642	..	..	642	..	..	..	..	..	23.6	..	..
..	4	103	2	84	..	..	..	..	..	23.63	..	..
..	47	19	2	58	..	..	..	..	..	25.00	13.00	252.0
..	..	..	..	..	..	..	..	..	..	20.00	14.13	275.3
..	1,878	..	..	1,878	..	4.75	..	..	..	17.50	..	..
..	2,595	..	..	2,595	..	4.50	..	..	..	17.00	..	..
1,108	41,532	122	8	42,703	..	..	..	..	..	..	..	..
1,152	41,911	39	1	43,099	..	..	..	..	..	..	..	..

not required, siding and departmental.
available.

Ton of Oil fuel=1 Ton of Coal.

Rail Motor Miles.

" " "

APPENDICES.

Value of Stores purchased by the Principal Railways

Note.—Columns headed A indicate Value of stores

" " B indicate Value of imported

" " C indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A	B	C	A	B	C	A	B	C
1. Bridge work . . .	21	1	62	..	1	..	19,13	4,42	69
2. Engineers' plant, excluding petty tools . . .	1,07	69	13	2,77	2	..	3,09	6,06	3,76
3. Workshop machinery and heavy tools . . .	1,86	34	2	..	6	..	10,54	3,98	1
4. Permanent-way :—									
(a) Rails . . .	..	..	1,32	..	..	2,81	8,79	8	23,34
(b) Steel sleepers . . .	..	..	..	..	..	..	..	78,44	2,03
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	40,42
(d) Wooden sleepers . . .	..	..	13,31	..	..	6,96	..	..	18,66
(e) Chairs and fastenings . . .	64	3	1,42	1,03	12	18	66	74	4,09
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	5	35	15	5,79	7	2	22,24	6,94	2,45
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	..	..	..	1,72	..	..	..	7,75	..
(g) Goods stock . . .	3,08	..	..	3,92	..	..	1,04	9	..
(h) Spare parts—coaching and goods stock . . .	1,68	30	45	2,49	22	..	14,44	7,88	3,79
(i) Motor cars . . .	..	8	..	..	..	..	..	12	..
6. Building and station materials and fencing . . .	1,59	1,93	1,23	8	89	3	30	3,69	2,35
7. Tools and Stores :—									
(a) Tools and cutlery . . .	4	41	9	8	32	7	26	2,64	19
(b) Steel (excluding permanent-way materials) . . .	..	1,18	43	20	87	2	29	2,25	25
(c) Iron (excluding permanent-way materials) . . .	..	53	29	..	27	..	..	1,11	20
(d) Other metals . . .	7	1,03	2	35	73	2	41	1,16	1
(e) Timber . . .	..	1	3,41	..	..	2,60	..	1	10,93
(f) Oils . . .	..	68	1,00	..	1,95	37	1	5,73	1,52
(g) Portland cement . . .	..	13	83	..	..	14	..	24	3,13
(h) All other stores . . .	26	1,91	1,84	80	2,48	2,56	69	20,80	9,61
8. Electrical plant and materials . . .	63	1,98	..	33	81	..	39	6,35	6
9. Other materials purchased in India—									
(a) Coal and coke . . .	..	..	12,39	..	..	10,62	..	..	28,84
(b) Stone . . .	..	..	..	..	..	43	..	..	20
(c) Bricks . . .	..	..	..	..	..	..	..	..	42
(d) Indian lime . . .	..	..	16	..	..	..	..	..	7
(e) Ballast . . .	..	..	5	..	..	81	..	..	6,89
(f) Others . . .	..	..	1	..	..	45	..	33	37
Total . . .	11,65	11,69	39,17	19,56	8,82	28,09	82,28	1,60,81	1,65,18

* Includes figures of Vizagapatam Harbour construction.

DIX A.

during the year 1928-29. (In thousands of rupees).

Imported direct.

Stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †		
A	B	C	A	B	C	A	B	C	A	B	C
10,19	68	4	58	1,84	19	23	72	2,51	12,22	8	103
49	75	8	11	2,04	..	67	1,50	74	43	194	..
9,26	75	..	2,16	46	..	2,13	56	20	5,31	11,99	..
..	..	2,60	59	..	3,65	..	5	3,79	..	..	15,36
5,03	..	1,43	..	..	..	96	..	2	1,31	..	..
..	..	..	..	..	..	..	39	2,95	..	..	7,35
..	..	12,40	..	..	17,89	..	..	16,33	..	..	29,67
1,58	51	89	3,02	1,51	36	1,53	45	1,74	9	..	2,06
..
9,26	66	4,89	7,58	1	..	17,07	1,70	54	45,10	..	..
..	..	..	..	1	..	..	..	..	..	..	..
..
15,06	..	..	..	..	..	..	..	..	..	..	..
..
..	..	..	1,58	1	..	1,06	84	6,44	..	..	..
..	..	..	43	..	..	3,22	..	3,66	..	..	8,69
4,70	83	4,37	7,86	..	..	1,71	23	13	24,49	28,52	..
..	11	..	..	11	..	..	15	..	..	6	..
1,39	2,39	1,19	1,01	58	94	7	2,47	3,55	75	8,56	4,33
23	1,16	18	62	28	..	1	97	36	7	3,46	28
3,91	2,07	..	3,85	65	..	5	1,61	89	1,61	4,00	..
49	36	53	6	79	37	..	95	1,25	1	42	29,86
1,75	2,07	4	39	17	46	..	1,22	1,43	59	1,35	1
..	1	14,77	..	..	11,80	..	..	11,84	..	..	10,25
..	3,01	6,45	..	64	2,93	..	1,96	2,38	..	2,98	8,31
..	4	3,64	1,37	1,60	..	..	..	3,53	..	..	4,79
4,45	14,19	6,15	3,63	3,17	3,29	53	8,30	14,94	2,08	42,42	20,38
14,76	8,04	6	1,49	1,84	28	20	7,67	3	1,85	15,00	2,03
..	..	31,26	..	..	37,37	..	..	17,97	..	..	17,10
..	..	27	..	..	1,37	..	..	..	..	..	62
..	..	36	..	..	1,57	..	..	1,86	..	..	3,66
..	..	23	..	..	1	..	..	25	..	..	1,11
..	..	4,48	..	..	8,30	..	..	3,29	..	..	7,31
..	..	5,01	..	..	45	..	..	56	..	..	..
82,54	37,63	1,01,32	36,33	15,71	91,23	29,44	31,74	1,03,18	95,91	1,20,78	1,74,20

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Principal Railways during the

NOTE.—Columns headed A indicate Value of stores
 " " B indicate Value of imported
 " " C indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A	B	C	A	B	C	A	B	C
1. Bridge work	3,85	24	..	2,88	..	..	16,14	10,05	61
2. Engineers' plant, excluding petty tools	26	1,31	7	48	2	..	1,14	5,96	37
3. Workshop machinery and heavy tools	1,22	4,32	4	8,21	1	..	22	6,06	2
4. Permanent-way :—									
(a) Rai's	5,66	1	12,06	38	..	15	..	1,46	24,50
(b) Steel sleepers	24,59	..	..	9,90	..	..	..	..	..
(c) Cast iron sleepers . . . . .	..	..	1,80	..	..	5	..	..	8,58
(d) Wooden sleepers . . . . .	..	2,48	24,58	..	..	14,20	..	..	90,62
(e) Chairs and fastenings	6,97	8,85	4,08	5,94	..	42	14,41	12,11	1,83
(f) Concrete sleepers . . . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts	31,48	1,43	14	24,44	40	3	55,71	9,63	17
(b) Rai motors and spare parts . . . . .	..	3	..	..	..	..	..	34	..
(c) Steam coaches and spare parts . . . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts . . . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock	2,84	4	..	71	23	3	..	3,20	..
(g) Goods stock	6,80	..	..	1,86	85	..	..	60	..
(h) Spare parts—coaching and goods stock	3,02	8,14	77	5,53	3,05	9	10,76	24,50	97
(i) Motor cars . . . . .	..	21	..	..	..	..	..	1,14	5
6. Building and station materials and fencing	64	5,20	4,47	1,78	51	2,14	87	7,47	1,56
7. Tools and stores :—									
(a) Tools and cutlery	1,58	1,79	33	1,29	69	18	3	4,43	50
(b) Steel (excluding permanent-way materials)	1,35	5,86	..	3,92	1,31	3	7	8,33	3,04
(c) Iron (excluding permanent-way materials)	20	26	55	1,28	11	60	..	3,34	3,77
(d) Other metals	2,39	1,29	3,95	1,26	3,44	10	..	5,08	24,83
(e) Timber . . . . .	..	5	13,28	..	..	5,48	..	..	49
(f) Oils . . . . .	..	9,04	2,31	1	5,42	1,52	..	7,89	14,97
(g) Portland cement . . . . .	..	..	2,83	60	31	30	..	30	4,87
(h) All other stores	1,75	17,57	14,18	5,10	3,50	5,38	2,23	20,42	19,35
8. Electrical plant and materials	2,45,83	20,40	61	8,78	1,07	40	3	14,63	4
9. Other materials purchased in India—									
(a) Coal and coke . . . . .	..	..	45,19	..	..	35,14	..	..	69,30
(b) Stone . . . . .	..	..	31	..	..	..	..	..	3,24
(c) Bricks . . . . .	..	..	56	..	..	35	..	2	5,36
(d) Indian lime . . . . .	..	..	35	..	..	2	..	..	42
(e) Ballast . . . . .	..	..	10,23	..	..	2,92	..	..	8,63
(f) Others . . . . .	..	23,65	95	..	..	..	..	10	5,69
Total	3,40,43	1,12,17	1,43,64	84,35	20,02	60,53	1,01,61	1,47,06	2,93,68

DIX A—concl'd.

year 1928-29. (In thousands of rupees)-- concl'd.

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.		
A	B	C	A	B	C	A	B	C
..	..	..	5,04	65	27	70,47	18,70	5,96
2	1	..	2,36	63	3	12,89	20,93	5,18
..	3	..	1,46	30	..	42,37	28,85	29
..	..	..	22,76	..	9,02	38,18	1,60	98,60
..	..	..	17,85	..	..	59,64	78,44	2,48
..	..	..	1	..	..	1	39	61,15
..	..	2,38	..	..	17,51	..	2,48	2,64,41
21	4	..	11,27	1,18	1,06	47,35	25,54	19,03
..
58	9	..	27,69	14	..	2,47,46	21,42	8,38
..	..	..	..	..	..	..	38	..
..
..	..	..	..	..	..	15,05	..	..
10	1	..	..	..	..	8,01	12,08	6,47
29	..	..	1,08	..	..	21,72	1,54	12,35
17	4	..	5,79	61	12	82,64	74,32	10,69
..	..	..	..	..	..	..	1,98	5
1	8	..	1,92	5,27	79	10,41	39,04	22,58
2	11	2	70	67	16	4,93	16,93	2,36
11	3	..	14	65	46	15,50	28,81	5,12
2	32	..	1,56	52	1	3,62	8,98	37,43
..	18	..	54	37	1	7,75	18,09	30,88
..	..	25	..	..	3,35	..	8	88,45
..	..	54	..	1,40	3,84	2	40,70	46,14
..	..	3	..	46	1,75	1,97	3,08	25,84
11	75	35	3,32	4,20	4,02	24,95	1,39,71	1,02,05
1	13	..	3,80	2,66	1,52	2,78,10	80,58	5,03
..	..	2,12	..	..	13,01	..	..	3,20,31
..	..	..	..	..	56	..	..	7,00
..	..	..	..	..	4,31	..	2	18,45
..	..	..	..	..	15	..	..	2,77
..	..	10	..	..	3,32	..	..	55,33
..	..	38	..	..	..	..	24,08	13,87
1,65	1,81	6,17	1,07,29	19,71	65,27	9,93,04	6,88,75	12,80,66

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	OUTPUT.			
						Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9	10
					Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1926-27	31,51,006	543,136	4,278	104,654	652,068
				1927-28	30,74,378 (a)	875,063	..	114,664	989,727
				1928-29	32,81,342	808,554	..	113,620	922,174
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1926-27	10,35,608 (b)	44,993	4,160	7,274	56,427
				1927-28	9,13,386	92,798	5,855	14,247	112,900
				1928-29	9,89,622	104,370	4,889	11,765	121,024
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1926-27	56,45,474	560,611	112,516	82,192	755,319
				1927-28	57,45,724	568,852	130,950	77,448	777,250
				1928-29	60,38,335	522,857	130,641	92,788	746,286
Bhurkunda . . .	State . . .	Bihar and Orissa.	1st June 1927.	1926-27	36,51,327	8,048	..	..	8,048
				1927-28	41,24,060	39,543	..	..	39,543
				1928-29	48,24,236	71,749	..	2,292	74,041
Kargali . . .	State . . .	Bihar and Orissa.	18th June 1917.	1926-27	48,26,068 (c)	618,357	45,471	14,686	678,514
				1927-28	47,97,083 (d)	817,356	52,369	15,961	885,686
				1928-29	47,79,216	698,563	40,864	23,024	762,451
Argada . . .	B. N. Railway .	Bihar and Orissa.	1st April 1926.	1926-27	28,84,639	144,021	..	7,712	151,733
				1927-28	31,34,317	224,332	1,215	31,754	257,301
				1928-29	(e)31,22,805	271,117	Nil	32,322	303,439
Talcher Coal-fields.‡	B. N. Railway .	Bihar and Orissa.		1926-27	8,16,643	..	..	..	..
				1927-28	8,29,302	..	..	..	..
				1928-29	9,20,610	..	..	..	..
	M. & S. M. Railway.	Bihar and Orissa.		1926-27	1,09,348	..	..	..	..
				1927-28	13,45,428	..	..	..	..
				1928-29	(f)4,43,585	..	..	..	..
				1926-27	58,37,530	..	..	..	..
Jarangdih . . .	B., B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	1927-28	62,30,245	98,846	Nil	292	99,138
				1928-29	62,66,301	114,331	Nil	461	114,792
				1926-27	17,72,709	..	..	..	..
Ralignara‡ . . .	B., B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.		1927-28	18,22,738	..	..	..	..
				1928-29	19,05,660	..	..	..	..
				1926-27	1,15,032	..	..	..	..
Kedla Colliery.‡ . . .	E. I. and B. N. Railways.	Bihar and Orissa.		1927-28	1,65,802	..	..	..	..
				1928-29	1,95,032	..	..	..	..
				1926-27	1,15,032	..	..	..	..

APPENDIX C.

Statement of the Number of Servants of all races employed on each Railway system (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1927-28 and 1928-29.

Railway.	Number of servants employed.														Remarks.	
	Statutory Indians.												Grand total.			
	Europeans.		Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.		1927-28	1928-29.		
	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
CLASS I																
Assam-Bengal	72 (a)	69	9,645	9,898	4,519	5,062	311 (a)	315	108	140	14,583 (a)	15,415	14,655	15,484	(a) Revised figures.	
Bengal and North Western.	111 (a)	110	23,388	23,795	2,836	3,225	206 (a)	220	156	160	26,586 (a)	27,409	26,697	27,519		
Bengal-Nagpur	712 (a)	558	56,069	61,751	6,899	7,746	1,483 (a)	1,509	704	1,119	65,155 (a)	72,125	65,867	72,683		
Bombay, Baroda and Central India.	334 (a)	321	57,271	55,740	12,687 (a)	12,498	1,180 (a)	1,085	2,933 (a)	2,984	74,071 (a)	72,307	71,405	72,628		
Burma	128 (a)	126	16,751	16,715	2,806 (a)	3,031	687 (a)	664	6,127 (a)	6,812	26,371 (a)	27,222	26,499	27,348		
Eastern Bengal	303 (a)	305	38,797	38,824	16,091 (a)	17,336	633 (a)	685	288 (a)	333	55,809 (a)	57,178	56,112	57,483		
East Indian	1,176 (a)	1,248	107,036	112,060	30,905 (a)	31,513	2,579 (a)	2,326	1,002 (a)	1,387	141,522 (a)	147,286	142,698	148,534		
Great Indian Peninsula	685 (a)	719	102,091	96,078	13,119 (a)	12,842	2,058 (a)	1,990	5,195 (a)	5,144	122,463 (a)	116,054	123,148	116,773		
Jodhpur	30 (a)	29	5,786	5,440	2,072 (a)	1,829	22 (a)	22	81 (a)	67	7,961 (a)	7,358	7,991	7,387		
Madras and Southern Mahratta.	239 (a)	235	41,965	41,454	5,732 (a)	5,947	2,280 (a)	2,187	2,303 (a)	2,836	52,330 (a)	52,424	52,569	52,659		
Nizam's Guaranteed State.	77 (a)	85	10,584	11,772	2,237 (a)	2,428	328 (a)	349	639 (a)	686	13,788 (a)	15,237	13,865	15,320		
North Western	908 (a)	851	43,925	41,400	71,004 (a)	66,393	1,110 (a)	1,289	4,349 (a)	7,787	129,389 (a)	116,869	121,257	117,720		
Rohilkund and Kumaon.	21 (a)	23	4,089	4,041	2,036 (a)	1,910	31 (a)	38	5 (a)	6	6,161 (a)	5,995	6,182	6,018		
South Indian	161 (a)	162	29,214	28,917	2,278 (a)	2,116	1,337 (a)	1,543	3,673 (a)	3,594	36,502 (a)	36,170	36,663	36,332		
Total	(a) 4,957	4,841	(a) 546,621	547,885	(a) 175,271	173,876	(a) 14,245	14,231	(a) 27,554	33,035	(a) 763,691	769,047	(a) 768,648	773,888		
CLASS II																
Karsi Light	8	10	1,183	1,217	189	226	5	17	56	52	1,433	1,512	1,441	1,522		
Bengal-Doon	5	5	1,448	1,383	228	194	5	5	58	60	1,739	1,651	1,744	1,656		
Bhavnagar State	4	4	2,582	2,614	227	250	1	1	52	52	2,862	2,917	2,866	2,921		
Bikaner State.	11	10	3,136	3,211	729	697	6	4	10	6	3,881	3,918	3,892	3,928		
Darjeeling-Himalayan	12	12	1,958	1,942	89	82	18	20	26	22	2,091	2,066	2,103	2,078		
Dibru-Sadiya	11	11	2,520	2,014	202	252	5	3	15	19	2,542	2,288	2,553	2,299		
Gaekwar's Baroda State.	2	..	2,719	2,651	267	232	13	6	69	49	3,068	2,938	3,070	2,938		
Gondal	..	..	1,234	1,212	80	169	..	..	12	18	1,326	1,339	1,326	1,339	
Howrah-Amra Light	3	3	780	822	238	183	11	13	..	2	1,029	1,020	1,032	1,023		
Jamnagar and Dwarka.	1	1	966	1,059	193	182	..	..	9	9	1,168	1,250	1,169	1,251	
Junagad State	2	1	918	943	211	200	6	6	8	6	1,143	1,155	1,145	1,156		
Morvi	..	..	639	661	53	43	..	..	1	1	693	705	693	705	
Mysore	4	4	915	932	(a) 131	131	27	32	78	91	(a) 1,151	1,186	(a) 1,155	1,190		
Shahdara (Delhi) Saharanpur	4	3	349	380	264	253	..	..	4	3	617	636	621	639	
Total	67	64	21,147	21,041	(a) 3,101	3,034	97	107	398	399	(a) 24,743	24,581	(a) 24,810	24,645		
Class III. Total	23	19	6,246	5,305	1,170	1,125	20	18	58	60	6,494	6,508	6,517	6,527		
Railway Board and other Railway Offices.	63	64	(a) 1,701	2,114	(a) 346	439	53	60	(a) 71	129	(a) 2,171	2,742	(a) 2,234	2,806		
Grand Total	5,110	4,988	574,715	576,345	179,888	178,474	14,415	14,416	28,081	33,643	797,099	802,878	802,209	807,860		

APPENDIX D (i).

Summary of accidents and Casualties reported by railways open for traffic in India as having occurred during 1928-29 and the preceding four years.

Class of accidents.	1924-25.		1925-26.		1926-27.		1927-28.		1928-29.	
I.—Accidents to trains—										
Collisions—										
Passenger trains	79		65		75		67		63	
Other trains and light engines	403		375		446		343		329	
Derailments—										
Passenger trains	404		347		381		383		412	
Other trains	4,011		4,397		4,946		4,343		4,637	
II.—Accidents due to failure of engines and rolling-stock—										
Failure of engines due to faulty design, material or workmanship in the Mechanical Department.—										
(1) boilers and tubes	276		275		169		169		163	
(2) machinery springs, etc.	1,879		2,178		620		544		641	
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.—										
(1) boilers and tubes					435		399		377	
(2) other causes					1,591		1,668		2,228	
Failure of tyres and wheels	34		20		49		30		33	
ditto axles	170		145		46		60		99	
ditto brake apparatus	32		33		19		20		26	
ditto couplings and draft gear	3,080		2,722		2,930		3,368		3,150	
III.—Accidents due to failure to permanent way, etc.—										
Broken rails	298		361		330		353		308	
Failure of tunnels, bridges, viaducts culverts, etc.	6		12		20		15		9	
Flooding of portions of permanent-way	141		92		132		164		126	
Slips in cuttings or embankments	75		40		44		38		52	
IV.—Accidents due to fire—										
Fire in trains	296		206		215		177		158	
Fire at stations or involving injury to bridges or viaducts	72		84		68		68		79	
V.—Other accidents—										
Trains running over cattle on the line	8,350		9,612		10,053		9,684		9,707	
Trains running over obstructions on the line	287		294		320		258		219	
Trains running over obstructions or vehicles at level crossings	593		836		574		136		120	
Miscellaneous							560		542	
TOTAL	20,486		22,094		23,463		22,847		23,468	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
*NUMBER OF PERSONS KILLED OR INJURED—										
A.—In accidents to trains, rolling-stock and permanent way—										
Passengers	117	206	22	161	16	126	45	104	24	207
Railway servants	36	168	20	141	25	126	23	166	21	192
Other persons	19	34	35	78	19	35	39	84	55	94
TOTAL	172	408	77	380	60	287	107	354	100	493
B.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—										
Passengers	295	1,085	352	1,131	324	1,117	339	1,046	390	1,131
Railway servants	386	721	333	1,285	319	1,253	323	1,323	341	1,492
Other persons	2,016	764	2,081	817	2,107	793	2,203	732	2,448	776
TOTAL	2,697	2,570	2,766	3,233	2,750	3,163	2,865	3,101	3,179	3,398
C.—In accidents on railway premises not connected with the movement of railway vehicles—										
Passengers	6	21	3	31	7	21	3	29	4	30
Railway servants	44	600	49	1,897	46	2,204	54	2,713	49	3,180
Other persons	26	59	23	68	30	61	41	68	26	86
TOTAL	76	680	75	1,996	83	2,286	98	2,810	79	3,296
TOTAL PASSENGERS	418	1,312	377	1,323	347	1,264	367	1,179	418	1,368
TOTAL RAILWAY SERVANTS	466	1,489	402	3,323	390	3,583	400	4,202	411	4,864
TOTAL OTHER PERSONS	2,061	857	2,139	963	2,156	889	2,283	884	2,529	955
GRAND TOTAL	2,945	3,658	2,918	5,609	2,893	5,736	3,070	6,265	3,358	7,187

Railway Servants. Other Persons. Total.

{ Killed .. 30 .. 30
Injured .. 7,301 .. 1 .. 7,302

*Number of persons killed or injured in Railway Workshops not included in the above summary.

Number of persons killed or injured during the year 1928-29 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.	—	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
PASSENGERS.										
FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.										
1	From falling between trains and platforms	Killed	..	..	..	1	1	3	6	4
		Injured	..	..	..	9	1	3	9	15
2	From falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	3	1	4	4	6	16	7
		Injured	1	4	9	20	12	10	44	22
3	Whilst crossing the line at stations	Killed	..	..	..	3	..	1	8	6
		Injured	1	1	2	3	..	..	1	10
4	By closing of carriage doors	Killed	..	..	..	..	..	..	..	..
		Injured	..	..	..	3	..	..	..	1
5	From falling or jumping out of carriages during the running of trains.	Killed	3	1	5	16	7	15	63	28
		Injured	17	103	71	46	31	19	81	77
6	By other accidents	Killed	..	..	..	..	..	..	3	5
		Injured	4	1	1	4	1	2	3	10
7	TOTAL PASSENGERS	Killed	3	4	6	24	12	25	96	50
		Injured	23	109	83	85	45	34	138	135
RAILWAY SERVANTS.										
ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										
1	Whilst coupling or uncoupling vehicles	Killed	2	..	..	..	..	..	2	2
		Injured	1	1	2	59	17	4	9	107
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	..	1	..
		Injured	..	..	..	3	..	..	1	..
3	Whilst passing over or standing upon buffers during shunting.	Killed	..	..	..	..	2	..	..	..
		Injured	..	..	2	..	2	..	..	3
4	When getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	1	..	1	..	2	2	..	6
		Injured	2	..	4	7	9	5	2	11
5	Whilst braking, spragging or choking wheels	Killed	..	..	..	1	..	..	..	..
		Injured	..	..	1	5	..	..	..	28
6	Whilst attending to ground points, marshalling trains, etc.	Killed	1	..	..	..	..	..	..	2
		Injured	..	..	1	..	1	1	..	3
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
		Injured	..	..	1	..	..	..	1	..
8	By other accidents during shunting operations not included in the preceding.	Killed	..	1	..	..	2	2	4	5
		Injured	..	4	7	3	7	7	5	18
	TOTAL	Killed	4	1	1	1	6	4	7	15
		Injured	3	5	18	77	36	17	18	3

DIX D (ii).

vehicles exclusive of trains, etc., accidents included in Appendix D (iii) on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

	Jodhpur.	Madras and Southern Maharratta.	Nizam's Guaranteed State.	North Western.	Rohilkund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
							1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	
				7			22	31		1			22	32	1
				23		1	61	64					61	64	
1			1	6		7	56	42	1	2	2		59	44	2
			4	19		1	146	148	2	2	1		149	150	
			1	16	1		36	16	2		1		39	16	3
				6			24	17	1	1			25	18	
				1			1	2			1		2	2	4
	1						5	6	1				6	6	
1	16			61	4	31	251	230	3	3			254	233	5
	89	43		149	8	51	785	721	36	27	14	10	835	758	
				3			11	12	2		1		14	12	6
	12	3		9		1	51	49	4	1			55	50	
2	16	2		94	5	38	377	333	8	6	5		390	339	7
	102	50		206	8	54	1,072	1,005	44	31	15	10	1,131	1,046	
						3	9	16	1	1			10	17	1
	26	8		26	1	16	277	246	6	6	3	7	286	259	
				2			3		1		1		5		2
	1			3			11	5					11	5	
							2	3					2	3	3
1	2			2			12	6	2	3			14	9	
							12	4	1				13	4	4
	2	3		12			57	27	1	2		1	58	30	
							1	2					1	2	5
	2			4			40	26			1	3	41	29	
1	2			1			7	5					7	5	6
	1						7	10	2	2			9	12	
															7
	2			2			6	3					6	3	
1				8		1	24	23					24	23	8
	8			26	1	2	88	64	1	6		1	89	71	
2	2			11		4	58	53	3	1	1		62	54	9
1	44	11		75	2	18	498	387	12	19	4	12	514	418	

Number of persons killed or injured during the year 1928-29 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Serial No.	Class of accident.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central. India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
RAILWAY SERVANTS—concl'd.										
9	Brought forward	Killed	4	1	1	1	6	4	7	15
		Injured	3	5	18	77	36	17	18	173
OTHER ACCIDENTS.										
10	From falling off engines, etc., during the running of trains.	Killed . . . . .	..	..	..	1	..	1	2	4
		Injured . . . . .	..	..	7	5	4	1	12	23
11	By coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed . . . . .	..	..	..	..	1	..	1	2
		Injured	2	1	..	3	2	2	2	22
12	When getting on or off engines, vans, etc., during the running of trains.	Killed	1	..	..	..	..	..	2	7
		Injured . . . . .	..	..	..	8	3	1	10	33
13	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed . . . . .	..	..	..	..	..	..	..	..
		Injured . . . . .	..	1	1	19	6	..	5	192
14	Whilst working on the permanent-way, sidings, etc.	Killed . . . . .	..	..	5	..	2	1	11	11
		Injured . . . . .	..	..	11	..	3	1	5	3
15	Whilst attending to gates at level-crossings	Killed . . . . .	..	..	..	..	1	..	3	..
		Injured . . . . .	..	..	..	1	..	..	..	1
16	Whilst walking, crossing, or standing on the line on duty.	Killed	2	1	3	14	5	7	26	35
		Injured . . . . .	..	3	9	34	4	10	8	36
17	From being caught between vehicles	Killed . . . . .	..	..	..	..	..	1	..	..
		Injured . . . . .	..	..	1	2	..	..	..	1
18	From falling or being caught between trains and platforms, walls, etc.	Killed . . . . .	..	..	..	1	..	2	1	1
		Injured . . . . .	..	..	1	9	..	3	1	1
19	Whilst walking, etc., on the line on the way home or to work.	Killed . . . . .	..	1	..	6	5	4	9	7
		Injured	1	..	..	10	4	5	..	2
20	Miscellaneous	Killed	1	..	5	..	..	6	28	1
		Injured	2	6	17	45	10	18	34	31
21	TOTAL	Killed	4	2	13	22	14	22	83	68
		Injured	5	11	47	136	36	41	77	344
TOTAL RAILWAY SERVANTS		Killed	8	3	14	23	20	26	90	33
		Injured	8	16	65	213	72	59	95	517
OTHER PERSONS.										
1	Whilst passing over the railway at level crossings.	Killed . . . . .	..	..	..	2	3	5	3	..
		Injured . . . . .	..	..	..	1	1	2	1	..
2	While trespassing on the line	Killed	54	206	210	131	83	185	444	223
		Injured	41	86	92	55	53	50	85	44
3	Suicides	Killed	2	10	22	13	3	23	124	43
		Injured . . . . .	..	2	2	..	..	..	3	..
4	Miscellaneous	Killed . . . . .	..	3	3	1	1	3	20	..
		Injured	2	5	9	2	4	3	10	1
5	TOTAL OTHER PERSONS	Killed	56	219	235	147	90	216	591	266
		Injured	43	93	103	58	58	55	99	45
6	GRAND TOTAL	Killed	67	226	255	194	122	267	777	399
		Injured	74	218	251	356	175	147	332	697

DIX D(ii)—concl'd.

vehicles exclusive of trains, etc., accidents included in Appendix D (iii) on all railways open for traffic far as practicable, the nature and causes of the accidents occasioning death or injury.

Jodhpur.	Madras and Southern Mah-ratta.	Nizam's Guarant- eed State.	North Western.	Rohil- kund and Kumaon.	South Indian.	TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No.
						1928-29	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	
2	2	..	11	..	4	58	53	3	1	1	..	62	54	9
1	44	11	75	2	18	498	387	12	19	4	12	514	418	
..	..	..	..	..	..	8	9	2	1	..	..	10	10	10
..	9	3	9	..	3	76	87	7	11	..	..	83	98	
..	..	..	..	..	..	4	7	..	..	..	..	4	7	11
..	1	2	4	..	..	41	28	3	1	1	..	45	29	
..	1	..	5	..	1	17	19	..	2	..	..	17	21	12
..	6	..	15	2	1	79	108	3	3	..	1	82	112	
..	..	1	..	..	..	1	2	..	..	..	..	1	2	13
..	..	2	19	..	3	248	187	..	3	..	1	248	191	
..	1	..	3	..	1	35	24	1	..	..	..	36	24	14
..	2	..	12	1	..	37	33	1	1	..	..	38	39	
..	..	..	1	..	..	5	10	..	..	..	..	5	10	15
..	1	..	1	..	..	4	3	2	..	1	..	7	3	
..	1	3	15	..	1	113	97	1	1	1	..	115	98	16
..	10	3	24	1	2	144	101	2	5	..	2	146	108	
..	..	1	1	..	..	3	3	..	..	..	..	3	3	17
..	3	..	2	..	1	10	8	..	3	..	..	10	11	
..	..	..	..	1	..	6	6	..	..	..	..	6	6	18
..	1	..	12	..	..	28	23	..	1	..	..	28	24	
..	..	..	2	..	..	34	37	..	3	..	..	34	40	19
..	2	..	3	..	..	27	46	2	2	..	..	29	48	
1	..	..	2	..	2	46	47	1	1	1	..	48	48	20
..	62	3	19	2	7	256	240	5	1	1	1	262	242	
1	3	5	29	1	5	272	261	5	8	2	..	279	269	21
..	97	13	120	6	17	950	869	25	31	3	5	978	905	
3	5	5	40	1	9	330	314	8	9	3	..	341	323	22
1	141	24	195	8	35	1,448	1,256	37	50	7	17	1,492	1,323	
..	..	..	4	..	..	17	12	1	1	..	..	18	13	1
..	..	..	4	..	..	9	6	4	..	..	2	13	8	
7	98	25	190	21	89	1,966	1,804	25	26	11	1	2,002	1,831	2
2	33	2	45	15	29	632	596	23	19	14	9	669	624	
1	35	2	24	1	23	326	302	6	6	7	2	339	310	3
..	2	..	5	..	..	14	23	..	1	..	..	14	24	
1	3	1	27	2	10	75	47	10	..	4	2	89	49	4
2	6	2	14	..	14	74	60	3	13	2	3	79	76	
9	136	28	245	24	122	2,384	2,166	42	33	22	5	2,448	2,203	5
4	41	4	68	15	43	729	685	30	33	16	14	775	732	
14	157	35	379	30	169	3,091	2,812	58	48	30	5	3,179	2,865	6
5	284	76	469	31	132	3,249	2,946	111	114	36	41	3,398	3,101	

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways open to servants and other persons.

ASSAM-BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.
(b) other causes	..	19	19	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	3	3	..	..	1	1	..	..	1	1
(b) other causes	..	30	30	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical department.—											
(1) boilers and tubes	..	7	7	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes
(2) other causes
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	..	75	75	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	21	21	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	121	121	..	1	..	2	..	..	..	3
(c) Trains running over obstructions on the line other than those at level-crossings.)	..	9	9	..	..	..	2	..	..	..	2
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	1	..	1	..
Miscellaneous
Total	..	309	309	..	1	1	5	1	..	2	6

DIX D (iii).

for traffic, distinguishing between the different classes of accidents and the number of passengers, railway killed or injured in each class of accident.

BENGAL AND NORTH-WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	..	1	..	7	..	..	..	..	..	7	1
2	..	2	1	11	1	1	..	..	2	12	2
..	..	..	..	..	..	..	..	..	..	..	3
..	6	6	..	..	..	1	..	..	..	1	4
..	2	2	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	6	6	..	..	..	..	..	1	..	1	7
..	11	11	..	..	..	..	..	..	..	..	(a)
..	7	7	..	..	..	..	..	..	..	..	(b)
..	14	14	..	..	..	..	..	..	..	..	(a)
..	3	3	..	..	..	..	..	..	..	..	9
..	4	4	..	..	..	..	..	..	..	..	(a)
..	13	13	..	..	..	..	..	..	..	..	(1)
..	120	120	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	2	2	..	..	..	..	..	..	..	..	(d)
..	1	1	..	..	..	..	..	..	..	..	(e)
..	1	1	..	..	..	1	..	..	..	1	(f)
..	80	80	..	..	..	..	..	..	..	..	(g)
..	6	6	..	..	..	..	..	..	..	..	10
..	3	3	..	..	..	..	..	..	..	..	(a)
..	9	9	..	..	..	..	..	..	..	..	(b)
..	2	2	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	8	8	..	..	..	..	..	..	..	..	12
..	151	151	..	..	..	..	..	..	..	..	(a)
..	4	4	..	..	..	..	..	..	..	..	(b)
..	5	5	..	..	..	1	1	..	1	1	(c)
..	19	19	..	..	..	..	..	..	..	..	(d)
3	479	482	1	18	1	4	1	1	3	23	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways railway servants and other persons,

BENGAL-NAGPUR											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	2	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	1	38	39	..	..	..	12	..	..	..	12
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	103	103	..	..	..	2	..	..	..	2
9. Accidents due to failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes	..	47	47	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	99	99	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	2	121	123	..	..	..	2	..	..	..	2
10. Accidents due to failure of permanent way, etc.—											
(a) Broken rails	..	49	49	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way	..	5	5	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	8	8	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	288	288	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings)	..	12	12	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Miscellaneous	..	25	25	..	5	..	9	..	2	10	24
Total	3	813	816	..	5	..	27	2	10	2	42

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, killed or injured in each class of accident.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	1	1	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	2	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	3
..	17	17	..	..	..	3	..	..	..	3	4
..	1	1	..	..	..	..	..	..	..	..	5
..	4	4	..	..	..	2	..	..	..	2	6
..	3	3	..	..	..	..	..	..	..	..	7
1	9	10	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(b)
..	912	912	..	..	..	2	..	..	..	2	(a)
..	..	..	..	..	..	..	..	..	..	..	(1)
..	3	3	..	..	..	..	..	..	..	..	(2)
..	17	17	..	..	..	..	..	..	..	..	(1)
..	159	159	..	..	..	..	..	..	..	..	(2)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	9	9	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
..	239	239	..	..	..	..	..	..	..	..	(g)
..	60	60	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
9	1	10	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
..	23	23	..	..	..	..	..	..	..	..	(a)
1	7	8	..	..	..	..	3	2	3	2	(b)
..	13	13	..	..	..	..	..	..	..	..	(a)
..	781	781	..	..	..	..	..	..	..	..	(b)
9	7	16	..	..	..	..	..	..	..	..	(c)
..	9	9	..	..	..	..	..	3	..	3	(d)
1	24	25	..	..	..	3	..	..	..	3	(e)
21	2,305	2,326	..	..	..	12	3	5	3	17	Total.

APPEN

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways
railway servants and other persons

BURMA.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	15	15	..	..	..	1	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines .. ..	..	3	3	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	3	..	3	..	..	..	..	..	..	..	..
(b) other causes	15	..	15	..	..	..	1	..	..	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	1	4	5	..	..	3	1	..	..	3	..
(b) other causes	1	76	77	..	..	..	..	..	3	..	..
9. Accidents due to failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical department.											
(1) boilers and tubes .. .. .	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. .. ..	..	38	38	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes .. .. .	..	27	27	..	..	..	..	..	..	..	..
(2) other causes .. .. .	..	212	212	..	..	..	1	..	..	..	..
(c) The failure of tyres .. .. .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels .. .. .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles .. .. .	..	6	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .. .. .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear ..	1	99	100	..	5	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails .. .. .	..	11	11	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	2	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way ..	5	25	30	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	5	7	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	13	14	..	70	..	..	..	..	..	7
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line ..	3	337	340	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	22	22	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	10	12	..	..	..	..	1	14	1	1
(e) Miscellaneous	1	24	25	..	5	..	..	..	..	..	..
Total	36	932	968	..	80	3	4	1	17	4	10

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, injured in each class of accident.

EASTERN BENGAL.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	..	1	..	..	..	..	..	..	..	..	1
4	..	4	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	2	..	..	..	2	4
..	1	1	..	..	..	..	..	..	..	..	5
..	4	4	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7
1	..	1	..	..	..	..	..	..	..	..	(a)
15	..	15	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	8
..	47	47	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	4	4	..	..	..	..	..	..	..	..	(1)
..	12	12	..	..	..	..	..	..	..	..	(2)
..	4	4	..	..	..	..	..	..	..	..	(1)
..	32	32	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	4	4	..	..	..	..	..	..	..	..	(e)
..	1	1	..	..	..	..	..	..	..	..	(f)
..	31	31	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	10
..	43	43	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	1	1	..	..	..	..	..	..	..	..	(c)
..	1	1	..	..	..	..	..	..	..	..	(d)
1	..	1	..	..	..	..	..	..	..	..	11
..	5	5	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	2	2	..	..	..	..	..	..	..	..	(a)
..	173	173	..	..	..	..	..	..	..	..	(b)
7	5	12	..	..	..	..	..	..	..	..	(c)
2	8	10	..	..	..	..	6	9	6	9	(d)
..	14	14	..	..	..	..	..	..	..	..	(e)
31	403	434	..	..	..	3	6	9	6	12	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29
passengers, railway servants and other persons, killed or

EAST INDIAN.

Class of a cident.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	1	1	2	..	..	4	46	1	..	5	46
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	26	28	..	..	3	5	..	..	3	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	2	..	..	..	2
6. Collisions between light engines . . . . .	..	17	17	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	8	8	..	..	..	..	..	..	..	..
(b) Other causes . . . . .	..	7	7	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	27	27	..	..	..	..	..	..	..	..
(b) Other causes	1	666	667	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical department—											
(1) boilers and tubes . . . . .	..	8	8	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	88	88	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	50	50	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	435	435	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	5	5	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	3	3	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	10	10	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	996	996	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.											
(a) Broken rails . . . . .	..	4	4	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	1	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains . . . . .	..	22	22	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	12	12	..	..	..	..	1	..	..	1
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	7	7	..	..	..	1	..	..	..	1
(b) Trains running over cattle on the line . . . . .	..	1,176	1,176	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	1	12	13	19	29	2	1	..	..	21	30
(d) Trains running over obstructions or vehicles at level crossings.	1	11	12	..	..	..	1	2	8	2	9
(e) Miscellaneous . . . . .	..	157	157	..	..	..	..	..	..	..	..
Total	6	3,754	3,760	19	29	9	58	3	9	31	96

DIX D (iii)—contd.

on all railways open for traffic, distinguishing between the different classes of accidents and the number of injured in each class of accident.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	4	4	..	..	..	..	..	..	..	..	1
..	4	4	..	..	..	4	..	..	..	4	2
..	5	5	..	..	..	..	..	..	..	..	3
..	31	31	..	..	..	5	..	..	..	5	4
..	48	48	..	..	..	..	..	..	..	..	5
..	18	18	..	..	..	9	..	..	..	9	6
..	..	..	..	..	..	..	..	..	..	..	(a) 7
..	43	43	..	..	..	..	..	..	..	..	(b)
..	35	35	..	..	..	..	..	..	..	..	(a) 8
..	642	642	..	..	..	12	..	1	..	13	(b) 9
..	..	..	..	..	..	..	..	..	..	..	(a)
..	1	1	..	..	..	..	..	..	..	..	(1)
..	47	47	..	..	..	3	..	..	..	3	(2)
..	..	..	..	..	..	..	..	..	..	..	(b)
..	25	25	..	..	..	..	..	..	..	..	(1)
..	593	593	..	..	..	..	..	..	..	..	(2)
..	8	8	..	..	..	..	..	..	..	..	(c)
..	2	2	..	..	..	..	..	..	..	..	(d)
..	7	7	..	..	..	..	..	..	..	..	(e)
..	9	9	..	..	..	..	..	..	..	..	(f)
..	624	624	..	..	..	1	..	..	..	1	(g) 10
..	50	50	..	..	..	..	..	..	..	..	(a)
..	3	3	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	3	3	..	..	..	..	..	..	..	..	(d)
..	44	44	..	..	..	3	..	..	..	3	(a) 11
..	7	7	..	..	..	..	..	..	..	..	(b)
..	2	2	..	..	..	..	..	..	..	..	(a) 12
..	1,288	1,288	..	..	..	..	..	..	..	..	(b)
1	12	13	..	..	1	..	..	..	1	..	(c)
..	16	16	..	..	..	2	..	1	..	3	(d)
..	83	83	..	..	..	..	..	..	..	..	(e)
I	3,654	3,655	..	..	1	39	..	2	1	41	Total.

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers killed or injured in each class of accident.

MADRAS AND SOUTHERN MAHRATTA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
3	..	3	..	1	..	1	..	..	..	2	1
3	..	3	..	..	..	7	..	1	..	8	2
1	..	1	..	..	..	..	..	..	..	..	3
..	10	10	..	..	..	..	..	..	..	..	4
1	..	1	..	..	..	1	..	..	..	1	5
..	2	2	..	..	..	..	..	..	..	..	6
3	1	4	..	..	..	..	..	..	..	..	7 (a)
7	2	9	..	..	..	..	..	..	..	..	(b)
..	9	9	..	..	..	2	..	..	..	2	8 (a)
..	13	13	..	..	..	3	..	..	..	3	(b) 9 (a)
..	12	12	..	..	..	..	..	..	..	..	(1)
..	19	19	..	..	..	..	..	..	..	..	(2) (b)
..	119	119	..	..	..	..	..	..	..	..	(1)
..	217	217	..	..	..	..	..	..	..	..	(2)
..	3	3	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
..	13	13	..	..	..	..	..	..	..	..	(e)
..	1	1	..	..	..	..	..	..	..	..	(f)
..	104	104	..	..	..	..	..	..	..	..	(g)
..	24	24	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	(b)
2	4	6	..	..	3	4	..	..	3	4	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
1	12	13	..	1	..	..	..	..	..	1	11 (a)
2	..	2	..	..	1	..	..	..	1	..	(b)
..	28	28	..	..	..	..	..	..	..	..	12 (a)
1	959	960	..	..	..	..	..	..	..	..	(b)
16	1	17	..	..	..	..	..	..	..	..	(c)
14	3	17	..	..	..	..	6	1	6	1	(d)
..	22	22	..	..	..	..	..	..	..	..	(e)
54	1,578	1,632	..	2	4	18	6	2	10	22	Total.

DIX D(iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, railway injured in each class of accident.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
3	2	5	..	18	..	1	..	..	..	19	2
1	4	5	..	4	..	..	..	..	..	4	3
1	14	15	..	..	..	1	..	2	..	3	4
..	9	9	..	..	..	1	..	..	..	1	5
..	13	13	..	..	..	2	..	..	..	2	6
..	4	4	..	..	..	..	..	..	..	..	7
2	12	14	..	..	..	..	..	..	..	..	(a)
..	1,159	1,159	..	..	..	..	..	..	..	..	(b)
..	568	568	..	..	..	1	..	..	..	1	(a)
..	18	18	..	..	..	..	..	..	..	..	(b)
..	132	132	..	..	..	..	..	..	..	..	(1)
..	72	72	..	..	..	..	..	..	..	..	(2)
..	185	185	..	..	..	..	..	..	..	..	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	8	8	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	(e)
..	563	563	..	..	..	..	..	..	..	..	(f)
..	14	14	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	10
6	33	39	..	..	..	..	..	..	..	..	(a)
..	5	5	..	..	..	..	..	..	..	..	(b)
..	13	13	..	..	..	..	..	..	..	..	(c)
1	24	25	..	..	..	2	2	..	2	2	(d)
..	6	6	..	..	..	..	..	..	..	..	11
..	826	826	..	..	..	..	..	..	..	..	(a)
1	23	24	..	..	1	2	..	..	1	2	(b)
8	3	11	..	..	..	..	2	9	2	9	(c)
1	7	8	..	..	..	1	..	..	..	1	(d)
24	3,719	3,743	..	22	1	11	4	11	5	44	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways servants and other persons killed or

ROHILKUND AND KUMAON.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	2	..	..	..	..	..	2
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) Other causes	2	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) Other causes	13	13	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	6	6	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	5	5	..	..	..	..	..	..	..	..
(2) other causes	13	13	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way	3	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	1	1	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	7	7	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	79	79	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.
(e) Miscellaneous	11	11	..	..	..	..	..	..	..	..
Total	154	154	..	2	..	..	..	..	..	2

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of railway injured in each class of accident.

SOUTH INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		No. of Heading.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7
10	..	10	1	42	..	..	..	..	1	42	(a)
..	2	2	..	..	..	..	..	..	..	..	(b)
2	9	11	..	..	..	..	..	..	..	..	(a)
..	..	..	..	..	..	..	..	..	..	..	9
..	33	33	..	..	..	..	..	..	..	..	(a)
..	73	73	..	..	..	..	..	..	..	..	(1)
..	12	12	..	..	..	..	..	..	..	..	(2)
..	84	84	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	(1)
..	..	..	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	(d)
4	..	4	..	..	..	..	..	..	..	..	(e)
..	..	..	..	..	..	..	..	..	..	..	(f)
120	..	120	..	..	..	..	..	..	..	..	(g)
4	1	5	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	(a)
1	..	1	..	..	..	..	..	..	..	..	(b)
5	..	5	..	..	..	..	..	..	..	..	(c)
1	..	1	..	..	..	..	..	..	..	..	(d)
1	..	1	..	..	..	..	..	..	..	..	11
14	..	14	..	..	..	..	..	..	..	..	(a)
..	2,176	2,176	..	..	..	..	..	..	..	..	(b)
12	..	12	..	..	..	..	..	..	..	..	(c)
14	..	14	..	..	..	..	8	1	8	1	(d)
1	..	1	..	..	..	..	..	..	..	..	(e)
200	2,392	2,592	1	42	..	..	8	1	9	43	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways railway servants and other persons, killed or injured.

Class of accident.	TOTAL CLASS I							
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1930.	Other accidents.	Total.	Passengers.		Railway servants.		Other
				Killed.	Injured.	Killed.	Injured.	Killed.
Collisions between passenger trains or parts of passenger trains.	5	6	11	..	8	..	1	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	13	15	28	1	31	1	18	..
Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed . . .	3	11	14	..	4	4	46	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	170	174	..	..	3	30	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	68	70	..	..	..	4	..
6. Collisions between light engines . . . . .	..	64	64	..	..	..	15	..
7. Derailments of passenger trains—								
(a) Due to trains running in the wrong direction through points.	8	23	31	..	..	..	..	..
(b) Other causes	61	111	172	1	42	..	1	..
8. Other derailments—								
(a) Due to trains running in the wrong direction through points.	1	1,253	1,254	..	..	4	4	..
(b) Other causes	4	3,109	3,113	..	..	..	20	..
9. Accidents due to failures of engines and rolling stock—								
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—								
(1) boilers and tubes . . . . .	..	134	134	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	587	587	..	..	..	3	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—								
(1) boilers and tubes . . . . .	..	344	344	..	..	..	..	..
(2) other causes . . . . .	..	2,100	2,100	..	..	..	1	..
(c) The failure of tyres . . . . .	..	19	19	..	..	..	..	..
(d) Ditto wheels . . . . .	..	11	11	..	..	..	..	..
(e) Ditto axles	4	56	60	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	23	23	..	..	..	1	..
(g) Ditto couplings and draft gear	132	2,972	3,104	..	5	..	3	..
10. Accidents due to failure of permanent-way, etc.—								
(a) Broken rails	4	283	287	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts culverts, etc.	1	7	8	..	..	..	..	..
(c) The flooding of portions of permanent-way.	26	94	110	..	..	3	4	..
(d) Slips in cuttings or embankments	8	25	33	..	..	..	..	..
11. Accidents due to fire—								
(a) Fire in trains	5	148	153	..	71	..	3	..
(b) Fire at stations, or involving injury to bridges or viaducts.	5	64	69	..	..	1	2	5
2. Other accidents—								
(a) Passenger trains running in the wrong direction through points but not derailed.	14	78	92	..	..	..	1	..
(b) Trains running over cattle on the line	4	9,039	9,043	..	1	..	2	..
(c) Trains running over obstructions on the line (other than those at level crossings).	54	116	170	19	29	4	5	..
(d) Trains running over obstructions or vehicles at level-crossings.	41	69	110	..	..	..	4	27
(e) Miscellaneous	4	408	412	..	10	..	13	2
Total	403	21,397	21,800	21	201	20	181	35

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, in each class of accident—contd.

RAILWAYS.			BARSÌ LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			No. of Heading.
persons.	Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	
	Injured.	Killed.													Injured.
..	..	9	..	..	..	..	..	..	..	..	..	..	..	..	1
1	2	50	..	..	..	..	..	..	..	..	..	..	..	..	2
..	5	50	..	..	..	..	..	..	..	..	..	..	..	..	3
2	3	32	..	..	..	..	..	..	..	..	..	..	1	1	4
..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	15	..	..	..	..	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	7
..	1	43	..	16	16	..	..	..	1	..	1	11	..	11	(a)
..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	(b)
4	..	24	..	12	12	..	..	..	..	1	1	..	52	52	(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	3	..	1	1	..	1	1	..	6	6	..	1	1	(1)
..	..	..	..	5	5	..	..	..	..	9	9	..	1	1	(2)
..	..	1	..	9	9	..	2	2	..	..	..	..	6	6	(1)
..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	(e)
..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	(f)
..	..	8	..	5	5	..	1	1	..	..	..	..	1	1	(g)
..	..	..	..	..	..	..	..	..	1	5	6	..	11	11	(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	3	4	..	2	2	..	..	..	..	..	..	2	..	2	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
3	6	74	..	..	..	..	1	1	..	..	..	..	..	..	(a)
..	..	5	..	1	1	..	..	..	..	..	..	..	1	1	(b)
..	..	1	..	7	7	..	2	2	..	..	..	..	..	..	(a)
..	..	3	..	43	43	..	3	3	..	55	55	..	192	192	(b)
..	23	34	..	1	1	..	..	..	..	2	2	..	..	..	(c)
46	27	50	..	..	..	..	..	..	1	..	1	..	..	..	(d)
10	2	33	..	..	..	..	..	..	..	..	..	..	5	5	(e)
67	76	449	..	102	102	..	13	13	3	79	82	13	275	288	Total

Number of accidents to trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railways railway servants and other persons, killed or

Class of accident.	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			Gov.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	..	4	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	1	..	..
(b) Other causes	76	..	76	..	1	1	1	5	6	2	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	10	11	..	..
(b) Other causes	2	39	41	..	2	2	..	14	14	22	..
9. Accidents due to failures of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical department—											
(1) boilers and tubes	..	..	..	..	1	1	..	3	3	1	..
(2) machinery, springs, etc.	..	12	12	..	5	5	..	1	1	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	3	3	2	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	1	3	4	..	..	..	1	1	2	1	..
(f) Ditto brake apparatus	2	..	2	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	9	9	..	5	5	..	..
10. Accidents due to failure of permanent-way, etc.—											
(a) Broken rails	..	3	3	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	4	4	..	..	..	2	2	4	2	..
(d) Slips in cuttings or embankments	..	19	19	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains	..	..	..	..	..	..	2	1	3	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	8	8	..	59	59	..	50	50	11	..
(c) Trains running over obstructions on the line (other than those at level crossings).	1	13	14	..	..	..	..	15	15	1	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	1	..
(e) Miscellaneous	..	..	..	..	..	..	..	2	2	..	..
Total	86	107	193	..	77	77	7	113	120	43	..

DIX D (iii)—contd.

open for traffic, distinguishing between the different classes of accidents and the number of passengers, injured in each class of accident—contd.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVL.			No. of Heading.
	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.		Total.
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	1	1	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	11	..	11	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	2	..	2	..	..	..	..	..	..	..	..	..	7
2	16	..	16	..	13	13	..	..	..	..	..	..	(a) (b)
..	1	..	1	..	..	..	..	..	..	..	..	..	8
22	6	..	6	..	..	..	..	9	9	..	..	..	(a) (b)
..	..	..	..	..	..	..	..	..	..	..	..	..	9
1	..	..	..	..	..	..	..	1	1	..	8	8	(1) (2)
..	..	..	..	..	..	..	..	..	..	..	7	7	(b)
..	..	..	..	..	11	11	..	..	..	..	1	1	(1) (2)
2	..	6	6	..	3	3	..	19	19	..	8	8	(c) (d)
..	..	..	..	..	..	..	..	..	..	..	..	..	(e)
1	..	..	..	..	..	..	1	..	1	..	..	..	(f)
..	9	..	9	..	..	..	..	..	..	..	1	1	(g)
..	..	1	1	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	..	..	..	(a) (b)
2	..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	..	2	2	..	..	..	..	2	2	..	1	1	(a) (b)
..	1	..	1	..	7	7	..	..	..	..	..	..	12
11	..	3	3	..	34	34	..	9	9	..	14	14	(a)
1	..	3	3	..	..	..	..	..	..	..	1	1	(b)
1	..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	4	..	4	..	..	..	..	..	..	..	..	..	(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	(e)
43	52	..	65	..	69	69	1	40	41	..	42	42	Total.

Number of accidents in trains, rolling-stock, permanent-way, etc., during the year 1928-29 on all railway servants and other persons killed or

Class of accident.	MYSORE RAILWAYS.			SHAHNARA (DELHI) SAHARANPUR LIGHT.			TOTAL CLASS II RAIL					
	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents reported to Local Gov ern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total.	Passengers.		Railway servants.
										Killed.	In- jured.	Killed.
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	4	1	5	..	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	11	..	11	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—												
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	3	1	4	..	..	..
(b) Other causes . . . . .	..	2	2	..	..	..	107	37	144	2	1	..
8. Other derailments—												
(a) Due to trains running in the wrong direction through points.	..	1	1	..	10	10	2	21	23	..	..	..
(b) Other causes . . . . .	..	1	1	..	1	1	30	131	161	..	..	..
9. Accidents due to failure of engines and rolling-stock—												
(a) failures of engines due to faulty design, material or workmanship in the Mechanical department—												
(1) boilers and tubes . . . . .	..	..	..	..	..	..	1	20	21	..	..	..
(2) machinery, springs, etc. . . . .	..	..	..	..	..	..	..	40	40	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes . . . . .	..	7	7	..	..	..	..	30	30	..	..	..
(2) other causes . . . . .	..	34	34	..	..	..	2	91	93	..	..	..
(c) The failure of tyres . . . . .	..	..	..	..	1	1	..	1	1	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	1	1	..	..	..
(e) Ditto axles . . . . .	..	1	1	..	..	..	4	6	10	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	2	1	3	..	..	..
(g) Ditto couplings and draft gear.	..	2	2	..	..	..	9	24	33	..	..	..
10. Accidents due to failure of permanent-way, etc.—												
(a) Broken rails . . . . .	..	..	..	..	..	..	1	20	21	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	2	..	2	..	..	..	8	8	16	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	19	19	..	..	..
11. Accidents due to fire—												
(a) Fire in trains . . . . .	..	1	1	..	..	..	2	3	5	..	3	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	2	5	7	..	..	..
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	1	16	17	..	..	..
(b) Trains running over cattle on the line.	..	81	81	..	1	1	11	552	563	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	1	1	2	36	38	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	3	3	..	..	..	2	5	7	..	..	..
(e) Miscellaneous . . . . .	..	..	..	..	..	..	4	7	11	..	..	..
Total	3	133	136	..	14	14	208	1,077	1,285	2	5	..

DIX D (iii)—contd.

railways open for traffic, distinguishing between the different classes of accidents and the number of passengers, or injured in each class of accident.

WAYS.					TOTAL CLASS III RAILWAYS.											No. of Heading.
Railway servants.		Other persons.		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		
Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
..	1
2	3	3	2	5	..	..	..	..	..	..	..	..	2
..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	4	3	7	..	..	1	..	..	..	1	..	5
..	6
..	2	2	4	..	..	..	..	..	..	..	..	7
2	2	3	35	22	57	..	..	..	..	..	..	..	..	(a)
..	4	6	10	..	..	..	..	..	..	..	..	8
6	6	8	68	76	..	..	..	..	..	..	..	..	(a)
..	8	8	..	..	..	..	..	..	..	..	(b)
..	14	14	..	..	..	..	..	..	..	..	(1)
..	3	3	..	..	..	..	..	..	..	..	(2)
..	35	35	..	..	..	..	..	..	..	..	(1)
..	1	..	1	..	..	..	..	..	..	..	..	(2)
..	8	11	19	..	..	..	..	..	..	..	..	(c)
..	8	8	..	..	..	..	..	..	..	..	(d)
..	8	8	..	..	..	..	..	..	..	..	(e)
..	(f)
..	(g)
..	10
..	1	1	..	..	..	..	..	..	..	..	(a)
..	(b)
..	(c)
..	(d)
..	3	..	..	..	..	..	..	..	..	..	..	..	11
..	1	2	3	..	..	..	..	..	..	..	..	(a)
..	1	2	..	..	..	..	..	..	..	..	(b)
..	1	2	3	..	..	..	..	..	..	..	..	12
..	19	24	19	24	2	99	101	..	1	..	..	..	..	..	1	(a)
1	1	..	11	11	..	..	..	..	..	..	..	..	(b)
..	..	3	..	3	1	2	3	..	..	..	..	..	..	..	..	(c)
..	2	5	7	1	..	..	..	1	..	2	..	(d)
11	19	27	21	43	80	303	383	1	1	1	..	1	..	3	1	Total.

Number of accidents to trains, rolling-stock, permanent-way, etc., during the years 1927-28 and 1928-29
passengers, railway servants and other persons, killed

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.
1. Collisions between passenger trains or parts of passenger trains.	5	2	6	12	11	14	..	..	8	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	20	36	18	10	38	46	1	..	32	28
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	..	11	7	14	7	..	..	4	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	7	173	177	177	184	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	17	1	71	69	88	70	..	..	..	..
6. Collisions between light engines	..	6	64	83	64	89	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	13	14	26	19	39	33	..	..	..	1
(b) Other causes	203	217	170	133	373	350	3	45	43	66
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	7	5	1,280	1,004	1,287	1,009	..	..	..	..
(b) Other causes	42	42	3,308	3,292	3,350	3,334	..	..	..	..
9. Accidents due to failures of engines and rolling-stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	1	4	162	165	163	169	..	..	..	..
(2) machinery, springs, etc.	..	5	641	539	641	544	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	2	377	397	377	399	..	..	..	..
(2) other causes	..	..	2,226	1,688	2,228	1,668	..	..	..	..
(c) The failure of tyres	..	..	20	25	20	25	..	..	..	..
(d) Ditto wheels	1	1	12	4	13	5	..	..	..	..
(e) Ditto axles	16	8	73	52	89	60	..	..	..	..
(f) Ditto brake apparatus	2	1	24	19	26	20	..	..	..	..
(g) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..
10. Accidents due to failure of permanent-way, etc.—										
(a) Broken rails	5	5	303	348	308	353	..	..	5	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	6	8	9	9	15	..	..	..	..
(c) The flooding of portions of permanent-way.	34	55	92	109	126	164	..	..	..	..
(d) Slips in cuttings or embankments	8	3	44	35	52	38	..	..	..	..
11. Accidents due to fire—										
(a) Fire in trains	7	8	151	169	158	177	..	..	74	..
(b) Fire at stations, or involving injury to bridges or viaducts.	8	6	71	62	79	68	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	20	96	95	112	115	..	..	..	..
(b) Trains running over cattle on the line	17	20	9,690	9,684	9,707	9,684	..	..	2	..
(c) Trains running over obstructions on the line (other than those at level crossings).	56	77	163	181	219	258	19	..	29	..
(d) Trains running over obstructions or vehicles at level crossings.	44	39	76	97	120	136	..	..	..	..
(e) Miscellaneous	10	10	420	435	430	445	1	..	10	9
Total	691	728	22,777	22,119	23,468	22,847	24	45	207	104

DIX D (iii)—concl'd.

on all railways open for traffic, distinguishing between the different classes of accidents and the number of or injured in each class of accident.

TOTAL ALL RAILWAYS.												
Railway servants.				Other persons.				Grand Total.				No. of Head- ing.
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	1928-29.	1927-28.	
..	..	1	8	..	..	..	..	..	..	9	8	1
1	4	20	9	..	..	1	1	2	4	53	38	2
4	..	46	..	1	..	..	..	5	..	50	..	3
3	1	30	35	..	..	2	1	3	1	32	36	4
1	1	4	2	..	..	..	..	1	1	4	2	5
..	1	15	23	..	..	..	..	..	1	15	23	6
..	..	..	..	..	..	1	..	..	..	1	1	7
..	4	3	15	..	..	..	..	3	49	46	81	(b)
4	..	4	..	..	..	..	..	4	..	4	..	8
..	1	26	8	..	..	4	1	..	1	30	9	(b)
..	..	..	..	..	..	..	..	..	..	..	..	9
..	..	3	..	..	..	..	..	..	..	3	..	(1)
..	..	..	..	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	1	..	..	..	..	..	..	..	1	..	(1)
..	..	..	..	..	..	..	..	..	..	..	..	(2)
..	..	..	..	..	..	..	..	..	..	..	..	(c)
..	..	..	2	..	..	..	..	..	..	..	2	(d)
..	..	1	1	..	..	..	..	..	..	1	1	(e)
..	..	3	..	..	..	..	..	..	..	8	..	(f)
..	..	..	..	..	..	..	..	..	..	..	..	(g)
..	..	..	..	..	..	..	..	..	..	..	..	10
..	1	..	1	..	..	..	..	..	1	..	1	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
3	3	4	3	..	2	..	..	3	5	4	3	(c)
..	..	..	..	..	..	..	..	..	..	..	..	(d)
..	2	3	5	..	..	..	1	..	2	77	6	11
1	..	2	9	5	..	3	..	6	..	5	9	(a)
..	..	..	..	..	..	..	..	..	..	..	..	(b)
..	..	1	..	..	..	..	..	..	..	1	..	12
..	..	1	..	..	..	..	..	..	..	1	..	(a)
..	1	2	3	19	14	24	19	19	15	28	22	(b)
4	2	6	12	..	1	..	6	23	3	35	17	(c)
..	..	4	1	27	19	49	54	27	19	53	55	(d)
..	2	13	29	3	3	10	2	4	6	33	40	(e)
21	23	192	166	55	39	94	84	100	107	493	354	Total

Number of persons killed or injured during the year 1928-29 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations.	1	2	..	3	1	1	2	6	..	..	..	..	..	..	..	..
2. By being struck by barrows by falling over packages, etc., on platform.	10	..	2	..	12	..	..	..	..	..	..	..	..
3. From falling off platforms	..	1	..	7	..	..	..	8	..	..	..	..	..	..	..	..
4. Whilst loading, unloading or sheeting wagons.	..	8	4	527	3	7	7	542	..	..	..	2	..	..	..	2
5. Whilst moving or carrying goods at stations, etc.	2	167	2	1	4	168	..	..	..	..	..	..	..	..
6. Whilst working at cranes or capstans.	32	..	..	..	32	..	..	..	..	..	..	..	..
7. By the falling of wagon doors, lamps, bales of goods, etc.	..	4	3	193	1	6	4	203	..	..	..	..	..	..	..	..
8. From falling off, or when getting on or off, stationary engines or vehicles.	82	..	2	..	84	..	..	..	..	..	..	..	..
9. From falling off platforms, ladders, scaffolds, etc.	9	144	3	7	12	151	..	..	..	..	..	..	..	..
10. By stumbling whilst walking on the line or platforms.	2	2	2	90	1	10	5	102	..	..	..	..	..	..	..	..
11. Whilst attending to stationary engines in sheds.	2	687	..	..	2	687	..	..	..	..	..	..	..	..
12. By being trampled on or kicked by horses.	10	..	..	..	10	..	..	..	..	..	..	..	..
13. Whilst working on the line or in sidings.	..	2	1	313	..	..	1	315	..	..	..	1	..	..	..	1
14. Miscellaneous	11	26	904	12	48	38	963	1	..	..	3	3	1	4	4
Total	3	30	49	3,169	23	84	75	3,283	1	..	..	6	3	1	4	7

DIX D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.							
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	1	2	..	3	1	1	2	6
..	10	..	2	..	12
..	1	..	7	..	..	..	8
..	8	4	529	3	7	7	544
..	2	167	2	1	4	168
..	32	..	..	..	32
..	2	..	..	..	2	..	4	3	195	1	6	4	205
..	82	..	2	..	84
..	1	..	..	..	1	..	..	9	145	3	7	12	152
..	1	..	..	..	1	2	2	2	91	1	10	5	103
..	2	687	..	..	2	687
..	10	..	..	..	10
..	2	1	314	..	..	1	316
..	1	..	1	..	2	1	11	26	908	15	50	42	969
..	5	..	1	..	6	4	30	49	3,180	26	86	79	3,296

Accidents to railway servants on Class I Railways during the year 1928-29 caused by the movements

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.
Assam-Bengal	5	62.5	5	62.5	..	..	1	12.5	3	37.5	2	25.0
Bengal and North-Western . . . . .	..	..	5	31.2	3	100.0	11	68.8	..	..	..	..
Bengal-Nagpur	5	35.7	19	29.2	6	42.9	36	55.4	3	21.4	9	13.9
Bombay, Baroda and Central India	6	26.1	132	62.0	17	73.9	78	36.6	..	..	3	1.41
Burma	10	50.0	42	58.3	10	50.0	29	40.3	..	..	1	1.39
Eastern Bengal	5	19.2	8	13.8	19	73.1	45	77.6	2	7.69	5	8.62
East Indian	44	48.9	79	83.2	46	51.1	16	16.8	..	..	..	..
Great Indian Peninsula	58	69.9	470	90.9	23	27.7	34	6.58	2	2.41	13	2.62
Jodhpur	2	66.7	..	..	1	33.3	1	100.0	..	..	..	..
Madras and Southern Mahratta	1	20.0	125	88.7	4	80.0	16	11.3	..	..	..	..
Nizam's Guaranteed State	3	60.0	15	62.5	2	40.0	9	37.5	..	..	..	..
North Western	39	97.5	185	94.9	..	..	2	1.03	1	2.50	8	4.10
Rohilkund and Kumaon . . . . .	..	..	..	..	1	100.0	8	100.0	..	..	..	..
South Indian	7	77.8	33	94.3	1	11.1	2	5.71	1	11.1	..	..
Total	185	56.1	1,118	77.2	133	40.3	288	19.9	12	3.64	41	2.83

DIX D (v).

of trains and railway vehicles exclusive of train, etc., accidents classified in respect of primary causes.

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Injured.	
..	8	8	Assam-Bengal.
..	3	16	Bengal and North-Western.
..	1	1.54	14	65	Bengal-Nagpur.
..	23	213	Bombay, Baroda and Central India.
..	20	72	Burma.
..	26	58	Eastern Bengal.
..	90	95	East Indian.
..	83	517	Great Indian Peninsula.
..	3	1	Jodhpur.
..	5	141	Madras and Southern Maharashtra.
..	5	24	Nizam's Guaranteed State.
..	40	195	North Western.
..	1	8	Rohilkund and Kumaon.
..	9	35	South Indian.
..	1	0.07	330	1,448	Total.

Number of accidents occurred during the year 1928-29 in Railway workshops

Number of accidents and Number of persons killed or injured.		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.
Number of accidents		1	17	31	1,451	133	179	267
1. Railway Servants	{ Killed	1	..	..	3	1	4	14
	{ Injured	..	17	31	1,448	66	175	252
2. Other persons	{ Killed	..	..	..	..	..	..	..
	{ Injured	..	..	..	..	..	..	1
Total	{ Killed	1	..	..	3	1	4	14
	{ Injured	..	17	31	1,448	66	175	253

DIX D (vi).

and the number of Railway servants and other persons killed or injured.

Great Indian Peninsula.	Jodhpur.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Rohilkund and Kumaon.	South Indian.	Total Class I Railways.	Total Class II Railways.	Total Class III Railways.	Total all Railways.
3,275	..	718	288	822	8	160	7,350	47	..	7,397
3	4	..	..	30	..	..	30
3,273	..	718	288	818	8	160	7,254	47	..	7,301
..
..	1	..	..	1
3	4	..	..	30	..	..	30
3,273	..	718	288	818	8	160	7,255	47	..	7,302

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3' 3½"	184	97.3	668	97.8	2.25	5,284	83.3	4.35
Bengal and North-Western	3' 3½"	353	54.4	1,506	64.5	14.4	11,519	Nil	0.89
Bengal Nagpur	5' 6"	699	97.7	1,057	96.7	3.31	22,976	68.3	29.9
	2' 6"	115	89.6	414	92.5	Nil	1,963	87.4	0.10
	2' 0"	17	Nil	1	Nil	Nil	520	Nil	Nil
Bombay, Baroda and Central India.	5' 6"	387	100.0	1,012	100.0	Nil	11,330	82.1	11.9
	3' 3½"	510	100.0	1,693	99.9	0.06	10,314	33.9	1.09
	2' 6"	15	Nil	56	Nil	Nil	241	Nil	Nil
Burma	3' 3½"	391	82.9	1,375	75.5	4.29	10,623	31.8	0.20
Eastern Bengal	5' 6"	329	99.1	993	99.1	0.80	8,512	47.9	50.2
	3' 3½"	224	100.0	1,021	84.8	15.0	5,208	16.0	2.32
	2' 6"	9	Nil	63	Nil	Nil	89	Nil	Nil
East Indian	5' 6"	1,601	99.0	3,582	97.3	1.67	51,388	75.3	23.2
Great Indian Peninsula	5' 6"	1,138	99.0	2,488	100.0	Nil	19,746	84.6	14.1
	2' 6"	19	Nil	47	Nil	Nil	203	Nil	Nil
Jodhpur	3' 3½"	108	51.9	273	82.4	2.20	2,516	Nil	Nil
Madras and Southern Mahratta.	5' 6"	312	99.7	936	98.9	0.96	6,076	74.6	24.0
	3' 3½"	347	55.6	1,107	81.4	6.87	8,124	4.48	20.7
Nizam's Guaranteed State	5' 6"	72	100.0	173	98.8	1.16	2,127	51.2	46.3
	3' 3½"	75	78.7	200	99.5	Nil	1,212	17.7	1.57
North-Western	5' 6"	1,276	98.9	3,975	99.4	0.58	31,137	81.3	18.5
	2' 6"	100	84.0	318	83.0	Nil	830	75.9	2.28
Rohilkund and Kumaon	3' 3½"	72	66.6	234	50.4	28.6	2,635	0.64	Nil
South Indian	5' 6"	145	98.6	323	98.5	1.55	2,065	77.2	19.3
	3' 3½"	397	99.8	1,405	89.3	5.91	6,223	4.63	3.99
	2' 6"	11	54.5	35	Nil	Nil	78	Nil	Nil
Total		8,906	92.9	24,955	91.9	3.28	222,939	58.9	17.2
CLASS II RAILWAYS.									
Barsi Light	2' 6"	31	100.0	104	100.0	Nil	286	43.7	56.3
Bengal Dooars	3' 3½"	17	41.2	64	18.8	26.6	451	0.22	Nil
Bhavnagar State	3' 3½"	31	77.4	161	62.1	35.4	596	0.17	2.01
Bikaner State	3' 3½"	55	41.8	165	9.69	18.8	1,262	Nil	Nil
Darjeeling Himalayan	2' 0"	35	2.86	131	Nil	Nil	557	Nil	Nil
Dibru Sadiya	3' 3½"	28	85.7	61	83.6	16.3	1,620	21.9	54.8
Gaekwar's Baroda State	2' 6"	41	Nil	147	Nil	Nil	749	Nil	Nil
Gondal	3' 3½"	20	90.0	111	60.3	33.3	340	Nil	1.76
Howrah-Amta	2' 0"	19	Nil	150	Nil	Nil	77	Nil	Nil
Jamnagar and Dwarka	3' 3½"	22	50.0	69	42.0	18.8	598	100.0	Nil
Junagad State	3' 3½"	21	61.9	90	64.4	24.4	309	0.32	2.59
Morvi	3' 3½"	20	80.0	110	74.5	25.5	215	0.93	0.93
Mysore	3' 3½"	32	84.3	166	83.7	10.8	374	41.7	3.20
	2' 6"	12	41.6	28	Nil	Nil	85	Nil	Nil
	2' 0"	6	Nil	7	Nil	Nil	50	Nil	Nil
Sahdara (Delhi)-Saharanpur	2' 6"	10	Nil	51	Nil	Nil	229	Nil	Nil
Total		400	50.0	1,615	40.7	14.4	7,798	15.9	14.0
GRAND TOTAL		9,306	91.0	26,570	88.8	3.96	230,737	57.5	17.1

DIX E.

and lower class carriages provided with latrine accommodation on the 31st March 1929.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.			Percentage of vehicles provided with latrine accommodation on the total number in each.				
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.
11	12	13	14	15	16	17	18	19	20	21
616	0·81	90·6	Nil	225	149	374	Nil	97·8	98·7	98·2
1,299	Nil	100·0	62	418	66	546	100·0	42·4	100·0	49·0
867	41·7	58·3	63	410	109	582	100·0	85·6	82·0	86·2
379	68·6	24·8	11	174	41	226	100·0	80·2	52·6	73·9
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
654	16·7	81·8	Nil	300	89	389	Nil	83·3	78·8	82·6
1,486	Nil	100·0	Nil	835	195	1,030	Nil	84·1	97·5	86·3
56	Nil	33·9	Nil	25	14	39	Nil	64·1	100·0	73·6
1,142	Nil	76·8	Nil	620	232	852	Nil	91·8	85·2	90·0
738	0·54	99·2	14	175	172	361	87·5	70·6	59·1	65·0
767	5·74	94·3	31	352	176	559	100·0	100·0	99·4	99·8
63	Nil	Nil	Nil	1	Nil	1	Nil	2·70	Nil	1·85
3,007	23·9	73·0	187	1,170	705	2,062	100·0	90·1	93·3	92·0
1,684	16·3	83·7	3	701	294	998	100·0	83·5	72·6	79·9
45	Nil	100·0	Nil	24	18	42	Nil	92·3	100·0	95·5
237	Nil	100·0	13	98	88	199	100·0	100·0	100·0	100·0
748	30·3	69·7	1	317	195	513	100·0	85·2	87·8	86·2
963	49·4	50·6	Nil	480	274	754	Nil	97·6	87·3	93·5
128	57·8	42·2	Nil	45	13	58	Nil	100·0	86·7	96·7
182	80·8	11·0	Nil	84	22	106	Nil	96·6	88·0	91·6
2,841	25·3	73·2	85	1,207	795	2,087	100·0	100·0	100·0	100·0
263	Nil	62·3	11	152	54	217	100·0	100·0	100·0	100·0
262	Nil	93·5	3	77	41	121	100·0	49·6	100·0	60·8
257	Nil	92·6	Nil	96	94	190	Nil	100·0	100·0	100·0
1,269	Nil	88·8	Nil	537	146	683	Nil	76·1	40·7	64·1
35	Nil	100·0	Nil	8	16	24	Nil	44·4	100·0	70·6
20,008	17·2	78·0	484	8,531	3,998	13,013	99·2	83·6	81·8	84·5
104	Nil	100·0	Nil	11	Nil	11	Nil	14·0	Nil	13·9
58	Nil	100·0	3	14	9	28	100·0	48·3	100·0	63·4
127	Nil	90·6	Nil	72	5	77	Nil	85·7	62·5	83·7
130	Nil	97·7	4	77	13	94	100·0	100·0	100·0	100·0
112	4·46	71·4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
47	Nil	93·6	Nil	27	12	39	Nil	100·0	100·0	100·0
141	Nil	84·4	Nil	54	27	81	Nil	48·2	100·0	58·3
89	Nil	100·0	Nil	52	4	56	Nil	94·5	66·6	91·8
150	Nil	93·4	Nil	7	6	13	Nil	6·67	37·5	9·92
54	Nil	100·0	Nil	29	2	31	Nil	76·3	100·0	77·5
82	Nil	87·8	Nil	28	4	32	Nil	84·8	40·0	74·4
89	Nil	100·0	Nil	53	9	62	Nil	100·0	100·0	100·0
146	19·1	76·3	Nil	83	14	97	Nil	88·4	100·0	89·8
28	Nil	100·0	Nil	21	5	26	Nil	100·0	100·0	100·0
7	Nil	Nil	Nil	3	Nil	3	Nil	42·8	Nil	42·8
51	Nil	100·0	3	11	2	16	100·0	25·4	100·0	33·3
1,415	2·33	90·5	10	542	112	664	50·0	60·4	68·7	61·5
21,423	16·2	78·8	494	9,073	4,110	13,677	97·2	81·7	84·3	83·0

APPENDIX F.

Statement showing the cost of the Police Force employed on railways during the year 1928-29.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingen- cies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.						
Assam-Bengal	42,776	82,071	2,946	1,27,793	107·9	0·03
Bengal and North-Western	30,347	77,390	477	1,08,214	51·8	0·01
Bengal-Nagpur	75,825	3,90,040	33,290	4,99,155	162·6	0·04
Bombay, Baroda and Central India	2,05,017	6,72,868	19,926	8,97,811	233·1	0·05
Burma	1,03,589	75,042	7,433	1,86,064	96·4	0·02
Eastern Bengal	4,919	2,91,004	11,956	3,07,879	166·7	0·03
East Indian	Nil	8,95,980	50,799	9,46,779	227·2	0·03
Great Indian Peninsula	—1,176	4,24,445	17,429	4,40,698	119·5	0·02
Jodhpur	Nil	19,016	2,818	21,834	23·8	0·01
Madras and Southern Mahratta	2,09,361	2,53,593	20,626	4,83,580	157·1	0·03
Nizam's Guaranteed State	1,76,368	*	24,283	2,00,651	175·8	0·06
North Western	11,245	10,81,257	7,067	10,99,569	161·0	0·04
Rohilkund and Kumaon	10,000	21,794	†	31,794	56·0	0·02
South Indian	1,63,390	1,47,411	2,676	3,13,477	136·7	0·03
Total	10,31,661	44,31,911	2,01,726	56,65,298	154·1	0·03
CLASS II.						
Barsi Light	5,050	6,309	545	11,904	59·0	0·02
Bengal Dooars	Nil	5,741	89	5,830	37·4	0·01
Bhavnagar State	—9,533	11,356	Nil	1,823	99·3	0·05
Bikaner State.	Nil	7,115	378	7,493	9·87	0·01
Darjeeling Himalayan	1,501	Nil	Nil	1,501	10·2	0·00
Dibru Sadiya	Nil	5,336	Nil	5,336	62·0	0·03
Gaekwar's Baroda State	1,085	11,013	242	12,340	33·0	0·02
Gondal	5,091	7,759	83	12,933	68·2	0·03
Howrah Amta	1,448	3,194	Nil	4,642	105·8	0·01
Jamnagar and Dwarka	2,506	3,967	73	6,546	41·7	0·02
Junagad State	11,599	1,949	Nil	13,548	91·5	0·05
Morvi	9,162	1,419	Nil	10,581	103·4	0·02
Mysore‡	9,004	7,418	†	16,422	38·6	0·02
Shahdara (Delhi)-Saharanpur Light	Nil	5,486	536	6,022	65·1	0·04
Total	36,913	78,062	1,946	1,16,921	37·1	0·02
Class III Total	13,179	10,903	12	24,094	23·0	0·01
GRAND TOTAL	10,81,753	45,20,876	2,03,684	58,06,313	141·7	0·03

* Included in column 2.

† Included under watchmen.

‡ Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.

APPENDIX G.

(Cost of work done in Railway Workshops and of engineering works carried out "in situ" during 1928-29 (in thousands of rupees).

Cost of work done in Railway Workshops and of engineering works

N.B.—Columns headed A indicate cost of fabrication and manufacture of stores imported direct and of imported stores purchased in India.
 B indicate cost of fabrication and manufacture of stores of Indian manufacture or of indigenous origin.
 C indicate cost of engineering works carried out "in situ."

Items.	A. B.			B. & N. W.			*B. N.			R, B. & C. I.			BURMA.			E. B.			
	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	
1. Construction of Locomotives.	14	..	..	..	..	..	17	..	..	5,63	5,43	..	6,55	10	..	53	71	..
2. Construction of Boilers.	1	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	7	..
3. Construction of coaching stock, including underframes.	2,6	..	..	47	..	..	57	41	..	32,11	..	..	21,26	12,96	..	4,50	12,42	..
4. Construction of goods stock including underframes.	84	32	18	..	17,51
5. Construction of spare parts of locomotives.	..	4,66	..	..	40	..	1,33	..	..	25,74	..	..	..	..	..	2,26	..	..
6. Construction of spare parts of coaching and goods stock.	..	6,73	..	..	62	..	1,06	1	..	13,15	..	..	..	..	..	1,54	..	..
7. Construction of other stores.	..	2,52	..	..	2	..	39	1,23	..	..	5,52	..	..	..	..	6,27	..	..
8. Work done for other departments, i.e., departments other than that supervising the workshops.	..	2,40	96	..	13	27	..	20,93	18	5,38	..	1,71	†	9	..
9. Engineer's plant	1	..	..	..	..	..	1	5	..	5,63	3	..	..	6	..	..	..	..
10. Permanent way	3	1	2	17	†	1,03	..
11. Bridge work	..	..	8,59	..	..	1,57	54	9	5,58	..	..	27,81	..	13	13	..	..	3,09
12. Structural or other engineering works.	98	..	27,64	..	5	6,77	45	58	44,01	93	1,44	87,71	†	4,14	30,27
Total	4,81	16,33	36,23	47	2,05	8,34	4,97	2,83	49,59	1,22,19	12,62	1,15,52	27,81	18,80	13	17,64	†22,59	33,36	

* Includes figures of Vizagapatam Harbour construction.

† Includes figures for Column A also.

DIX G.

carried out "in situ" during 1928-29 (in thousands of rupees).

E. I. †			G. I. P.			M. & S. M.			N. W.			R. & K.			S. I.			TOTAL.		
A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.	A.	B.	C.
2,06	..	..	1,05	..	..	22	..	..	61	..	..	..	..	..	50	..	..	17,45	6,24	..
26	..	..	18	..	..	..	..	..	48	..	..	..	..	..	1	..	..	1,50	7	..
7,31	..	..	9,35	..	..	4,09	53	..	7,29	..	..	3	2	..	1	2,80	..	68,33	16,18	..
69	..	..	11	..	..	56	1	..	17	..	..	3	..	..	1	19	..	42,33§	16,87§	..
2,63	..	..	..	8,72	..	10,41	..	..	7,02	..	..	1	..	..	..	1,24	..	30,89	15,02	..
3,61	2,72	6,71	..				2,02	2	1	4	31,71||	16,86||	..
5,40	1,16	..	88	13	..	1,51	97	..	71,96	3,04	..	..	..	..	6,06	12,03	..	92,47	26,62	..
30,96	25,31	..	18	8,85	..	14,69	3	..	6,75	..	..	18	6	..	..	1,61	..	75,53	45,14	..
..	30	..	89	77	..	5,64	4	..	..	64	..	2	1	..	..	7	..	12,20	1,97	..
23	28,26	..	1,95	9	..	1,90	56	..	..	14,68	..	1	..	..	..	8	..	4,12	45,50	..
29	83	32,46	..	..	4,54	52	3	10,47	7,75	6	69,15	..	..	21	..	4	35,43	9,10	1,18	1,99,03
52	2,35	69,47	..	76	5,62	7,75	2,27	55,34	..	10,66	84,85	1	..	2,33	..	61	1,19,26	10,64	22,86	5,33,27
53,85	60,93	1,01,03	14,59	26,03	10,16	47,29	4,44	65,81	1,04,95	29,08	1,54,00	31	10	2,54	6,59	18,71	1,54,69	4,05,27	2,14,51	7,32,30

† Includes figures of Central India Coalfields Railway.

§ Includes figures for Item 3 of Burma Railways.

|| Includes figures for Item 5 of Madras and Southern Mahratta Railway.