

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)
Report of the Railway Board

ON
INDIAN RAILWAYS

FOR

1930-31

Volume 1 - Statistics

(Continued from the *Comptroller of Railway Accounts*.)



GOVERNMENT OF INDIA
RAILWAY DEPARTMENT

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1930-31

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

SERVANTS OF INDIA SOCIETY'S
BRANCH LIBRARY
BOMBAY



CALCUTTA, GOVERNMENT OF INDIA
CENTRAL PUBLICATION BRANCH

1932

Government of India Publications are obtainable from the Government of India Central Publication Branch, 3, Government Place, West, Calcutta, and from the following Agents:—

EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR INDIA,
INDIA HOUSE, ALDWYCH, LONDON, W. C. 2.
And at all Booksellers.

INDIA AND CEYLON: Provincial Book Depôts.

- MADRAS:—Superintendent, Government Press, Mount Road, Madras.
BOMBAY:—Superintendent, Government Printing and Stationery, Queen's Road, Bombay.
SIND:—Library attached to the Office of the Commissioner in Sind, Karachi.
BENGAL:—Bengal Secretariat Book Depôt, Writers' Buildings, Room No. 1, Ground Floor, Calcutta.
UNITED PROVINCES OF AGRA AND OUDH:—Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.
PUNJAB:—Superintendent, Government Printing, Punjab, Lahore.
BURMA:—Superintendent, Government Printing, Burma, Rangoon.
CENTRAL PROVINCES AND BERAR:—Superintendent, Government Printing, Central Provinces, Nagpur.
ASSAM:—Superintendent, Assam Secretariat Press, Shillong.
BIHAR AND ORISSA:—Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh, Patna.
NORTH-WEST FRONTIER PROVINCE:—Manager, Government Printing and Stationery, Peshawar.

- Thacker Spink & Co., Ltd., Calcutta and Simla.
W. Newman & Co., Ltd., Calcutta.
S. K. Lahiri & Co., Calcutta.
The Indian School Supply Depôt, 309, Bow Bazar Street, Calcutta.
Butterworth & Co. (India), Ltd., Calcutta.
M. C. Sarcar & Sons, 15, College Square, Calcutta.
Standard Literature Company, Limited, Calcutta.
Association Press, Calcutta.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
The Book Company, Calcutta.
James Murray & Co., 12, Government Place, Calcutta. (For Meteorological Publications only.)
Ray Choudhury & Co., 68-5, Asutosh Mukherji Road, Calcutta.
Scientific Publishing Co., 9, Taltola Lane, Calcutta.
Chatterjee & Co., 3-1, Bacharam Chatterjee Lane, Calcutta.
Standard Law Book Society, 8-2, Hastings Street, Calcutta.
The Hindu Library, 3, Nandalal Mullick Lane, Calcutta.
Kamala Book Depôt, Ltd., 15, College Square, Calcutta.
Bengal Flying Club, Dum Dum Cantt.
Kali Charan & Co., Municipal Market, Calcutta.
N. M. Roy Chowdhury & Co., 11, College Square, Calcutta.
B. C. Basak, Esq., Proprietor, Albert Library, Dacca Higginbothams, Madras.
Rochouse & Sons, Madras.
G. A. Nateson & Co. Publishers, George Town, Madras.
P. Varadachary & Co., Madras.
City Book Co., Madras.
Law Publishing Co., Mylapore, Madras.
The Booklover's Resort, Taikad, Trivandrum, South India.
E. M. Gopalakrishna Kone, Pudumandapam, Madras.
Central Book Depôt, Madras.
Vijapur & Co., Vizagapatam.
Thacker & Co., Ltd., Bombay.
D. B. Taraporevala Sons & Co., Bombay.
Ram Chandra Govind & Sons, Kalbadevi Road, Bombay.
N. M. Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay.
New and Secondhand Bookshop, Kalbadevi Road, Bombay.
J. M. Pandia & Co., Bombay.
A. H. Wheeler & Co., Allahabad, Calcutta and Bombay.
Bombay Book Depôt, Girgaon, Bombay.
Bennett, Coleman & Co., Ltd., The Times of India Press, Bombay.
The Popular Book Depot, Bombay.
The Manager, Oriental Book Supplying Agency, 15, Shukrawar, Poona City.
Rama Krishna Bros., Opposite Vishrambag, Poona City.
S. P. Bookstall, 21, Budhwar, Poona.
Mangaldas & Sons, Booksellers and Publishers, Bhaga Talao, Surat.
The Standard Book and Stationery Co., 32-33, Arbab Road, Peshawar.
The Students Own Book Depôt, Dharwar.

- Shri Shankar Karnataka Pustaka Bhandara, Malamuddi, Dharwar.
The Standard Bookstall, Karachi, Quetta, Delhi, Murree and Rawalpindi.
Frontier Book and Stationery Co., Rawalpindi.
Hossenbhoj Karimji and Sons, Karachi.
The English Bookstall, Karachi.
Bose & Co., Karachi.
The Standard Bookstall, Quetta.
U. P. Malhotra & Co., Quetta.
J. Ray & Sons, 43 K. & L, Edwardes Road, Rawalpindi, Murree and Lahore.
The Standard Book Depôt, Lahore, Nainital, Mussoorie, Dalhousie, Ambala Cantonment and Dehli.
The North India Christian Tract and Book Society, 18, Clive Road, Allahabad.
Ram Narain Lal, Katra, Allahabad.
The "Leader" Allahabad.
The Indian Army Book Depôt, Dayalbagh, Agra.
The English Book Depot, Taj Road, Agra.
Gaya Prasad & Sons, Agra.
Narayan & Co., Meston Road, Cawnpore.
The Indian Army Book Depôt, Jullundur City—Daryaganj, Delhi.
Manager, Newal Kishore Press, Lucknow.
The Upper India Publishing House, Ltd., Literature Palace, Ammuddaula Park, Lucknow.
Rai Sahib M. Gulab Singh & Sons, Mudd-i-Am Press, Lahore and Allahabad.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Students Popular Depôt, Anarkali, Lahore.
The Standard Bookstall, Lahore.
The Proprietor, Punjab Sanskrit Book Depôt, Saidmitha Street, Lahore.
The Insurance Publicity Co., Ltd., Lahore.
The Punjab Religious Book Society, Lahore.
The Commercial Book Co., Lahore.
The University Book Agency, Kachari Road, Lahore.
Manager of the Imperial Book Depôt, 63, Chandney Chawk Street, Delhi.
J. M. Jaina & Bros., Delhi.
Fono Book Agency, New Delhi and Simla.
Oxford Book and Stationery Company, Delhi, Lahore, Simla, Meerut and Calcutta.
Supdt., American Baptist Mission Press, Rangoon.
Burma Book Club, Ltd., Rangoon.
S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.
The Manager, The Indian Book Shop, Benares City.
Nandkishore & Bros., Chowk, Benares City.
The Srivilliputtur Co-operative Trading Union, Ltd., Srivilliputtur (S. I. R.).
Raghunath Prasad & Sons, Patna City.
The Students' Emporium, Patna.
K. L. Mathur & Bros., Guzri, Patna City.
Kamala Book Stores, Bankipore, Patna.
G. Banerjee & Bros., Ranchi.
M. C. Kothari, Raipura Road, Baroda.
B. Parikh & Co., Baroda.
The Hyderabad Book Depôt, Chaderghat, Hyderabad (Deccan).
S. Krishnaswami & Co., Teppakulam P. O., Trichinopoly Fort.
Karnataka Publishing House, Bangalore City.
Bheema Sons, Fort, Bangalore City.
Superintendent, Bangalore Press, Lake View, Mysore Road, Bangalore City.

AGENT IN PALESTINE:—Steimatzky, Jerusalem.

*Agent for publications on aviation only.

Books and Technical Papers published by the Railway Board.

BOOKS.

- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6 or 9s. 9d. Volume II, Rs. 5-8-0 or 9s.
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 2s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1928. Published quinquennially. Price: Rs. 5-4-0 or 9s.
- (4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37s.
- (5) Pocket edition of the Schedules of Dimensions for the 5' 6" gauge (revised 1920) price Rs. 1 each, 3' 3/8" gauge (revised 1930) price Rs. 1 each, 2' 6" gauge (revised and reprinted edition, 1930) price annas 5 each, and 2' 0" gauge, 1922, price Rs. 1 each.

TECHNICAL PAPERS.

- (6) Over 270 papers have been published by the Technical section of the Railway Board's office. The papers comprise :—
- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper	Name.	Author.
No. 72	The design of well foundations for bridges	(Compiled.)
" 148	Statistics of railway working expenditure	G. DEUCHARS.
" 153	River training and control on the guide bank system	F. J. E. SPRING.
" 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
" 219	Technical education in relation to railways in America	H. L. COLE.
" 230	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
" 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
" 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
" 244	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
" 245	Report of the Indian Railway Bridge Committee on track stresses	
" 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules	
" 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
" 250	Axle-loads, Wheel Diameter and railheads dimensions	
" 251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
"	Description of the planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Parel	F. G. S. MARTIN.
" 256	Notes on the preparation of railway projects	H. L. GLASS.
" 259	The estimation of Passenger earnings on new projects	A. LINES.
" 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
" 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
" 263	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
" 264	Memorandum on Traffic Surveys	R. N. NICOLLS.
" 266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
" 267	Flood-Lighting, 1929	H. J. MULLENEUX.
" 271	Antiseptic treatment of <i>Pinus Longi-folia</i> (Chir) for Railway Sleepers	KAMESAM.
" 272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON.
" 273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
" 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
" 276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
" 277	Description of the cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
" 278	Notes on Tube Railway Construction	H. G. SALMOND.
" 279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
" 280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

The prices of the papers vary from annas Three to Rupees Fifteen.

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

CONTENTS.

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

	PAGE.
I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31 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	3
II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1930 and 1931	3
II-B.—Summary of Capital outlay to end of the years 1929-30 and 1930-31 of other than State-owned Railways	4-5
III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31	6
IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31	7
V.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1929-30 and 1930-31	7
VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1929-30 and 1930-31	8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1931	9
VIII.—Summary of Equipment showing actual stock running on 31st March 1931	10-11
IX.—Summary of Net Additions to or reduction of Equipment during the year 1930-31	10-11
X.—Summary of Passenger and Goods Revenue Statistics for the years 1929-30 and 1930-31	12-13
XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1929-30 and 1930-31	14
XII.—Summary of Train and Engine Mileage for the years 1929-30 and 1930-31	15
XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the years ended 31st March 1931	16-19

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1930-31 and of the percentage of those figures on the Capital at Charge, on 31st March 1931, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	22-23
2 (a).—Statement of Capital at Charge of State-owned Railways on the 31st March 1931	24-27
2 (b).—Statement of Capital Outlay to the end of the year 1930-31 of other than State-owned Railways	28-39
3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1930-31	40-41
4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1930-31	41

	Page.
5.—Statement of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31	43—47
6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31	48—51
7.—Details of Working Expenses of each Railway System for the years 1929-30 and 1930-31	52—61
<i>Statistical Statements—</i>	
8.—Mileage Statement for the year 1930-31	62—77
9.—Description of Class I Railways worked during the year 1930-31	78
10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931	79—88
11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1930-31	89—91
12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1929-30 and 1930-31	92—99
13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1929-30 and 1930-31	100—111
14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1929-30 and 1930-31	112—115
15.—Results of Working of Class I Railways for the years 1929-30 and 1930-31	116—117
16.—Statement of Ton Mileage of Class I Railways for the years 1929-30 and 1930-31	118—119
17.—Statement of Train and Engine Mileage of Class I Railways for the years 1929-30 and 1930-31	120—125
18.—Statement of Engine Hours of Class I Railways for the years 1929-30 and 1930-31	126—129
19.—Statement of Vehicle Miles of Class I Railways for the years 1929-30 and 1930-31	130—133
20.—Statement of Speed of Goods Trains of Class I Railways for the years 1929-30 and 1930-31	134
21.—Statement of Shunting and Light running of Class I Railways for the years 1929-30 and 1930-31	135
22.—Statement of Engine Usage of Class I Railways for the years 1929-30 and 1930-31	136—139
23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31	140—141
24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1929-30 and 1930-31	142—143
25.—Statement of Density of traffic on Class I Railways for the years 1929-30 and 1930-31	144—145
26 (a).—Statement of Repairs of Rolling Stock of Class I Railways for the years ended 31st March 1930 and 1931.	146—149
26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1930-31	150—151
27 (a).—Statement of Coal Consumed on Class I Railways for the years 1929-30 and 1930-31	152—157
27 (b).—Statement of Coal Consumption on Class I Railways for the years 1929-30 and 1930-31	158—159
28.—Statement of Efficiency of Class I Railways for the years 1929-30 and 1930-31	160
29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1930-31	161—176
30.—Analysis of Operating Expenses of Class I Railways for the year 1930-31	177—201

	PAGE.
31.—Statement of the Oil Consumption on Class I Railways during the years 1929-30 and 1930-31	202—203
32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31	204—207
33.—Statement of steam Coach and Rail motor Performances on Class I Railways during the years 1929-30 and 1930-31	208
34.—Statement of Equipment showing the actual stock running on Class II and III Railways on the 31st March 1931	209—210
35.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1930-31	211
36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31	212—217
37.—Statistics of engine miles and coal consumption of Class II and III Railways for the years 1929-30 and 1930-31	218—224

Appendices—

A.—Value of Stores purchased by Class I Railways during the year 1930-31	224—227
B.—Details of Working of Company or State Collieries for the years 1928-29 to 1930-31	228—229
C.—Statement of 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 1929-30 and 1930-31	230
D.—Statements of Accidents during 1930-31	231—263
E.—Rolling-Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1931	264—265
F.—Statement showing the cost of the Police Force employed on Railways during 1930-31	266

INTRODUCTORY NOTE.

1. 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.

~~2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.~~

3. 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.**

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31 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.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 10) / Col. 3	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. (Col. 9 or 10 × 100) / Col. 3
					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
Central.										
1. State Lines worked by the State.	1929-30	4,91,06,45	18,81,95	3.81	18,48	19,43,10	19,61,58	..	79.63	-0.16
	1930-31	4,97,90,64	14,20,95	2.85	..	20,73,85	20,73,85	..	6,52,80	-1.31
2. State Lines worked by Companies or by Indian States	1929-30	2,75,87,24	15,70,40	5.67	1,33,50	11,11,68	12,45,18	3,25,22	..	1.18
	1930-31	2,81,97,07	13,43,24	4.76	1,16,30	11,95,30	13,11,60	31,64	..	.11
3. Miscellaneous items	1929-30	2,25,41	..	..	..	-3,72	-3,72	3,72	..	2.67
	1930-31	2,30,04	..	..	..	2,30	2,40	..	2,40	-0.72
4. Total Central	1929-30	7,69,98,10	34,52,35	4.49	1,51,98	30,46,06	31,98,04	2,54,31	..	0.33
	1930-31	7,83,17,75	27,64,19	3.53	1,16,30	32,71,55	33,83,85	..	(a) 6,23,66	-79
Provincial.										
5. Total Provincial	1929-30	14,61	..	..	..	56	56	..	56	-3.76
	1930-31	14,61	..	..	..	58	58	..	58	-3.97
6. GRAND TOTAL	1929-30	7,70,12,71	34,52,35	4.49	1,51,98	30,46,62	31,98,60	2,53,75	..	0.33
	1930-31	7,83,32,36	27,64,19	3.53	1,16,30	32,72,13	33,86,43	..	6,24,24	-79

* On open lines and on lines wholly or partly under construction (including ferries and suspens).
(a) See also footnote * under Statement I on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1930 and 1931.

(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 1930.	31st March 1931.	31st March 1930.	31st March 1931.	31st March 1930. (Cols. 2+4.)	31st March 1931. (Cols. 3+5.)
1	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railways :—						
(a) During the year	—1,15	—1,22	..	..	—1,15	—1,22
(b) To end of the year	1,16,59,34	1,16,58,12	44,52,16	44,52,16	1,61,11,50	1,61,10,28
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works	16,55,37	6,36,54	6,25,99	4,89,12	22,81,36	11,25,66
(b) Rolling-stock	3,65,63	2,11,82	1,96,26	1,73,11	5,61,79	3,84,73
(c) General charges	61,61	29,26	61,16	27,90	1,02,77	67,16
(d) Stores, etc., not finally charged off in the accounts.	61,41	—1,91,02	21,01	—65,66	72,42	—2,46,63
(e) Total	21,23,92	6,86,40	8,94,42	6,34,47	30,18,34	13,20,87
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works	2,27,67,69	2,57,41,32	1,55,30,58	1,00,19,67	4,02,98,27	4,17,61,00
(b) Rolling-stock	1,00,40,66	1,00,55,78	62,17,89	63,91,02	1,62,58,56	1,04,46,80
(c) General charges	12,86,54	12,11,26	11,01,08	11,28,08	23,87,62	23,40,24
(d) Stores, etc., not finally charged off in the accounts.	13,51,22	11,24,15	6,05,75	5,49,69	19,56,77	16,74,04
(e) Total	3,74,46,11	3,81,32,52	2,34,55,10	2,10,89,56	6,03,01,21	6,22,22,08
4. Total Capital at Charge at the end of the financial year (Items 1(b) plus 3(e)).	4,91,05,45	4,97,90,64	2,79,07,26	2,85,41,72	7,70,12,71	7,83,32,28

II-B.—Summary of Capital Outlay to the end of the years 1929-30

Classification.	Year.	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
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1929-30 .	85	10	Nil	1.73	2,68
	1930-31 .	18	2,52	Nil	-1,27	1,43
(b) Worked by the main line	1929-30 .	79	Nil	Nil	-2	77
	1930-31 .	1,19	Nil	Nil	Nil	1,19
2. Branch line Companies' Railways under rebate terms worked by the main line.	1929-30 .	2,19	-23	Nil	Nil	1,96
	1930-31 .	1,87	9	28	Nil	2,24
3. Branch line Companies' Railways under guarantee and rebate terms.	1929-30 .	85	Nil	Nil	-25	60
	1930-31 .	2,05	1	Nil	Nil	2,06
4. Companies' lines subsidized by the Government of India.	1929-30 .	10,98	7,02	-2	-1,07	16,91
	1930-31 .	15,02	7,45	1	73	23,21
5. Companies' lines subsidized by Local Governments.	1929-30 .	56	8	Nil	32	96
	1930-31 .	1,21	2,96	Nil	-21	3,96
6. Unassisted Companies' lines	1929-30 .	16	10	Nil	4	29
	1930-31 .	-1,21	-1,03	-64	9	-2,79
7. District Board lines	1929-30 .	95	7	Nil	Nil	1,02
	1930-31 .	81	-1	Nil	Nil	80
8. Companies' lines subsidized by District Boards.	1929-30 .	1,38	3,83	Nil	-76	4,45
	1930-31 .	76	26	Nil	-45	57
9. Indian State lines worked by Indian States	1929-30 .	53,23	20,99	1,65	-2,35	73,52
	1930-31 .	-1,21,71	31,16	12,05	-1,71	-80,21
10. Indian State lines worked by the main line	1929-30 .	57,48	34,78	2,50	-7,54	87,22
	1930-31 .	8,47	1,80	1,76	-1,81	10,22
11. Companies' lines guaranteed by Indian States	1929-30 .	2,78	5,01	19	2,32	10,30
	1930-31 .	2	13	Nil	Nil	15
12. Lines in Foreign territory worked by British Indian Railway Companies.	1929-30 .	Nil	2,08	Nil	Nil	2,08
	1930-31 .	1	..	..	..	*5,84
13. TOTAL	1929-30	1,32,19	73,83	4,32	-7,58	2,02,76
	1930-31	-91,33	45,34	13,46	-4,63	-31,33
14. Miscellaneous	1929-30 .	85	72	Nil	10	1,67
	1930-31 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1929-30 .	1,33,04	74,55	4,32	-7,48	2,04,43
	1930-31 .	-91,33	45,34	13,46	-4,63	-31,33

* Details not available.

[For details, see Statement 2 (b), pages 28—29.]
(In thousands of rupees.)

and 1930-31 of other than State-owned Railways.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
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
88,86	18,77	12,81	3,27	1,23,71	1. Branch line Companies' Railways under Guarantee Terms—
89,04	21,29	12,81	3,00	1,25,14		(a) Worked by the branch line company.
78,71	1,17	7,71	Nil	87,59	(b) Worked by the main line.
79,90	1,17	7,71	Nil	88,78	
6,06,58	55,97	78,79	Nil	7,41,34	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,08,44	56,07	79,07	Nil	7,43,58	
1,73,75	3,37	9,56	2,00	1,88,68	3. Branch line Companies' Railways under guarantee and rebate terms.
1,76,14	3,04	9,56	2,00	1,90,74	
11,90,91	3,86,23	1,15,75	16,92	*17,21,76	4. Companies' lines subsidised by the Government of India.
12,05,93	3,93,68	1,15,76	17,65	*17,44,97	
1,03,77	69,59	20,96	6,26	1,99,68	5. Companies' lines subsidised by Local Governments.
1,04,98	72,65	20,96	5,05	2,03,64	
43,64	7,38	91	35	52,28	6. Unassisted Companies' lines.
30,15	5,87	25	38	38,65	
70,22	7,04	6,24	Nil	83,50	7. District Board lines.
71,03	7,03	6,24	Nil	84,30	
1,02,97	40,03	5,05	4,64	1,52,69	8. Companies' lines subsidised by District Boards.
1,05,07	40,29	3,71	4,19	1,53,26	
14,61,29	5,44,12	76,81	60,24	†21,53,32	9. Indian State lines worked by Indian States.
24,46,06	8,22,03	1,56,58	92,04	††35,49,69	
14,16,49	1,61,46	1,06,80	21,72	17,06,47	10. Indian State lines worked by the main line.
10,65,01	1,10,59	70,04	10,38	12,56,02	
7,46,36	1,98,62	30,43	23,98	9,99,39	11. Companies lines guaranteed by Indian States.
8,40	5,43	1,77	Nil	15,60	
2,14,90	2,08	1,51	Nil	2,18,49	12. Lines in Foreign territory worked by British Indian Railway Companies.
11,48	Nil	1,51	Nil	‡2,24,33	
62,98,95	14,95,93	4,73,33	1,38,33	84,29,40	13. TOTAL.
60,01,63	15,39,14	4,85,97	1,33,69	84,15,90	
28,29	2,75	2,01,09	38	2,32,51	14. Miscellaneous.
28,29	2,75	2,01,09	38	2,32,51	
63,27,24	14,98,68	6,74,42	1,38,76	86,31,91	15. GRAND TOTAL.
60,29,92	15,41,89	6,87,06	1,34,07	86,48,41	

* Excludes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28 the details of which are not available.

† Includes 10,86 being the capital outlay on the construction of Mauli-Kankrol and Kankrol-Kambli sections of Udaipur-Chittorgarh Railway, the details of which are not available.

†† Includes 32,18 being the capital outlay on Mauli-Kankrol and Kankrol-Kambli sections of Udaipur-Chittorgarh Railway, the details of which are not available.

‡ Includes 2,11,34 being the capital outlay on the West of India Portuguese Railway the details of which are not available.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1929-30 and 1930-31.

Particulars.	CENTRAL.								Total Provincial.		Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.		1929-30.	1930-31.	1929-30.	1930-31.
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.				
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,567,254	3,567,220	893,913	893,913	..	..	4,461,167	4,461,133	..	..	4,461,167	4,461,133
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	595,131	595,648	..	..	595,131	595,648	..	..	595,131	595,648
3. TOTAL . . . £	..	..	1,015,131	1,015,648	..	..	1,015,131	1,015,648	..	..	1,015,131	1,015,648
4. GRAND TOTAL . . . £	3,567,254	3,567,220	1,909,044	1,909,561	..	..	5,476,299	5,476,781	..	..	5,476,299	5,476,781
5. Converted into rupees at average rate of exchange . . . (In thousands of rupees).	4,79,23	4,81,58	3,55,00	2,55,09	1,90	(a) 3,11	7,36,19	7,39,78	..	..	7,36,19	7,39,78
6. Interest on capital outlay provided by Government . . . (In thousands of rupees).	14,61,95	16,90,35	3,49,12	9,32,71	—10,62	—71	23,00,45	25,22,35	66	58	23,01,01	25,22,93
7. Interest on rupee debt. (In thousands of rupees).	1,93	1,92	7,50	7,50	..	..	9,49	9,42	..	..	9,42	9,42
8. GRAND TOTAL . . . (In thousands of rupees).	19,43,10	20,73,85	11,11,63	11,95,30	—3,72	2,40	30,46,06	32,71,55	66	58	30,46,62	32,72,13

(a) Represents exchange charges.

[For details, see Statement 5, pages 42-47 and Statement 8, pages 62-77.]

VI.—Summary of *Capital at Charge**, Revenue Earnings and Expenses and Mileage of Railway classified according to methods of working for the years 1929-30 and 1930-31.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				REMARKS.
			† Total capital at charge.	Gross earnings. ‡	Working expenses. §	Net earnings.	
			Capital Outlay.	5	6	7	
1	2	3	4	5	6	7	8
1. State lines worked by the State (a) .	1929-30 .	Miles. 17,343.49	4,89,31.79	61,75.40	43,13.60	18,61.80	
	1930-31 .	17,449.59	4,96,90.71	67,88.14	43,76.21	14,11.93	
2. State lines worked by companies (a)	1929-30 .	13,855.65	2,75,80.46	40,70.86	25,99.15	14,71.71	
	1930-31 .	14,068.17	2,82,10.89	36,80.86	23,98.91	12,81.95	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1929-30 .	177.93	1,23.71	9.86	8.89	1.17	
	1930-31 .	177.93	1,35.14	8.79	9.02	—23	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1929-30 .	114.65	87.59	12.07	6.08	6.99	
	1930-31 .	114.65	88.78	11.07	5.57	5.50	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1929-30 .	1,125.18	7,41.34	2,14.94	1,10.39	1,04.55	
	1930-31 .	1,126.03	7,43.58	94.64	48.70	45.94	
6. Branch line companies' railways under Guarantee and rebate terms.	1929-30 .	166.60	1,38.68	16.75	9.32	7.43	
	1930-31 .	166.60	1,90.74	14.21	7.68	6.53	
7. Companies' lines subsidized by the Government of India.	1929-30 .	2,032.82	17,21.76	2,82.05	1,32.88	1,49.17	
	1930-31 .	2,070.95	17,44.97	2,80.24	1,32.37	1,27.87	
8. Companies' lines subsidized by Local Governments.	1929-30 .	137.03	1,99.68	44.27	24.82	19.45	
	1930-31 .	137.02	2,03.64	45.01	25.04	19.97	
9. Unassisted companies' lines .	1929-30 .	108.70	52.23	6.02	4.31	1.71	
	1930-31 .	108.70	36.65	4.90	3.43	1.47	
10. District Board lines	1929-30 .	136.43	83.50	22.37	11.85	10.52	
	1930-31 .	136.43	84.30	19.54	10.33	9.21	
11. Companies' lines subsidized by District Boards.	1929-30 .	269.16	1,52.69	38.31	23.75	14.56	
	1930-31 .	269.16	1,53.26	35.67	24.10	11.57	
12. Indian State lines worked by Indian States.	1929-30 .	3,436.02	21,53.32	2,90.18	1,87.66	1,02.52	
	1930-31 .	4,714.41	35,48.89	5,06.03	2,96.81	2,09.22	
13. Indian State lines worked by the main line.	1929-30 .	1,973.00	17,06.47	2,04.93	1,16.75	88.18	
	1930-31 .	1,609.60	12,56.02	1,59.82	96.69	63.13	
14. Companies' lines guaranteed by Indian States.	1929-30 .	754.46	9,99.89	1,89.36	72.76	1,16.60	
	1930-31 .	38.63	15.60	1.18	1.25	—7	
15. Lines in foreign territory worked by British Indian railway companies.	1929-30 .	73.60	2,18.49	36.51	21.29	15.22	
	1930-31 .	73.60	2,24.33	32.07	19.31	12.76	
16. Miscellaneous (b)	1929-30 .	19.12	(b) 2,32.51	41	46	—5	
	1930-31 .	19.12	(b) 2,32.51	43	44	—1	
17. Other items not included in the preceding heads.	1929-30 .	..	5,00.46	—6.15	—95.11	88.96	
	1930-31 .	..	4,31.35	—5.60	—32.43	26.83	
18. TOTAL	1929-30 .	41,723.73	8,56,74.62	1,16,08.14	75,43.65	40,59.49	
	1930-31 .	42,280.59	8,69,80.77	1,06,57.00	74,23.43	32,33.57	

(a) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary IV, (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

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

* † § For explanations see footnotes on page 7.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1931.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1931.			TRACK MILEAGE OPEN ON THE 31st MARCH 1931.			Route mileage opened during the financial year 1930-31.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1931.	
	Single line.	Double, triple, 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
1. Class I Railways—									
5' 6" gauge	17,471.75	3,329.93	20,801.73	24,383.40	7,249.37	31,632.77	306.13	321.80	635.77
3' 3½" gauge	14,812.86	247.81	15,060.67	15,308.43	3,118.27	18,426.75	194.55	302.97	194.54
2' 6" and 2' 0" gauges	2,157.76	Nil	2,157.76	2,157.76	237.27	2,395.03	Nil	19.00	59.43
Total	34,442.37	3,577.79	38,020.16	41,849.64	10,604.81	52,454.45	500.68	733.57	878.74
2. Class II Railways—									
3' 3½" gauge	2,253.63	Nil	2,253.63	2,253.63	328.32	2,577.94	54.20	99.40	16.16
2' 6" and 2' 0" gauges	969.84	0.07	969.91	969.66	116.64	1,086.63	Nil	84.14	Nil
Total	3,223.46	0.07	3,223.53	3,223.29	444.96	3,664.56	54.20	183.54	16.16
3. Class III Railways—									
3' 3½" gauge	126.80	Nil	126.80	126.80	18.68	145.48	18.21	10.00	46.80
2' 6" and 2' 0" gauges	909.75	1.35	911.10	912.45	68.55	1,001.00	Nil	3.00	84.87
Total	1,036.55	1.35	1,037.90	1,039.25	107.23	1,146.48	18.21	13.00	131.67
4. Total State-owned Railways—									
5' 6" gauge	15,567.60	3,329.93	18,897.53	22,469.26	6,967.19	29,456.44	317.93	319.61	634.75
3' 3½" gauge	10,775.93	220.99	11,006.93	11,235.01	2,454.75	13,690.66	37.12	343.07	194.54
2' 6" and 2' 0" gauges	1,595.05	Nil	1,595.05	1,595.05	187.54	1,782.59	Nil	49.00	43.80
Total	27,928.58	3,550.97	31,479.55	35,300.21	9,629.48	44,929.69	255.05	663.58	763.07
5. Total Other Railways—									
5' 6" gauge	1,914.15	Nil	1,914.15	1,914.15	362.06	2,176.23	86.20	1.00	111.04
3' 3½" gauge	6,416.36	17.82	6,434.17	6,451.99	1,007.62	7,459.61	229.84	168.40	61.66
2' 6" and 2' 0" gauges	2,442.30	1.42	2,443.72	2,445.14	264.92	2,700.06	Nil	87.14	99.90
Total	10,772.80	19.24	10,792.04	10,811.28	1,634.62	12,335.80	316.04	247.63	273.60
6. Total State-managed Railways—									
5' 6" gauge	12,044.06	2,770.99	14,815.05	17,791.69	6,520.80	23,313.19	208.61	236.66	442.43
3' 3½" gauge	2,942.43	214.14	3,156.57	3,370.71	886.25	4,256.96	10.97	370.87	98.36
2' 6" and 2' 0" gauges	925.31	Nil	925.31	925.21	103.32	1,028.63	Nil	Nil	43.80
Total	15,911.80	2,985.13	18,896.93	22,087.71	6,510.07	28,597.78	219.48	606.53	583.59
7. Total Other Railways—									
5' 6" gauge	5,427.69	559.99	5,986.68	6,591.71	1,728.77	8,320.48	97.62	35.94	193.84
3' 3½" gauge	14,249.85	23.67	14,273.52	14,317.19	2,676.02	16,993.21	265.99	231.60	145.16
2' 6" and 2' 0" gauges	2,112.04	1.42	2,113.46	2,114.88	339.14	2,454.02	Nil	106.14	99.90
Total	22,789.59	584.08	23,373.66	24,023.78	4,643.93	28,667.71	363.61	373.68	441.26
8. Total by gauges—									
5' 6" gauge	17,471.75	3,329.93	20,801.73	24,383.40	7,249.37	31,632.77	306.13	321.80	635.77
3' 3½" gauge	17,192.28	247.81	17,440.09	17,687.90	3,483.27	21,150.17	266.96	503.37	246.50
2' 6" and 2' 0" gauges	4,037.25	1.42	4,038.77	4,040.19	442.46	4,482.65	Nil	106.14	143.70
GRAND TOTAL	38,701.28	3,579.21	42,280.49	46,111.49	11,154.00	67,265.49	573.09	990.11	1,024.97

NOTE.—Route mileage open on 31st March 1930
Add Route mileage opened during 1930-31

..	..	..	..	..	..	..	..	41,723.72
..	..	..	..	..	..	..	..	673.09
							Total	42,396.83
Route mileage open on 31st March 1931 as shown in column 4 above							..	42,240.59
Difference (vide details below).								
Net decrease on account of re-alignments, re-measurements, etc.							..	12.13
Dismantlement of Ganhatigat Section A. B. Rly.							..	1.10
Conversion of Broad Gauge line into Metre Gauge between Salem Market and Salem Town S. I. Rly. and realignment of main line.							..	1.91
Total							..	16.23

VIII.—Summary of Equipment shown

Classification.	LOCOMOTIVES.												RAIL MOTORS.							STREAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.									
	Steam No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	3rd class seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.																					
			Steam.	Elec.								PASSENGER CARRIAGES.				No. (In units.)	SEATS.				No. (In units.)	No. (In units.)											
												1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19															
CLASS I RAILWAYS.																																	
5' 6" gauge . . .	15,909	65	144,323,541	204,9000	2	12	13†	1,112	93	9,248	69	9,975	24,467	40,186	66,971	688,977	3,923	954															
3' 3½" gauge . . .	2,785	..	39,715,379	..	4	238	7†	599	..	..	..	7,920	10,705	14,692	12,480	372,506	1,485	513												
2' 6" and 2' 0" gauges	Number.		300		Number.		9		76	114	..	..	889	1,153	1,462	2,273	27,807	102	35												
CLASS II RAILWAYS.																																	
3' 3½" gauge . . .			258				2		..	..	..	..	831	1,235	2,128	1,026	30,753	195	68										
5' 6" and 2' 0" gauges			168				5		3	..	..	..	737	558	804	445	18,858	49	22											
CLASS III RAILWAYS.																																	
3' 3½" gauge . . .			19				..		..	..	..	..	61	40	132	60	2,212	17	3								
2' 6" and 2' 0" gauges			128				18		..	..	1	..	480	535	420	1,182	11,004	64	17												

IX.—Summary of net addition.

Classification.	LOCOMOTIVES.												RAIL MOTORS.		STREAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES.									
	Steam No.	Elec. No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.																	
			Steam.	Elec.							PASSENGER CARRIAGES.				No. (In units.)	SEATS.				No. (In units.)	No. (In units.)							
											1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18											
CLASS I RAILWAYS.																												
5' 6" gauge . . .	16	21	5,681,676	..	..	..	..	..	..	..	83	644	168	1,316	1,731	157	75				
3' 3½" gauge . . .	30	..	1,418,405	..	..	..	..	56	..	..	194	235	731	852	9,303	50	54					
2' 6" and 2' 0" gauges	Number.		3		Number.		..		..	..	..	18	17	-2	130	657	9	..					
CLASS II RAILWAYS.																												
3' 3½" gauge . . .			6				1		..	..	..	31	71	107	87	1,689	1	1							
2' 6" and 2' 0" gauges			2				..		..	..	..	32	2	..	..	635	..	..								
CLASS III RAILWAYS.																												
3' 3½" gauge . . .			..				..		..	..	..	1	..	..	..	..	1	..
2' 6" and 2' 0" gauges			11				3		..	..	..	8	11	-29	48	182	-1	1							
By gauges.																												
5' 6" gauge . . .	16	21	5,681,676	..	..	..	..	..	..	..	83	644	168	1,316	1,731	157	75				
3' 3½" gauge . . .	Number.		45				1		..	56	..	226	306	838	939	10,092	52	55										
2' 6" and 2' 0" gauges			21				3		..	..	..	42	30	-31	178	1,474	8	1							

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in column 18.
 † Includes one sentinel engine.
 ‡ Motor Coach composite.
 § Includes 2 Electric Battery Locomotives.
 ¶ Includes tractive effort of 2 Electric Battery Locomotives.
 ¶ Includes 3 Steam Coach Trailers.
 ** Does not include seating capacity of 3 Steam Coach Trailers referred to at ¶ above.

actual stock running on 31st March 1931.

[For details, see Statement 16, pages 79—83 and Statement 34, pages 209—210.]

GOODS WAGONS.							Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.		
EXCLUDING VEHICLES USED EXCLUSIVELY OF RAILWAY SERVICE.											
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.					
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.			
20	21	22	23	24	25	26	27	28			
93,899	1,896,991	37,131	784,323	6,318	121,640	12,616	4,548	96	CLASS I RAILWAYS. 5' 6" gauge.		
47,956	600,816	2,996	45,717	5,760	71,448	6,578	3,845	7	3' 3½" gauge.		
Number.								138	..	2' 6" and 2' 0" gauges.	
4,048											CLASS II RAILWAYS.
6,011								161	..	3' 3½" gauge.	
2,652								49	..	2' 6" and 2' 0" gauges.	
416								11	..	3' 3½" gauge.	
1,429								29	..	2' 6" and 2' 0" gauges.	

to or reduction of Equipment during the year 1930-31.

[For details, see Statement 11, pages 90—91 and Statement 35, page 211.]

GOODS WAGONS.					Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors.	Classification.	
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.								
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUDING BRAKE VANS.				
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.		
19	20	21	22	23	24	25		
—845	—30,343	124	28,057	106	80	7	CLASS I RAILWAYS. 5' 6" gauge.	
1,325	27,377	81	3,929	117	151	..	3' 3½" gauge.	
Number.						17	..	2' 6" and 2' 0" gauges.
136								CLASS II RAILWAYS.
204						..	3' 3½" gauge.	
..						..	2' 6" and 2' 0" gauges.	
4						3	..	CLASS III RAILWAYS. 3' 3½" gauge.
40						3	..	2' 6" and 2' 0" gauges.
—845	—30,343	124	28,057	106	80	7	BY GAUGES. 5' 6" gauge.	
Total Number.						154	..	3' 3½" gauge.
1,731						20	..	2' 6" and 2' 0" gauges.
176								

*Travelling crane.

X.—Summary of Passenger and Goods Revenue

Headings.	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	886,0	744,2	34,6	29,9	15,1	12,4
2nd class "	9,353,6	8,323,9	264,9	216,9	34,3	29,5
Inter class "	17,957,0	16,198,6	301,3	254,6	168,2	148,3
3rd class "	594,888,9	539,277,7	30,014,6	27,717,9	9,169,4	8,498,3
TOTAL (a)	623,085,5	564,544,4	30,605,4	28,219,3	9,385,0	8,688,5
2. Passenger miles (in thousands)—						
1st class Miles	121,851	108,634	1,415	1,201	311	341
2nd class "	444,962	414,936	9,988	8,917	728	770
Inter class "	749,632	652,744	7,162	6,328	2,629	2,466
3rd class "	20,877,798	18,532,237	679,854	624,612	156,779	135,040
TOTAL	22,194,143	19,708,551	698,419	641,058	160,438	138,617
3. Average miles a passenger was carried—						
1st class Miles.	137.5	146.0	40.9	40.2	23.7	27.5
2nd class "	47.6	49.8	39.2	41.1	21.2	26.1
Inter class "	41.8	40.3	23.8	24.8	15.6	16.6
3rd class "	35.1	34.4	22.6	22.5	17.1	15.9
TOTAL	35.6	34.9	22.8	22.7	17.2	15.9
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	1,02,24	92,39	1,72	1,35	48	32
2nd class "	1,77,11	1,64,63	5,48	4,82	98	75
Inter class "	1,56,06	1,38,76	2,17	1,91	73	67
3rd class "	32,45,64	28,72,02	1,36,08	1,24,58	29,64	27,55
TOTAL	36,81,05	32,67,80	1,45,45	1,32,66	31,83	†† 29,29
5. Average rate charged per passenger per mile (in pice)—						
1st class Pice	16.1	16.3	23.4	21.6	29.6	21.4
2nd class "	7.64	7.62	10.6	10.4	25.8	18.7
Inter class "	4.00	4.08	5.82	5.79	5.33	5.22
3rd class "	2.99	2.99	3.85	3.83	3.63	3.92
TOTAL	3.18	3.18	4.01	3.97	3.31	4.07
6. Tons of goods carried (in thousands) (b)	113,449	105,106	4,701	4,601	1,036	936
7. Net ton-miles (in thousands)	21,265,304	20,145,778	232,679	236,103	26,653	24,596
8. Average miles a ton of goods was carried	186.0	191.7	49.5	51.3	25.7	26.3
9. Earnings from goods carried (in thousands of rupees).	66,88,12	62,57,01	1,70,50	1,65,08	21,96	*19,00
10. Average rate charged for carrying a ton of goods one mile Pice.	6.11	5.96	14.1	13.4	15.8	14.8

(a) } See remarks on page 13.

(b) }

* Includes Rs. 40,000 representing goods earnings of Jessore Jhenidah Railway not shown in Column 7 of Statement 6.

†† Includes Rs. 27,000 representing passenger earnings of Jessore Jhenidah Railway not shown in Column 4 of Statement 6.

[For details, see Statements 12, 13 and 36, pages 93-111 and 213-217.]

Statistics for the years 1929-30 and 1930-31.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	
8	9	10	11	12	13	14	15	
677.3	562.2	220.3	193.0	35.7	31.3	804.3	670.2	1. Number of Passengers (in hundreds).—
7,612.4	6,781.0	2,339.3	1,672.6	140.0	116.7	9,125.3	8,088.8	1st class No.
15,666.0	14,368.3	2,276.5	1,823.9	184.0	409.3	17,900.4	16,188.3	2nd class "
366,267.7	331,769.1	237,480.6	216,501.5	30,344.6	27,223.3	606,467.5	550,878.7	Inter class. . . . "
390,223.9	353,490.6	241,347.7	220,191.0	31,004.3	27,780.6	634,297.4	575,926.5	3rd class "
							58,470.7	TOTAL (a) "
100,933	90,403	21,472	18,714	1,188	1,059	223,591	110,176	2. Passenger miles (in thousands)—
350,572	330,043	100,475	90,494	4,617	4,086	455,664	424,623	1st class Miles.
656,327	575,623	92,845	77,096	10,151	8,819	759,323	661,538	2nd class "
13,881,559	12,416,834	7,252,101	6,376,186	580,662	498,669	21,714,422	19,291,869	Inter class. . . . "
14,989,491	13,412,903	7,466,893	6,562,490	596,616	512,833	23,053,000	20,488,226	3rd class "
								TOTAL "
148.9	160.8	97.2	97.9	32.9	33.8	153.7	164.4	3. Average miles a passenger was carried—
46.1	48.6	53.2	54.1	33.0	35.0	49.9	53.5	1st class Miles.
41.9	40.1	40.3	42.3	21.0	21.5	43.4	40.9	2nd class "
37.9	37.4	30.6	29.5	19.1	18.3	35.3	35.0	Inter class. . . . "
33.4	37.9	30.9	29.8	19.2	18.5	36.3	35.6	3rd class "
								TOTAL "
80.45	73.31	21.90	18.98	2.10	1.77	104.45	94.03	4. Earnings from passengers carried (in thousands of rupees)—
1,31.22	1,23.16	48.46	43.83	3.88	3.21	1,83.56	1,70.20	1st class Re.
1,34.86	1,21.03	21.10	17.69	3.00	2.62	1,53.96	1,41.34	2nd class "
21,08.67	18,77.31	11,81.50	10,40.73	1,21.19	1,06.11	34,11.36	30,24.16	Inter class. . . . "
24,55.20	21,94.81	12,72.96	11,21.23	1,30.17	1,13.71	38,58.33	34,29.75	3rd class "
								TOTAL "
15.3	15.6	19.6	19.5	34.0	33.2	16.2	16.4	5. Average rate charged per passenger per mile (in pice)—
7.19	7.16	9.26	9.30	16.1	15.1	7.73	7.70	1st class Pice.
3.95	4.04	4.36	4.41	5.67	5.70	4.02	4.10	2nd class "
2.92	2.90	3.13	3.13	4.01	4.08	3.02	3.01	Inter class. . . . "
3.15	3.14	3.28	3.28	4.19	4.26	3.21	3.21	3rd class "
								TOTAL "
84,325	77,550	31,089	29,623	3,771	3,470	87,376	110,643	6. Tons of goods carried (in thousands) (b)
17,430,139	16,510,591	3,944,629	3,758,854	149,369	137,032	21,524,637	20,406,477	7. Net ton-miles (in thousands).
†206.7	212.9	126.9	126.9	39.7	39.6	246.4	184.4	8. Average miles a ton of goods was carried.
49,30.70	46,67.84	17,76.50	16,59.50	1,25.03	1,13.76	68,32.76	64,41.10	9. Earnings from goods carried (in thousands of rupees).
5.59	5.42	8.65	8.48	16.0	15.9	6.14	6.06	10. Average rate charged for carrying a ton of goods one mile. Pice.

(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 or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

† Revised figures.

[For details, see Statement 5, pages 43-47 and Statement 14, pages 112-115.]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1929-30 and 1930-31.

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.
					By classes of railways.						
Class I Railways	1929-30	38,31,04	2-11	10,178	73,81,74	4-05	374	1,12,12,78	6-16	29,679	569
	1930-31	30,83,91	1-70	8,061	72,00,42	3-95	359	1,02,84,33	5-65	26,778	514
Class II Railways	1929-30	1,31,69	1-90	4,159	2,11,46	3-05	128	3,43,05	4-96	10,842	209
	1930-31	1,11,63	1-61	3,443	2,12,61	3-07	126	3,24,24	4-68	9,998	189
Class III Railways	1929-30	7,94	0-39	776	50,52	2-50	95	58,46	2-90	5,735	108
	1930-31	11,20	0-58	1,074	42,83	2-21	79	54,03	2-79	5,180	98
						By gauges.					
5' 5" Gauge	1929-30	26,78,70	2-16	12,368	64,85,51	4-59	504	80,64,21	6-76	38,636	741
	1930-31	21,00,98	1-75	9,983	53,31,65	4-42	485	74,32,63	6-17	35,261	676
3' 3½" Gauge	1929-30	13,63,03	2-16	7,957	19,21,73	3-01	213	32,74,76	5-17	19,058	365
	1930-31	10,98,50	1-79	6,313	18,82,39	3-07	207	29,80,89	4-86	17,129	329
3' 6" and 2' 0" Gauges	1929-30	38,84	0-46	969	2,35,48	2-78	113	2,75,32	3-24	6,879	132
	1930-31	7,26	0-08	179	2,41,82	2-86	114	2,49,08	2-95	6,149	119
					Total all railways.						
† Total	1929-30	39,70,57	2-09	9,493	76,43,72	3-99	349	1,16,14,29	6-08	27,670	532
	1930-31	32,06,74	1-68	7,543	74,55,86	3-92	336	1,06,62,60	5-61	25,084	483

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

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

[For details, see Statement 17, pages 126-128 and Statement 37 pages 218-221.]

XII.—Summary of Train and Engine Mileage for the years 1929-30 and 1930-31. (In thousands of miles.)

Particulars.	Year.	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	
		† Passenger.	† Goods.	† Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
By classes of railways.										
Class I Railways	Steam	1929-30	(a) 87,243	58,554	26,767	(a) 180,325	(a) 30,263	(a) 17,387	(a) 47,659	(a) 827,977
		1930-31	86,567	54,781	25,752	173,871	28,873	16,840	44,713	218,584
	† Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 966
		1930-31	1,339	607	Nil	1,955	7	343	350	2,306
Class II Railways	Steam	1929-30	1,806	1,177	3,975	6,916	1,343	111	1,459	8,374
		1930-31	1,567	1,027	4,147	6,920	1,284	126	1,410	8,330
Class III Railways	Steam	1929-30	529	138	1,210	2,019	442	215	657	2,676
		1930-31	549	135	1,196	1,934	419	144	563	2,497
By gauge.										
5' 6" gauge	Steam	1929-30	(a) 65,078	41,799	6,977	118,292	(a) 20,339	(a) 13,352	(a) 33,741	(a) 152,033
		1930-31	63,299	39,328	6,732	112,950	19,440	11,911	31,351	144,301
	† Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 966
		1930-31	1,339	607	Nil	1,955	7	343	350	2,306
3' 3½" gauge	Steam	1929-30	(a) 22,097	16,812	20,575	(a) 62,428	(a) 10,164	3,901	(a) 14,093	(a) 76,493
		1930-31	23,195	15,282	19,664	61,318	9,719	3,757	13,476	74,794
2' 6" and 2' 0" gauges	Steam	1929-30	2,202	1,558	4,400	(a) 8,639	1,502	460	1,962	(a) 10,601
		1930-31	2,179	1,333	4,099	8,457	1,417	442	1,869	10,316
Total all railways.										
Total	Steam	1929-30	(a) 89,377	69,969	31,952	(a) 189,289	(a) 32,055	(a) 17,713	(a) 49,765	(a) 239,027
		1930-31	88,673	55,943	31,095	182,725	30,576	16,110	46,686	229,411
	† Electric	1929-30	(a) 505	(a) 327	Nil	(a) 843	7	115	122	(a) 966
		1930-31	1,339	607	Nil	1,955	7	343	350	2,306

*Includes light, assisting required, assisting not required, siding and departmental.

†Other than electric multiple unit suburban trains.

‡Including departmental.

(a) Revised figures.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1931.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*1.	Coaching vehicle miles (In thousands)	1,125,590	593,102	42,376
*2.	Wagon miles—(In thousands)			
	2-01 Loaded	1,276,513	511,926	22,188
	2-02 Total (excluding brake vans)	1,875,451	702,833	32,201
	2-03 Percentage loaded of total	68.1	72.8	68.9
*3.	Net or freight ton miles (In thousands)	{ Steam . 15,952,116	{ 3,405,656	{ 81,759
		{ Electric † . 272,395	{ ..	{ ..
4.	Gross ton miles (including weight of engine)—(In thousands)	{ Steam . 26,500,768	{ 7,416,872	{ 346,765
		{ Electric † . 631,659	{ ..	{ ..
4-01	Passenger and proportion of mixed.	{ Excluding departmental { Steam . 26,646,213	{ 7,506,341	{ 348,150
		{ Including departmental { Electric † . 632,217	{ ..	{ ..
4-02	Goods and proportion of mixed.	{ Excluding departmental { Steam . 37,926,288	{ 8,362,036	{ 289,184
		{ Including departmental { Electric † . 653,243	{ ..	{ ..
		{ Steam . 39,196,474	{ 8,828,704	{ 312,434
		{ Electric † . 657,488	{ ..	{ ..
*5.	Vehicle and Wagon Usage—			
5-01	Vehicle Miles per vehicle day	132.7	106.8	63.2
5-02	Wagon miles per wagon day	36.0	28.0	14.8
5-03	Net ton miles per wagon day	314.2	137.4	36.7
5-04	Average wagon load (Total traffic)	12.7	6.65	3.68
*6.	Average speed of goods trains—Train miles per train engine hour—			
	† Through Goods trains—			
6-01	Main lines	{ Steam . §	{ §	{ ..
		{ Electric † . 15.7	{ ..	{ ..
6-02	Branch lines	{ Steam . §	{ §	{ ..
6-03	Total	{ Steam . §	{ §	{ ..
		{ Electric † . 15.7	{ ..	{ ..
All Goods trains—		{ Steam . 10.6	{ 10.3	{ ..
6-04	Main lines	{ Electric † . 13.0	{ ..	{ ..
6-05	Branch lines	{ Steam . 10.1	{ 10.2	{ ..
6-06	Total	{ Steam . 10.5	{ 10.3	{ 8.50
		{ Electric † . 13.0	{ ..	{ ..
*7.	Average train load—			
	Passenger—			
7-01	Number of vehicles	{ Steam . 16.7	{ 17.2	{ ..
		{ Electric † . 17.2	{ ..	{ ..
	Passenger and proportion of mixed—			
7-02	Gross weight (including weight of engine)	{ Steam . 390.5	{ 229.8	{ ..
		{ Electric † . 472.0	{ ..	{ ..
Goods—		{ Steam . 34.1	{ 30.8	{ ..
7-03	Main lines—Loaded wagons	{ Electric † . 40.2	{ ..	{ ..
7-04	Main lines—Total	{ Steam . 49.7	{ 43.1	{ ..
		{ Electric † . 50.2	{ ..	{ ..
7-05	Percentage loaded of total	{ Steam . 68.7	{ 73.2	{ ..
		{ Electric † . 79.8	{ ..	{ ..

* Excluding departmental.

† Excluding van goods and shunting (pick up) trains.

‡ Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
* Average train load—contd.			
Goods—contd.			
7-06 Branch lines—Loaded wagons	22.9	21.2	—
7-07 Branch lines—Total.	25.8	30.0	—
7-08 Percentage loaded of total	84.0	70.7	—
Main and Branch Lines—			
Goods and proportion of mixed—			
7-09 Net or freight weight	{ Steam 384.5	160.4	48.1
	{ Electric ‡ 449.0	..	..
7-10 Gross weight (including weight of engine)	{ Steam 914.2	393.9	170.0
	{ Electric ‡ 1,069.0	..	..
7-11 Gross weight (excluding weight of engine)	{ Steam 801.4	331.5	119.0
	{ Electric ‡ 933.0	..	..
*8. Light Running—			
Light engine miles per 100 train miles—			
8-01 Passenger and proportion of mixed	1.55	0.85	—
8-02 Goods and proportion of mixed	7.02	2.54	—
Light and assisting not required miles per 100 train miles—			
8-03 Passenger and proportion of mixed	2.29	1.25	..
8-04 Goods and proportion of mixed	7.77	4.21	—
*9. Shunting.—			
Shunting miles per 100 train miles—			
9-01 Passenger and proportion of mixed	5.31	5.10	—
9-02 Goods and proportion of mixed	37.5	33.2	—
9-03 Wagon miles per shunting engine hour	594.6	499.1	—
10 Efficiency.—			
10-01 Wagon miles per engine hour	197.2	157.6	—
10-02 Net ton miles per engine hour	1,677.6	763.4	—
10-03 Gross ton miles per engine hour	4,122.1	1,979.1	—
11. Engines and Engine Usage—			
11-01 Average authorised stock	{ Steam 6,048	2,745	301
	{ Electric ‡ 66	—	—
11-02 Average total number on line	{ Steam 5,957	2,769	277
	{ Electric ‡ 57	—	—
11-03 Average number available for use	{ Steam 4,607	2,326	224
	{ Electric ‡ 51	—	—
11-04 Actual number in good repair stored in any one month.	{ Maximum No. 254	57	3
	{ Minimum No. 8	5	1
(a) 11-05 Engine miles per day per engine on line	{ Steam 68	61	53
	{ Electric ‡ 111	—	—
11-06 Net ton miles per goods locomotive day on line	{ Steam 12,858	6,199	1,621
	{ Electric ‡ 19,506	—	—
11-07 Net ton miles per goods locomotive day in use.	{ Steam 21,213	8,550	2,670
	{ Electric ‡ 23,761	—	—

* Excluding departmental.

(a) Including departmental.

(b) Including weight of engine.

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauge.
<i>(a)</i> 12. <i>Density.</i> —			
12-01 Passenger miles per running track mile per annum	540,130	394,211	101,691
12-02 Passenger miles per route mile per annum	644,797	403,421	101,891
12-03 Net ton miles per running track mile per annum	667,944	231,216	40,398
12-04 Net ton miles per route mile per annum	793,712	235,582	40,398
<i>(b)</i>			
12-05 Gross ton miles per running track mile per annum	2,663,699	1,064,818	306,143
<i>(b)</i>			
12-06 Gross ton miles per route mile per annum	3,165,251	1,084,616	306,143
12-07 Train miles per running track mile per day	12·5	10·0	5·58
13. <i>Repair of Rolling stock.</i> —			
<i>(a)</i> <i>Engines.</i> —			
Average number under or awaiting repairs (daily)			
In Mechanical workshops—			
13-01 Number	{ Steam 352	165	18
	{ Electric† 2	..	..
13-02 Percentage of item 13-01 to average number on line.	{ Steam 6·00	5·97	6·50
	{ Electric† 3·51	..	..
In sheds and transportation workshops—			
13-03 Number	{ Steam 760	267	33
	{ Electric† 4	..	..
13-04 Percentage of item 13-03 to average total No. on line	{ Steam 13·0	9·65	11·9
	{ Electric† 7·02	..	..
<i>*Coaching Stock.</i> —			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages	807	563	26
13-06 Other coaching vehicles	248	78	7
13-07 Percentage of item 13-05 to average total No. on line	8·14	7·35	3·15
13-08 Percentage of item 13-06 to average total No. on line	7·59	6·30	8·43
In sick lines and transportation Workshops—			
13-09 Passenger carriages	176	115	25
13-10 Other coaching vehicles	32	14	2
13-11 Percentage of item 13-09 to average total number on line	1·77	1·45	2·81
13-12 Percentage of item 13-10 to average total number on line	0·98	1·13	2·41
<i>*Goods Stock.</i> —			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number	2,207	1,209	36
13-14 Percentage of item 13-13 to average No. on line	1·56	1·78	0·59
In sick lines and transportation Workshops—			
13-15 Number	5,804	1,198	157
13-16 Percentage of item 13-15 to average number on line	4·10	1·77	2·57
<i>Hot boxes.</i> —			
13-17 Coaching vehicles—Number. (Monthly)	83	93	2
13-18 Wagons—Number. (Monthly)	2,970	623	

(a) Including Departmental.

* Excluding Departmental.

(b) Including weight of engine.

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed—			
(a) 14-01 Foreign coal			
(a) 14-02 Indian coal	4,878,500	1,418,751	136,674
(a) 14-03 Wood	5,615	22,244	214
(a) 14-04 Oil fuel	102,555	55	—
(a) 14-05 Total (in terms of coal)	5,037,216	1,437,749	136,700
Passenger and Mixed—			
*14-06 Total net tons of coal consumed	2,107,648	798,518	82,594
Goods—			
*14-07 Total net tons of coal consumed—Goods service	2,162,357	429,165	43,182
*14-08 Total net tons of Shunting (including siding)	598,242	124,221	5,503
14-09 Total net tons of Departmental	187,116	67,164	4,016
14-10 Total tons of coal used on all locomotive Services	5,064,506	1,427,746	135,960
*14-11 Lbs. per engine mile (shunting including siding)	66.1	35.6	..
(b)			
Lbs. of coal consumed per 1,000 gross ton miles—			
*14-12 Passenger and proportion of mixed	172.2	107.4	403.5
*14-13 Goods and proportion of mixed	131.6	154.9	442.8
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	6,431,170	2,473,631	} 367,128
15-02 Total pints (Goods trains)	4,272,571	1,131,213	
15-03 Pints per 100 engine miles (Passenger and Mixed)	8.66	6.08	} 6.80
15-04 Pints per 100 engine miles (Goods)	9.39	7.00	
Lubricating oil used on coaching, goods and departmental vehicles—			
15-05 Total pints	5,404,543	1,741,257	—
15-06 Pints per 1,000 vehicle miles	1.71	1.25	—

(a) Including Departmental. * Excluding Departmental. (b) Including weight of engines.
(c) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

SECTION B.

**FINANCIAL AND STATISTICAL
STATEMENTS.**

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of State-owned Railways for the year 1930-31 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1931.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 x 100) Col. 2
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	4,53	—25	—5.52
2. Eastern Bengal	50,52,12	1,20,27	2.37
3. East Indian (including South Bihar)	1,45,62,28	5,99,90	4.12
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	1,13,67,34	3,68,43	3.24
5. North Western (Military)	34,17,60	—70,19	—2.05
6. Great Indian Peninsula	1,17,26,56	2,87,58	2.46
7. Coal Department	90,92	..	..
8. Burma	35,31,29	1,15,21	3.26
9. TOTAL	4,97,90,64	14,20,95	2.85
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,16,64	71,03	3.07
11. Bengal-Nagpur	75,75,59	1,80,24	2.37
12. Bewara Extension including D. K. extension (N. B.)	49,32	2,19	4.44
13. Bombay, Baroda and Central India	72,83,63	3,78,48	5.20
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	83,76	6,22	6.23
15. Lucknow-Bareilly (R. & K.)	1,55,69	18,78	12.06
16. Madras and Southern Mahratta	53,81,45	3,48,43	6.03
17. South Indian	41,30,91	2,36,83	5.68
18. Coonoor-Ootacamund (S. I.)	51,92		
19. Travancore (British Section) (S. I.)	54,42		
20. Travancore (Indian State Section) (S. I.)	1,38,78	70,44	7.22
21. Tirhoot (B. & N. W.)	9,75,06		
22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous . . . . .	..	31,60	..
23. TOTAL	2,81,97,07	13,43,24	4.76
Miscellaneous Items.			
24. Abandoned Projects, etc.	32,26	..	..
25. Other miscellaneous items	2,97,78	..	..
26. Deduct—Interest during construction . . . . .	..	..	..
27. TOTAL	3,30,04	..	..
28. Total Central	7,83,17,75	27,64,19	3.53
Provincial.			
29. Assam (Jorhat)	13,22	..	..
30. United Provinces (Distillery siding)	1,39	..	..
31. Total Provincial	14,61	..	..
32. Grand Total	7,83,32,36	27,64,19	3.53

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

centage of those figures on the Capital at Charge, on 31st March 1931 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. Col. 8 or 9 × 100	Class and name of Railway.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.			Column 3
5	6	7	8	9	10	11
Central.						
State Lines worked by the State.						
..	11	11	..	36	-7.05	1. Aden.
..	1,90,86	1,99,86	..	79,59	-1.86	2. Eastern Bengal.
..	6,17,61	6,17,61	..	17,71	-0.12	3. East Indian (including South Bihar).
..	4,85,22	4,85,22	..	1,16,79	-1.02	4. North Western (Commercial). including Delhi (New Capital) Rlys. Works Scheme.
..	1,46,91	1,46,91	..	2,17,10	-6.35	5. North Western (Military).
..	4,59,81	4,59,81	..	1,72,23	-1.47	6. Great Indian Peninsula.
..	6,37	6,37	..	6,37	-6.37	7. Coal Department.
..	1,58,96	1,58,96	..	43,75	-1.23	8. Burma.
..	20,73,85	20,73,85	..	6,62,90	-1.31	9. Total.
State Lines worked by Companies or Indian States.						
..	92,93	93,91	..	22,88	-0.99	10. Assam-Bengal.
..	3,48,78	3,48,78	..	1,68,54	-2.22	11. Bengal Nagpur.
..	2,11	2,11	..	..	0.16	12. Berwada Extension including D. K. extension (N. S.)
15,00	2,84,30	2,99,30	79,18	..	1.09	13. Bombay, Baroda and Central India
..	3,71	3,71	1,51	..	1.90	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
1,32	9,39	10,71	8,07	..	8.18	15. Lucknow-Bareilly (R. & K.)
79,57	2,41,44	3,21,01	27,42	..	0.51	16. Madras and Southern Mahratta.
14,72	1,73,52	1,88,24	44,86	..	1.02	17. South Indian.
..	1,90	1,90	..	..	..	18. Coonoor-Ootacamund (S. I.)
..	67	67	..	..	..	19. Travancore (British Section) (S. I.)
..	1,16	1,16	30,34	..	3.11	20. Travancore (Indian State Section) (S. I.)
4,71	35,39	40,10	31,60	..	..	21. Tirhoot (B. & N. W.)
..	..	..	..	..	..	22. Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous.
1,16,30	11,95,39	13,11,60	31,64	..	-1.11	23. Total.
Miscellaneous Items.						
..	1,07	1,07	..	1,07	-3.31	24. Abandoned Projects, etc.
..	17,74	17,74	..	17,74	-5.95	25. Other miscellaneous items.
..	16,41	16,41	16,41	..	..	26. Deduct—Interest during construction.
..	2,40	2,40	..	2,40	-0.72	27. Total.
1,16,30	32,71,55	33,87,85	..	6,23,66	-7.79	28. Total Central.
Provincial.						
..	50	50	..	50	-3.78	29. Assam (Jorhat).
..	8	8	..	8	-5.75	30. United Provinces (Dist. lorry siding).
..	58	58	..	58	-3.97	31. Total.
1,16,30	32,72,13	33,88,43	..	6,24,24	-7.79	32. Grand Total.

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal 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 Report.

*The total loss (Central) for the year is:—

Loss as per column 9 above	..	..	..	..	..	6,23,66
Deduct—Miscellaneous Railway Receipts	..	..	..	..	..	1,53,10
Government share of surplus profits from subsidized Companies	..	..	..	..	..	20,36
Add—Miscellaneous Railway expenditure	..	..	..	..	..	66,58

Net Loss .. 5,18,78

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

RAILWAYS.	LEASHTICES 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>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Aden	—4	—4
Eastern Bengal	5,28,81	62,39	36,37	60	—27,48	71,88
East Indian (including South Bihar)	—1,22	49,59,77	1,16,41	40,35	2,24	—45,43	1,13,57
Great Indian Peninsula (including Bhopal State).	..	49,09,94	98,58	63,71	3,86	—12,32	1,53,78
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	83,27	44,60	1,31	—74,14	55,04
North Western (Military)	8,56	9,21	2	..	17,79
Coal Department	68	..	..	21	89
Burma	37,17	14,97	—21	78	42,71
Total I (i)	—1,22	1,16,58,12	3,97,01	2,09,21	7,82	—1,58,42	4,55,62
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	18,56	..	3,46	3,51	25,53
East Indian	1,11,06	..	9,08	—7,51	1,12,53
Great Indian Peninsula	10,38	2,39	1,51	—1	14,27
North-Western (Commercial)	85,19	2	7,00	—29,47	62,74
North-Western (Military)	1,40	..	2	*1,25	2,67
Burma	12,94	..	37	—27	13,04
Total I (ii)	2,39,53	2,41	21,44	—32,60	2,30,78
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
{ Assam-Bengal—I	1,06	..	..	..	1,06
{ Assam-Bengal—II	18,64	21,52	..	—2,27	32,89
Bengal-Nagpur	58,32	30,91	—5,54	—38,64	45,05
Beswada Extension (N. S.)	3	..	..	..	3
Bombay, Baroda and Central India	..	19,40,92	76,44	30,80	3,70	8,84	1,19,78
Total Companies' Lines (Open lines)							
Carried over	19,40,92	1,49,49	83,23	—1,84	—32,07	1,93,81

* Includes (1) Campbellpur Reserve 88 and (2) Frontier Railway Reserve 1,93.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1932.

Railways on the 31st March 1931. (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).	Railways
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
			4,53	4,53	4,53	Control. I.—STATE LINES WORKED BY THE STATE. (i) OPEN LINES.
						Aden.
29,55,89	12,20,63	1,41,81	78,54	43,04,87	43,23,68	Eastern Bengal.
(a) 48,22,27	35,28,07	1,31,59	3,21,33	88,03,26	1,37,63,03	East Indian (including South Bihar).
(b) 47,02,61	18,35,72	1,61,28	2,51,56	67,51,17	1,16,01,11	Great Indian Peninsula (including Bhopal State).
63,83,91	24,66,67	2,28,95	3,06,61	93,86,14	1,06,45,74	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
23,17,02	5,05,21	1,18,74		29,40,97	29,40,97	North Western (Military).
98,41			1,51	99,92	99,92	Coal Department.
22,19,93	6,80,47	1,94,75	52,84	31,47,99	31,47,00	Burma.
2,35,00,04	1,00,36,77	9,77,12	10,14,92	3,55,28,85	4,71,68,97	Total I (i).
						(ii) NEW CONSTRUCTIONS.
1,37,30		13,50	7,64	1,58,44	1,58,44	Eastern Bengal.
7,11,58		83,52	4,15	7,99,25	7,99,25	East Indian.
54,29	2,39	7,77		64,45	64,45	Great Indian Peninsula.
6,43,66	18,62	57,87	3,65	7,21,60	7,21,60	North-Western (Commercial).
3,46,82		36,03	(c) 3,78	4,76,63	4,76,63	North-Western (Military).
3,47,64		35,65	1	3,83,30	3,83,30	Burma.
22,41,29	19,01	2,34,14	1,09,23	(d) 26,03,67	26,03,67	Total I (ii).
						II—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
						(i) OPEN LINES.
59,45				59,45	59,45	Assam Bengal—I.
13,93,64	4,55,24	1,45,49	28,00	20,22,37	20,22,37	Assam Bengal—II.
42,17,37	26,68,35	2,60,67	1,26,25	71,62,64	71,62,64	Bengal Nagpur.
16,50		1,17		17,67	17,67	Bezwada Extension (N. S.).
36,27,46	13,76,63	1,78,97	1,61,65	53,42,71	72,83,63	Bombay, Harode and Central India.
93,14,42	43,90,22	5,84,30	3,15,90	1,46,04,84	1,65,45,76	Total Companies' Lines (Open lines Carried over.

(a) Excludes 9,27 representing outlay on Agra City Station transferred to G. I. P. Railway without financial adjustment.

(b) Includes 9,37 representing outlay on Agra City Station transferred from E. I. Railway without financial adjustment.

(c) Includes (1) Campbellpur Reserve 9,73 and (2) Frontier Railway Reserve 84,03.

(d) 1,36,30 transferred from constructions to open line without financial adjustment.

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

RAILWAY.	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	1,49,49	33,23	-1,84	-32,07	1,98,81
Jodhpur	48	-34	..	-10	4
Lucknow-Bareilly (R. & K.)	94	85	..	-99	80
Madras and Southern Mahratta	17,47,75	59,29	31,64	3,23	-12,86	81,30
Dhono-Kurnool	70	..	..	5,59	6,29
South Indian	7,63,49	70,85	47,06	6,12	-2,56	1,21,47
Coonoor-Ootacamund (S. I.)	14	1,10	..	..	1,24
Travancore (British Section) (S. I.)	67	3	2	..	72
Travancore (Indian State Section) (S. I.)	-2	7	..	..	5
Tirhoot (B. & N. W.)	5,60	8,51	..	8,04	-22,15
TOTAL II (i)	44,52,16	2,88,14	1,72,15	7,53	-34,95	4,32,87
II (ii)—New Constructions.							
{ Assam Bengal I*	4,88	..	..	..	4,88
{ Assam Bengal II*	19,99	..	2,07	-1,73	20,33
Bengal Nagpur	1,10,25	..	6,60	-2,82	1,14,03
Dhono-Kurnool Extension	-47	..	..	-4	-51
Madras and Southern Mahratta	1,61	..	21	-1,01	81
South Indian	58,49	..	6,03	-14,97	49,50
Tirhoot (Meshrak Thawe Extension)	6,23	96	77	-14	7,82
Total II (ii)	2,00,98	96	15,73	-20,71	1,96,96
III.—Miscellaneous Items.							
Abandoned Projects, etc.
Controller of Railway Accounts—Account Current	(a) 4,64	..	4,64
Total III	4,64	..	4,64
Total Central I(i)—III	-1,22	1,61,10,28	11,25,66	3,84,73	57,16	-2,46,68	13,20,87
IV.—Provincial.							
Assam (Jorhat)
United Provinces (Distillery Siding)
Total IV.—Provincial
GRAND TOTAL I(i)—IV	-1,22	1,61,10,28	11,25,66	3,84,73	57,16	-2,46,68	13,20,87

(a) Includes 1,00 on account of purchase of branch line shares.

* For purposes of accounting the capital, is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1884.

on the 31st March 1931. (In thousands of rupees)—concl'd.

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).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
93,14,42	43,90,22	5,84,30	3,15,90	1,46,04,84	1,65,45,76	Total Companies' Lines (open lines) Brought forward.
80,61	..	3,08	7	83,76	83,76	Jodhpur.
1,06,26	36,64	5,26	7,53	1,55,69	1,55,69	Lucknow-Bareilly (R. & K.).
22,92,00	9,28,03	1,21,06	81,54	34,22,62	51,70,37	Madras and Southern Mahratta.
10,12	23	83	5,59	16,77	16,77	Dhone-Kurnool.
16,94,90	7,50,47	81,69	78,77	26,05,83	33,60,32	South Indian.
30,23	18,63	3,06	..	51,92	51,92	Coonoor-Ootacamund (S. I.).
43,46	6,08	4,88	..	54,42	54,42	Travancore (British Section) (S. I.).
1,01,54	25,27	11,97	..	1,38,78	1,38,78	Travancore (Indian State Section) (S. I.).
6,36,76	2,29,79	50,70	38,52	9,55,77	9,55,77	Tirhoot (B. & N. W.).
1,43,10,30	63,85,36	8,66,82	5,27,92	2,20,90,40	2,65,42,56	Total II (i).
						II (ii)—New Constructions.
35,42	..	..	..	35,42	35,42	Assam Bengal I. }
1,80,49	..	16,90	1,91	1,60,30	1,99,30	Assam Bengal II. }
3,50,36	..	61,77	33	4,12,96	4,12,96	Bengal Nagpur.
13,65	..	1,09	14	14,88	14,88	Dhone-Kurnool Extension.
1,93,33	..	16,60	1,15	2,11,08	2,11,08	Madras and Southern Mahratta.
6,42,88	..	1,00,69	18,04	7,61,59	7,61,59	South Indian.
16,17	96	1,95	21	19,29	19,29	Tirhoot (Moohrak Thawe Extension).
14,32,77	96	1,99,00	21,78	(b)16,54,51	16,54,51	Total II (ii).
						III.—Miscellaneous Items.
32,26	..	..	..	32,26	(c) 32,26	Abandoned Projects, etc.
2,25,52	..	(d) 62,75	—49	2,97,78	2,97,78	Controller of Railway Accounts—Account Current.
2,67,78	..	62,75	—49	3,30,04	3,30,04	Total III.
4,17,52,18	1,64,42,10	23,30,83	16,73,36	6,22,07,47	7,83,17,75	Total Central I (i)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Billing).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,17,61,00	1,64,46,50	23,40,24	16,74,04	6,22,22,08	7,83,32,36	GRAND TOTAL I (i)—IV.

(b) 16,93 transferred from constructions to open line without financial adjustment.

(c) Distribution over minor heads is not available.

(d) Includes 54,77 on account of investment in share of Branch Line Companies.

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

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	Ra.	Ra.	Ra.	Ra.	Ra.	
1. BRANCH LINE COMPANIES'							
(A) Worked by the Branch							
OPEN LINES.							
Ahmadpur-Katwa	2' 6"	—1	26	NH	NH	25	
Bankura-Damodar River	"	15	1,00	NH	—80	35	
Burdwan-Katwa	"	NH	27	NH	—12	15	
Futwah-Islampur	"	2	NH	NH	—7	—5	
Kalighat-Falta	"	2	99	NH	—23	73	
TOTAL 1-(A) . . . . .	..	18	2,52	NH	—1,27	1,43
(B) Worked by the							
OPEN LINES.							
Hardwar-Dohra (E. L.)	5' 6"	36	NH	NH	NH	36	
Chaparmukh-Silghat (A. B.)	3' 3½"	79	NH	NH	NH	79	
Katakhal Lalabazar (A. B.)	"	4	NH	NH	NH	4	
Dasghara-Jamalpuranj (Bengal Provincial)	2' 6"	NH	NH	NH	NH	NH	
TOTAL 1-(B) . . . . .	..	1,19	NH	NH	NH	1,19
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE							
OPEN LINES.							
Amritsar-Patti (N. W.)	5' 6"	7	NH	NH	NH	7	
Hoshiarpur Doab (N. W.)—							
Jullundur-Mukerian (N. W.)	"	—2	NH	NH	NH	—2	
Phagwara-Rahon (N. W.)	"	21	NH	NH	NH	21	
Mandra-Bhaun (N. W.)	"	24	NH	NH	NH	24	
Sara-Siraiganj (E. B.)	"	80	NH	1	NH	81	
Sialkot-Narowal (N. W.)	"	—12	NH	NH	NH	—12	
Tapti Valley (B, B. & C. I.)	"	21	NH	1	NH	22	
Ahmedabad-Parantij (B, B. & C. I.)	3' 3½"	1	NH	20	NH	21	
Champaner-Shivrajpur-Pani Light (B, B. & C. I.)	2' 6"	1	NH	2	NH	3	
Dhond-Baramati (G. I. P.)	"	15	NH	NH	NH	15	
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.)	"	26	2	NH	NH	28	
Godhra-Lunavada (B, B. & C. I.)	"	3	NH	2	NH	5	
Jacobabad-Kashmor (N. W.)	"	NH	NH	NH	NH	NH	
Khulna Bagerhat (E. B.)	"	5	4	NH	NH	9	
Larkana-Jacobabad (N. W.)	"	—4	NH	NH	NH	—4	
Mayurbhanj (B. N.)	"	NH	NH	NH	NH	NH	
Nadiad Kapadvanj (B, B. & C. I.)	"	NH	NH	2	NH	2	
Pachora-Jamnor (G. I. P.)	"	1	2	NH	NH	4	
Darjooling-Himalayan Extensions	2' 6"	NH	NH	NH	NH	NH	
TOTAL (2) . . . . .	..	1,87	9	28	NH	2,24

year 1930-31 of other than State-owned Railways. (In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.						RAILWAY.
Works.	Rolling stock.	General charges (including ferrics).	Stores, etc., not finally charged off in the Accounts.	Total.	13	
8	9	10	11	12		
Rs.	Rs.	Rs.	Rs.	Rs.		
RAILWAYS UNDER GUARANTEE TERMS.						
Line Company.						OPEN LINES.
16,49	2,41	1,85	2	20,77	Ahmadpur-Katwa.	
30,25	5,59	3,66	69	40,19	Bankura-Damodar River.	
14,58	3,61	1,63	53	20,34	Burdwan-Katwa.	
12,65	2,70	4,06	10	19,51	Futwah-Islampur.	
15,07	6,98	1,62	66	24,33	Kalighat-Falta.	
89,04	31,29	12,81	2,00	1,25,14	TOTAL 1-(A).	
Main Line.						OPEN LINES.
30,04	Nil	4,41	Nil	34,45	Hardwar-Dehra (E. I.).	
32,12	Nil	1,72	Nil	33,84	Chaparmukh-Silghat (A. B.).	
15,73	Nil	1,39	Nil	17,12*	Katakhal-Lalabazar (A. B.).	
2,01	1,17	19	Nil	3,37	Dasghara-Jamalpurjanj (Bengal Provincial).	
79,90	1,17	7,71	Nil	88,78	TOTAL 1-(B).	
TERMS WORKED BY THE MAIN LINE.						
24,18	Nil	2,04	Nil	26,22	OPEN LINES. Amritsar-Patti (N. W.).	
33,36	Nil	2,77	Nil	36,13	Hoshiarpur-Doab (N. W.)— Jullundur-Mukerian (N. W.).	
26,06	Nil	2,40	Nil	28,46	Phagwara-Rahon (N. W.).	
21,87	Nil	3,13	Nil	25,00	Mandra-Bhaun (N. W.).	
85,39	Nil	5,82	Nil	94,21	Sara-Sirajganj (E. B.).	
27,11	Nil	2,41	Nil	29,52	Sialkot-Narowal (N. W.).	
1,25,99	Nil	10,68	Nil	1,36,67	Tapti Valley (B., B. & C. I.).	
34,03	3	3,98	Nil	38,04	Ahmedabad-Parantij (B., B. & C. I.).	
11,19	6,38	3,42	Nil	20,99	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).	
8,37	2,33	1,85	Nil	12,55	Dhond-Baramati (G. I. P.).	
58,20	18,20	15,10	Nil	91,50	Ellichpur-Yestmal (including Pulgaon-Arvi railway) (G. I. P.).	
8,94	1,80	3,42	Nil	14,16	Godhra-Lunavada (B., B. & C. I.).	
17,41	5,29	1,67	Nil	24,37	Jacobabad-Kashmor (N. W.).	
6,67	1,28	79	Nil	8,74	Khulna-Bagerhat (E. B.).	
20,12	6,73	3,56	Nil	30,41	Larkana-Jacobabad (N. W.).	
24,12	58	Nil	Nil	24,70	Mayurbhanj (B. N.).	
8,84	4,73	2,72	Nil	16,29	Nadiad Kapadvanj (B., B. & C. I.).	
12,04	2,02	3,77	Nil	17,83	Pachora-Jamner (G. I. P.).	
41,55	6,70	9,54	Nil	57,79	Darjeeling-Himalayan Extensions.	
6,08,4	58,07	79,07	Nil	7,43,58	TOTAL (2).	

H50CRAccts.

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

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.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.		3. BRANCH LINE COMPANIES' RAILWAYS UNDER				
Jamnagar and Dwarke	3' 3½"	24	1	N/A	N/A	25
Mymensingh-Bhairab Bazar (A. B.)	"	1,81	N/A	N/A	N/A	1,81
TOTAL (3) . . . . .	..	2,05	1	N/A	N/A	2,06
OPEN LINES.		4. COMPANIES' LINES SUBSIDIZED BY THE				
Bengal and North-Western	3' 3½"	6,54	3,68	—1	23	10,44
Bengal Dooms Extensions*	"	50	40	N/A	26	1,16
Mirpur Khas-Khadro* (Jodhpur)	"	1	N/A	N/A	N/A	1
Bohlikund and Kumaon	"	1,02	66	2	N/A	1,70
Barsi Light*	2' 6"	6,92	2,71	N/A	8	9,71
Dahri-Bohtas Light	"	N/A	N/A	N/A	N/A	N/A
Shahdara (Delhi)-Saharanpur Light*	"	3	N/A	N/A	16	19
Matheran Light*	2' 0"	N/A	N/A	N/A	N/A	N/A
TOTAL (4) . . . . .	..	16,02	7,45	1	73	23,21
OPEN LINES.		5. COMPANIES' LINES SUBSIDIZED				
Dibru-Sadiya	3' 3½"	1,09	2,95	N/A	N/A	4,04
Darjeeling-Himalayan	2' 0"	12	1	N/A	—21	—8
TOTAL (5) . . . . .	..	1,21	2,96	N/A	—21	3,96
OPEN LINES.		6. UNASSISTED				
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	N/A	N/A	N/A	N/A	N/A
Bengal Provincial	2' 6"	N/A	N/A	N/A	9	9
Jessore Jhanidah	"	Information not available			..	..
Jagadhri Light	2' 0"	N/A	N/A	N/A	N/A	N/A
Kulasekarapatnam Light.	"	—1,21	—1,03	—64	N/A	—2,88
Trivellore Light	"	N/A	N/A	N/A	N/A	N/A
TOTAL (6) . . . . .	..	—1,21	—1,03	—64	9	—2,79

* Receipts land only from Government.

year 1930-31 of other than State-owned Railways. (In thousands of rupees)—contd.

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

GUARANTEE AND REBATE TERMS.

60,60	3,04	2,56	2,00	68,20	Jamnagar and Dwarka.
1,15,54	NH	7,00	NH	1,22,54	Mymensingh-Bhairab Bazar (A. B.).
1,76,14	3,04	9,56	2,00	1,90,74	TOTAL (3)

GOVERNMENT OF INDIA.

					OPEN LINES.
18,10,24	2,58,39	82,31	6,37	11,57,31	Bengal and North-Western.†
92,41	16,01	7,81	6,31	1,22,54	Bengal Doore Extensions*.
7,99	NH	58	NH	8,57	Mirpur Khas-Khadro* (Jodhpur).
1,31,97	52,29	11,99	NH	1,96,25	Rohilkund and Kumaon.
1,25,31	49,21	7,80	3,00	1,85,32	Barsi Light*.
7,59	3,85	41	79	12,64	Dehri-Rohas Light.
30,42	13,76	4,86	1,18	50,23	Shahdara (Delhi)-Saharanpur Light*.
NH	17	NH	NH	12,12†	Matheran Light*.
12,05,93	3,93,68	1,15,76	17,65	17,44,97	TOTAL (4)

OPEN LINES.

BY LOCAL GOVERNMENTS.

72,49	60,15	18,18	1,50	1,52,32	Dibru-Sadiya.
32,49	12,50	2,78	3,55	51,32	Darjeeling-Himalayan.
1,04,98	72,65	20,96	5,05	2,03,64	TOTAL (5)

COMPANIES' LINES.

					OPEN LINES.
16,94		Details not available		16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,77	2,76	1	38	11,93	Bengal Provincial.
Information not available.			..	..	Jessore Jhenidah.
62	44	12	NH	1,18	Jagadhri Light.
3,43	1,99	3	NH	5,45	Kulasekarapatnam Light.
39	68	9	NH	1,16	Trivellore Light.
30,15	5,87	25	38	26,65	TOTAL (6)

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

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.	Total.	
		3	4	5	6		
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
7. DISTRICT							
OPEN LINES.							
Tenali-Bopalle (M. & S. M.)	5' 0"	13	Nil	Nil	Nil	13	
Berwada-Marulipatam (M. & S. M.)	5' 3½"	33	Nil	Nil	Nil	33	
Podanur-Pollachi (S. I.)	"	13	-1	Nil	Nil	12	
Tinnevely-Tiruchendur (S. I.)	"	22	Nil	Nil	Nil	22	
TOTAL (7)	--	81	-1	Nil	Nil	80	

8. COMPANIES' LINES SUBSIDIZED BY

OPEN LINES.						
Bengal Doonars	3' 3½"	61	1	Nil	Nil	62
Arrah-Sasaram Light	2' 0"	Nil	8	Nil	-16	-8
Baraset-Basirhat Light	"	2	Nil	Nil	-42	-40
Bukhtiarpur-Bihar Light	"	Nil	8	Nil	-2	6
Tospur-Ballpara Light	"	Nil	Nil	Nil	Nil	Nil
Howrah-Amta Light	2' 0"	13	9	Nil	12	34
Howrah Sheekhala Light	"	Nil	Nil	Nil	3	3
TOTAL (8)	--	76	26	Nil	-45	57

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including fares).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,75	Nil	1,14	Nil	15,89	Tenali-Ropalle (M. & S. M.).
22,37	Nil	1,59	Nil	23,96	Bowada-Masulipatam (M. & S. M.).
9,40	7,08	1,28	Nil	17,71	Podanur-Pollachi (S. I.).
24,51	Nil	2,28	Nil	26,74	Tinnevely-Tiruchendur (S. I.).
71,03	7,08	5,24	Nil	84,30	TOTAL (7)

DISTRICT BOARDS.					OPEN LINES.
30,60	7,29	3,53	Nil	41,42	Bengal Dooms.
18,66	6,24	11	16	25,17	Arrah-Sasaram Light.
10,09	6,30	Nil	24	25,03	Baraset-Basirhat Light.
10,54	4,25	Nil	32	15,11	Bukhtiarpur-Bihar Light.
3,20	1,60	7	Nil	4,87	Tespur-Balpara Light.
18,02	11,95	Nil	2,71	32,68	Howrah-Amra Light.
4,96	2,66	Nil	76	8,38	Howrah Sheekhala Light.
1,06,07	40,29	8,71	4,19	1,59,26	TOTAL (8)

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	Ra.	Ra.	Ra.	Ra.	Ra.	
9. INDIAN STATE LINES WORKED							
(a) OPEN LINES.							
Nizam's State †	5' 6"	†-1,70,79	14,01	‡10,22	6	-1,46,50	
Bhavnagar State	3' 3½"	68	5,37	4	93	7,02	
Bikaner State	"	5,22	1,17	12	8	6,59	
Gondal	"	6,52	1,57	N/A	98	9,07	
Jetsalar-Rajkot (Gondal)	"	1,18	N/A	N/A	43	1,61	
Jodhpur	"	2,55	81	1	1,82	5,19	
Junagad State	"	51	42	N/A	41	1,34	
Khijadiya-Dharj (Gondal)	"	1	N/A	N/A	-2	-1	
Morvi	"	34	1,12	N/A	67	2,13	
Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore-Bangalore, Mysore-Araikere Nanjangud Chamarajanagar and Shimoga-Ragihosahalli Sections).	"	4,05	4,75	5	-3,20	5,65	
Porbandar State	"	18	6	N/A	-10	14	
Udaipur-Chitorgarh	"	30	18	N/A	39	87	
Bodali-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	11	N/A	1	N/A	12	
Cutch State	"	77	87	8	N/A	1,72	
Dholpur State*	"	15	1	N/A	N/A	16	
Gaekwar's Baroda State	"	2,21	56	5	-1,30	1,52	
Kolar District	"	1	26	N/A	N/A	27	
Gwalior Light	2' 0"	10	N/A	N/A	N/A	10	
Tarikere-Narasimharajapura Light (Mysore)	"	13	N/A	N/A	N/A	13	
TOTAL (a)	..	-1,45,77	31,16	10,58	1,15	-1,02,88	
(b) LINES UNDER CONSTRUCTION.							
Vikarabad Bidar Extension (Nizam's State)	5' 6"	1,38	N/A	47	18	2,03	
Tahsil Bhadra to Sadulpur (Bikaner State)	3' 3½"	9,15	N/A	27	-2,38	7,04	
Ragihosahalli to Arasalu (Mysore)	"	2,64	N/A	34	-66	2,32	
Jalore-Bhimtal, Phalodi-Pokran (Jodhpur)	"	10,89	N/A	35	N/A	11,24	
Prachi Road to Jamwala (Junagad State)	"	N/A	N/A	4	N/A	4	
Dholpur to Rajakhara (Dholpur-State)	2' 6"	N/A	N/A	N/A	N/A	N/A	
Mahuva-Anaval (Gaekwar's Baroda State)	"	N/A	N/A	N/A	N/A	N/A	
Nevari to Kamrej (Gaekwar's Baroda State)	"	N/A	N/A	N/A	N/A	N/A	
Total (b)	..	24,06	N/A	1,47	-2,86	22,67	
TOTAL (9) [-(a)+b]	..	-1,21,71	31,16	12,05	-1,71	-80,21	

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mobarai—Parauli Section.

† Includes figures for Metro Gauge.

‡ Includes a debit of Rs. 10,06,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
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
BY INDIAN STATES.					
9,35.68	2,60.75	77.95	33.57	13,07.95	(a) OPEN LINES. Nizam's State.
1,54.27	48.44	7.51	3.74	2,13.96	Bhavnagar State.
2,43.23	88.63	4.90	6.01	3,42.76	Bikaner State.
58.07	31.04	2.48	5.96	97.55	Gondal.
23.43	Nil	90	32	24.65	Jetalsar-Rajkot (Gondal).
2,16.75	1,62.38	1.82	13.17	3,91.13	Jodhpur.
77.89	25.18	2.91	8.39	1,14.37	Junagad State.
18.54	Nil	1.65	1	20.20	Khijadiya-Dhari (Gondal).
46.61	29.77	1.76	2.34	80.48	Morvi.
2,06.38	73.80	18.64	7.84	3,06.66	Mysore (including Birur-Shimoga, Chickajur-Chitaldrug, Mysore-Bangalore, Mysore-Araikere, Nanjangud-Chamarajangar and Shimoga-Ragihosahalli (Sections)).
14.49	11.26	83	1.60	28.18	Porbandar State.
18.31	8.62	1.11	79	61.01	Udaipur-Chitorgarh.
9.35	Nil	1.18	Nil	10.53	Bodali-Chhota Udaipur (Gaekwar's Baroda State).
13.59	2.66	1.93	Nil	18.18	Oriss State.
11.11	4.35	51	Nil	16.27	Dholpur State.*
2,20.06	51.68	20.11	7.93	3,09.78	Gaekwar's Baroda State.
14.40	10.44	1.50	17	26.51	Kolar District.
83.38	10.33	4.55	Nil	98.26	Gwalior Light.
9.00	2.71	75	—	12.44	Tarikere-Narasimharajapura Light (Mysore).
23,74.84	8,22.03	1,52.99	91.82	34,73.66	Total (a)
(b) LINES UNDER CONSTRUCTION.					
1.38	Nil	47	18	2.03	Vikarabad Bidar Extension (Nizam's State.)
11.95	Nil	27	4	12.26	Tahsil Bhadra to Sadulpur (Bikaner State).
5.24	Nil	82	Nil	6.06	Ragihosahalli to Arasalu (Mysore).
48.45	Nil	1.47	Nil	49.92	Jalore-Bhimmal, Phalodi-Pokran (Jodhpur).
3.13	Nil	49	Nil	2.62	Prachi Road to Jamwala (Junagad State).
96	Nil	7	Nil	1.03	Dholpur to Rajakhara (Dholpur State).
8	Nil	Nil	Nil	8	Mahuva Anaval (Gaekwar's Baroda State).
3	Nil	Nil	Nil	3	Navsari to Kamrej (Gaekwar's Baroda State).
71.22	Nil	3.59	22	75.03	Total (b)
24,46.06	8,22.03	1,56.58	92.04	35,48.69	Total (a)+(b)

* Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

† Includes 32.18 being the capital outlay on Mauli-Kankrol and Kankrol-Kambli railways construction.

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.
10. INDIAN STATE LINES						
(a) OPEN LINES.						
Bhopal Itarsi* (G. I. P.)	5' 6"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	47	Nil	Nil	Nil	47
Bina-Gooma-Baran (G. I. P.)	"	—1	Nil	Nil	Nil	—1
Jammu and Kashmir (Indian State section) (N. W.)	"	12	Nil	Nil	Nil	12
Jind-Panipat (Indian State section) (N. W.)	"	3	Nil	Nil	Nil	3
Khanpur-Chachran (N. W.)	"	4	Nil	Nil	Nil	4
Bahawalnagar Cholistan (N. W.)	"	1,18	Nil	5	—51	72
Ludhiana-Dhuri-Jakhal (N. W.)	"	60	Nil	Nil	Nil	60
Nagda-Ujjain (B., B. & C. I.)	"	6	Nil	1	Nil	7
Pottal-Cambay (Anand-Tarapur section) (B., B. & C. I.)	"	24	Nil	3	Nil	27
Pottal-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	"	11	Nil	2	Nil	13
Rajpura-Bhatinda (N. W.)	"	22	Nil	Nil	Nil	22
Birhind Rupar (N. W.) †	"	2	Nil	Nil	Nil	2
Bangalore-Harihar (M. & S. M.)	3' 3 1/2"	92	1,19	Nil	—84	1,27
Cooch Behar State (E. B.)	"	2	Nil	Nil	Nil	2
Dhrangadra (B., B. & C. I.)	"	3	Nil	1	Nil	4
Geokwar's Mahsana (B., B. & C. I.)	"	2,15	Nil	15	Nil	2,30
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jajpur State (B., B. & C. I.)	"	24	Nil	Nil	—21	3
Kolhapur State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Okhamandal (Jamnagar and Dwarka)	"	—3	—80	Nil	—19	—1,02
Palanpur-Deesa † (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	9	2	Nil	Nil	11
Jamnagar (Jamnagar and Dwarka)	"	45	47	Nil	Nil	92
Bangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Shoranur-Cochin (S. I.)	"	16	28	3	—6	41
Parlakjmedj Light (B. N.)	2' 6"	1,07	51	1,44	Nil	3,02
Piplod Devgad Baria (B., B. & C. I.)	"	24	10	1	Nil	35
Rajpipla State (B., B. & C. I.)	"	5	3	1	Nil	9
TOTAL (a) . . . . .	..	8,47	1,80	1,76	—1,81	10,22
(b) LINES UNDER CONSTRUCTION.						
Wagrod to Kharoda (B., B. & C. I.)	3' 3 1/2"	Nil	Nil	Nil	Nil	Nil
TOTAL (b) . . . . .	..	Nil	Nil	Nil	Nil	Nil
TOTAL (10) [—a + b] . . . . .	..	8,47	1,80	1,76	—1,81	10,22

* 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.

† This line is owned jointly by the Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

1930-31 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
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.	
WORKED BY THE MAIN LINE					(a) OPEN LINES.
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (G. I. P.)
74,41	Nil	6,96	Nil	81,37	Bhopal Ujjain (G. I. P.)
93,75	18	8,24	Nil	1,02,17	Bina-Goonn-Baran (G. I. P.)
10,63	Nil	60	Nil	11,23	Jammu and Kashmir (Indian State section) (N.W.)
15,97	Nil	1,73	Nil	17,70	Jind-Panipat Indian State section) (N. W.)
13,46	Nil	88	Nil	14,34	Khanpur-Chachran (N. W.)
38,93	Nil	3,47	Nil	42,40	Bahawalnagar Cholistan (N. W.)
46,66	Nil	2,29	Nil	48,95	Ludhiana-Dhuri-Jakkhal (N. W.)
20,95	Nil	1,72	Nil	22,67	Nagda-Ujjain (B., B. & C. I.)
13,63	Nil	81	10	14,44	Potlad-Cambay (Ad. T. pur sec.) (B., B. & C. I.)
9,01	Nil	32	Nil	9,33	Potlad-Cambay (T. pur-Caby. sec.) (B. B., & C. I.)
76,35	Nil	2,60	Nil	79,04	Rajpura-Bhatinda (N. W.)
29,46	Nil	2,08	Nil	31,54	Sirhind Ruper (N. W.)†
1,16,43	44,29	5,52	2,81	1,69,05	Bangalore-Haribar (M. & S. M.)
19,79	1,03	94	Nil	21,76	Cooch Behar State (E. B.)
14,29	4	66	Nil	14,99	Dhrangadra (B., B. & C. I.)
1,10,44	65	9,18	Nil	1,20,25	Gaskwar's Mehsana (B., B. & C. I.)
24,52	Nil	1,44	Nil	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)
72,91	Nil	3,40	1,02	77,33	Jaipur State (B., B. & C. I.)
22,37	Nil	1,21	Nil	23,58	Kolhapur State (M. & S. M.)
25,00	14,12	2,04	1,17	42,33	Okhamandal (Jamnagar and Dwarka.)
1,85	Nil	Nil	Nil	1,85	Palanpur-Deesa† (B., B. & C. I.)
43,85	5,74	4,25	Nil	53,64	Quilon-Trivandrum Extension (Travancore Ry.) (S. L.)
29,25	16,23	95	4,74	51,17	Jamnagar (Jamnagar and Dwarka.)
1,95	Nil	10	Nil	2,05	Sangli State (M. & S. M.)
52,38	18,64	4,73	54	76,29	Shoranur-Cochin (S. L.)
17,04	4,12	2,07	Nil	23,23	Parlakimedi Light (B. N.)
5,47	2,75	59	Nil	8,81	Piplod Devgad Baris (B., B. & C. I.)
14,60	2,80	1,19	Nil	18,59	Rajpipla State (B., B. & C. I.)
10,64,99	1,10,59	70,04	10,38	12,56,00	TOTAL (a)
2	Nil	Nil	Nil	2	(b) LINES UNDER CONSTRUCTION. Wagrod to Khareda (B., B. & C. I.)
2	Nil	Nil	Nil	2	TOTAL (b)
10,65,01	1,10,59	70,04	10,38	12,56,02	TOTAL (10) [a+b]

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	Ra.	Ra.	Ra.	Ra.	Ra.	
11. COMPANIES' LINE							
OPEN LINES							
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	2	13	Nil	Nil	15	
TOTAL (11)	--	2	13	Nil	Nil	15	
12. LINES IN FOREIGN TERRITORY WORKED							
OPEN LINES							
Palam-Karakkal (S. L.)	3' 3½"	1	Nil	Nil	Nil	1	
Pondicherry (S. L.)	"	Nil	Nil	Nil	Nil	Nil	
West of India Portuguese (M. & S. M.)	"	Details not available.				5,83	
TOTAL (12)	--	1	Nil	Nil	Nil	5,84	
13. TOTAL (1) TO (12).	--	-91,33	45,34	13,46	-4,63	-31,33	
14. Miscellaneous	--	Nil	Nil	Nil	Nil	Nil	
15. Grand Total	--	-91,33	45,34	13,46	-4,63	-31,33	

1930-31 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
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

GUARANTEED BY INDIAN STATES.

OPEN LINES.

8,40	5,45	1,77	N7	15,60	Bangalore-Chick Ballapur Light (Mysore)
8,40	5,43	1,77	N7	15,60	TOTAL (11)

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

6,11	N7	1,15	N7	7,26	Peralam-Karakkal (S. I.)
5,37	N7	38	N7	5,75	Pondicherry (S. I.)
Details	not	available		2,11,34	West of India Portuguese (M. & S. M.)
11,48	N7	1,51	N7	2,24,33	TOTAL (12)
60,01,63	15,39,14	4,85,97	1,33,69	84,15,90	13. TOTAL (1) TO (12)
28,29	2,75	2,01,00	38	2,32,51*	14. Miscellaneous.
60,29,92	15,41,89	6,87,06	1,34,07	86,48,41	15. Grand Total.

*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	..	82,18,000
(4) Outlay by Forest Department on the Almavar-Dandeli Railway	..	8,87,000
(5) Outlay from Joint Debenture Stock on the Lucknow-Bareilly Railway	..	87,64,000
		<u>2,32,51,000</u>

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

Class and Name of Railway. 1	GROSS REVENUE RECEIPTS.						WORKING		
	For the system.			Deduct.		Gross receipts of Budget lines (Cols. 4-5-6).	For the		
	Earnings. 2	Suspense. 3	Total (Cols. 2 and 3). 4	Re-funds of budget lines. 5	Total Non-budget Lines including refunds. 6		Ordinary Working Expenses. 8	Renewals and Replacements. 9	Appropriation to Depreciation Fund. 10
STATE LINES WORKED BY THE STATE.									
Aden	2	—2	..	..	..	..	6	..	..
East India	18,37,95	—3,27	18,34,68	2,82	7,56	18,24,30	9,92,78	2,18,13	2,29,25
Eastern Bengal	5,97,37	7,86	6,05,23	5,14	14,09	5,86,00	3,81,86	76,50	91,70
North Western	17,07,19	13,42	17,20,61	7,89	67,27	16,45,45	11,20,60	1,80,21	2,68,35
Great Indian Peninsula	13,65,75	6,17	13,71,92	5,34	33,22	13,33,36	8,61,22	1,17,56	1,89,21
Burma	4,24,28	4,62	4,28,90	1,09	..	4,27,81	2,62,20	39,38	51,72
Total	59,32,56	28,78	59,61,34	22,28	1,22,14	58,16,92	36,18,72	6,31,78	8,30,23
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.									
Assam-Bengal	2,11,15	—36	2,10,79	71	14,02	1,96,06	1,18,60	13,59	..
Bangal-Nagpur	8,10,49	8,03	8,18,52	1,43	8	8,17,01	5,38,09	1,01,27	..
Beawada Extension and Dhons Kurnool	13,05	..	13,05	..	..	13,05	10,55	31	..
Bombay, Baroda and Central India	11,66,57	7,92	11,74,49	3,06	81,83	10,89,60	6,62,32	97,34	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	23,78	10	23,88	7	1,19	22,62	16,74	78	..
Lucknow-Bareilly (R. & K.)	66,06	3	66,08	27	29,50	36,31	31,96	2,45	..
Madras and Southern Mahratta (including Mysore State.)	6,32,37	4,25	6,36,62	2,30	36,13	7,98,19	4,15,44	61,43	..
South Indian (including Travancore)	6,13,76	1,94	6,15,70	1,22	34,51	5,79,97	3,08,82	55,82	..
Tirhoot (R. & N. W.)	3,31,33	—4,43	3,26,90	2,21	1,84,85	1,39,84	1,46,41	9,12	..
Contribution to Depreciation Fund on account of Company-worked Lines and Miscellaneous.	*9	..	9	..	..	9	—1,65,70	1,65,70	4,76,30
TOTAL	49,68,64	17,48	49,86,12	11,27	3,62,11	36,92,74	20,83,23	5,07,81	4,76,30
GRAND TOTAL	1,00,01,20	46,26	1,00,47,46	33,55	5,04,25	*95,09,66	57,01,95	11,39,59	13,06,53

* The total Railway Receipts for the year are:—

Gross Receipts as per Col. 7 above	..	..	..	..	..	..	..	..	Rs.
Add—Miscellaneous Railway Receipts	..	..	..	..	..	..	..	..	95,09,66
Government share of surplus profits from the subsidized companies	..	..	..	..	..	..	..	..	1,53,10
	..	..	..	..	..	..	..	..	20,36

Total Receipts 99,83,12

Revenue Receipts of State-owned Railways for the year 1930-31 (In thousands of rupees).

EXPENSES.		DEDUCT.		Net Working Expenses of Budget lines (Cols. 12-13-14). 15	Net Revenue Receipts of Budget lines (Cols. 7-15). 16	Percentage of Ordinary Working Expenses on Earnings for budget lines only. (Cols. 8-14) x 100. (Cols. 2-5-6.) 17	Class and Name of Railway. 18
Suspense. 11	Total. (Cols. 8 to 11). 12	Expenditure met from Depreciation Fund for the system. 13	Total Non-budget Lines. 14				
STATE LINES WORKED BY THE STATE.							
19	25	..	..	25	(a) —25	300.00	Aden.
6,14	14,46,30	2,18,13	3,77	12,24,40	5,99,90	54.12	East Indian.
-1,00	5,43,97	76,50	6,74	4,65,73	1,20,27	64.83	Eastern Bengal.
-7,93	15,61,23	1,80,21	33,91	13,47,21	(b) 2,98,24	86.59	North Western.
15,01	11,83,00	1,17,56	19,66	10,45,78	2,87,58	63.41	Great Indian Peninsula.
-1,32	3,51,93	39,38	..	3,12,60	1,15,21	61.96	Burma.
11,00	50,91,73	6,31,78	63,98	43,95,97	14,20,95	61.41	Total.
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
-15	1,32,04	..	7,01	1,25,03	71,03	56.81	Assam-Bengal.
-1,15	6,38,21	..	1,44	6,36,77	1,80,24	66.33	Bengal-Nagpur.
..	10,86	..	..	10,86	2,19	80.84	Beswada Extension and Dhose Kurnool.
13	7,59,79	..	48,67	7,11,12	3,78,48	56.73	Bombay, Baroda and Central India.
35	17,87	..	47	17,40	5,22	72.25	Jodhpur-Hyderabad (British Section) (Jodhpur).
-1,59	32,82	..	15,29	17,53	18,78	45.94	Lucknow-Bareilly (R. & K.).
-6,13	4,70,74	..	20,98	4,49,76	3,48,43	49.69	Madras and Southern Mahratta (including Mysore State).
-38	3,64,26	..	21,12	3,43,14	2,36,83	49.77	South Indian (including Travancore).
70	1,56,23	..	86,83	69,40	70,44	41.30	Tirhoot (B. & N. W.).
..	4,76,30	5,07,81	..	-31,51	31,60	..	Contribution to Depreciation Fund on account of Company-worked lines and miscellaneous.
-8,22	30,59,13	5,07,81	2,01,81	23,49,50	13,43,24	51.19	TOTAL.
2,78	81,50,85	11,39,59	2,65,79	*67,45,47	27,64,19	71.25	GRAND TOTAL.

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	64	64
Aden Railway, Military	..	89	89
Total	..	25	25
(b) N. W. Railway, Commercial	14,97,95	11,20,52	3,68,43
N. W. Railway, Military	1,47,50	2,17,69	-70,19
Total	16,45,45	13,47,21	2,98,24

* The total Expenditure on Railways for the year is :—
 Working expenses as per column 15 above 67,45,47
 Add :—Miscellaneous Railway Expenditure 69,58
 Surplus profits paid to companies 1,16,30
 Interest charges as per Statement 4 32,71,55

Total Expenditure .. 1,02,01,90

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1930-31.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
Central State Lines worked by the State.									
1. Aden . . . . .	..	..	..	..	..	..	11	..	11
2. Eastern Bengal	124,553	..	..	..	124,553	16,80	1,83,06	..	1,99,86
3. East Indian (including South Bihar).	2,065,981	..	..	..	2,065,981	2,78,82	3,36,57	1,92	6,17,61
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	355,639	..	..	..	355,639	48,04	4,37,18	..	4,85,22
5. North Western (Military) . . . . .	..	..	..	..	..	..	1,46,91	..	1,46,91
6. Burma	37,500	..	..	..	37,500	5,06	1,53,90	..	1,58,96
7. Great Indian Peninsula	983,547	..	..	..	983,547	1,32,86	3,26,95	..	4,59,81
8. Coal Dept. (Ry. Collieries) . . . . .	..	..	..	..	..	..	5,37	..	5,37
9. TOTAL	3,567,220	..	..	..	3,567,220	4,81,58	15,90,35	1,92	20,73,85
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal . . . . .	..	45,000	36,545	81,545	81,545	10,87	82,06	..	92,93
11. Bengal-Nagpur . . . . .	..	105,000	189,495	294,495	294,495	39,27	3,09,51	..	3,48,78
12. Beawada (including Dhona Kurnool). . . . .	..	..	..	..	..	..	2,11	..	2,11
13. Bombay, Baroda and Central India.	385,084	60,000	34,998	94,998	480,082	64,81	2,11,99	7,50	2,84,30
14. Jodhpur (British Section), (Jodhpur). . . . .	..	..	..	..	..	..	3,71	..	3,71
15. Lucknow-Barilly (R. & K.) . . . . .	..	..	(a) 27,805	27,805	27,805	3,39	6,00	..	9,39
16. Madras and Southern Mahratta	362,194	175,000	158,050	333,050	695,244	92,70	1,48,74	..	2,41,44
17. South Indian	146,635	35,000	112,480	147,480	294,115	39,21	1,34,31	..	1,73,52
18. Cochin-Ootacamund (S. I.) . . . . .	..	..	..	..	..	..	1,90	..	1,90
19. Travancore (British Section), (S. I.). . . . .	..	..	..	..	..	..	67	..	67
20. Travancore (Indian State Section) (S. I.). . . . .	..	..	..	..	..	..	1,16	..	1,16
21. Tirhoot (B. & N. W.) . . . . .	..	..	36,275	36,275	36,275	4,84	30,55	..	35,39
22. TOTAL	893,913	420,000	595,648	1,015,648	1,909,561	2,55,09	9,32,71	7,50	11,95,30
Miscellaneous Items									
23. Abandoned Projects, etc. . . . .	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items. Deduct:—	..	..	..	..	..	(b) 3,11	14,63	..	17,74
25. Interest during construction charged to Capital of the Bengal Nagpur, Bombay, Baroda and Central India and South Indian Railways.	..	..	..	..	..	..	16,32	..	16,32
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	9	..	9
26. TOTAL . . . . .	..	..	..	..	..	3,11	—71	..	240
27. Total Central	4,461,133	420,000	595,648	1,015,648	5,476,781	7,39,78	25,22,35	9,42	32,71,55
Provincial Railways.									
28. Assam (Jorhat) . . . . .	..	..	..	..	..	..	50	..	50
29. United Provinces (Distillery Sliding). . . . .	..	..	..	..	..	..	8	..	8
30. Total Provincial . . . . .	..	..	..	..	..	..	58	..	58
31. Grand Total	4,461,133	420,000	595,648	1,015,648	5,476,781	7,39,78	25,22,93	9,42	32,72,13

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

(b) Represents exchange in respect of interest on capital contribution by companies and of interest on debt in respect of Company-worked Railways.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.
(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
CLASS I.			Rs.	Rs.	Rs.	Rs.			
Assam-Bengal	3' 3½"	1929-30	(a) 25,03,93	2,22,15	1,42,56	79,59	64.17	3.13	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1930-31	(a) 25,65,74	2,10,44	1,32,18	78,26	62.81	3.05	
Bengal and North-Western	3' 3½"	1929-30	20,91,97	3,62,90	1,57,44	2,05,46	43.38	9.82	
		1930-31	21,32,37	3,24,83	1,55,09	1,69,74	47.74	7.06	
Bengal-Nagpur	5' 6", 2' 6" and 2' 0"	1929-30	74,61,40	9,23,92	7,79,82	1,50,10	53.86	2.01	
		1930-31	76,23,52	8,12,38	6,39,57	1,72,81	78.73	2.26	
Bombay, Baroda and Central India.	5' 6", 3' 3½" and 2' 6"	1929-30	(b) 76,82,56	12,60,41	7,72,09	4,88,32	61.25	6.36	(b) Includes Rs. 8,06,405 being the capital outlay on the Patli Branch.
		1930-31	(b) 78,06,14	11,70,55	7,65,64	4,04,91	65.41	5.19	
Burma	3' 3½"	1929-30	34,75,53	4,86,92	3,06,53	1,80,39	62.95	5.18	
		1930-31	35,31,29	4,23,19	3,13,92	1,09,27	74.18	3.00	
Eastern Bengal	5' 6", 3' 3½" and 2' 6"	1929-30	51,08,51	6,90,59	4,76,65	2,13,94	69.03	4.19	
		1930-31	52,0,83	5,92,13	4,72,87	1,19,26	79.86	2.29	
East Indian	5' 6"	1929-30	(c) 1,44,33,04	19,75,98	12,43,12	7,32,86	62.91	5.03	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1930-31	(c) 1,46,48,91	18,35,10	12,16,67	6,18,43	66.30	4.22	
Great Indian Peninsula	5' 6" and 2' 6"	1929-30	1,19,02,62	15,01,71	10,51,93	4,49,78	70.05	3.73	
		1930-31	1,20,80,98	13,75,14	10,57,23	3,17,86	76.87	2.63	
Jodhpur	3' 3½"	1929-30	5,19,89	93,63	63,05	30,53	67.30	5.90	
		1930-31	5,36,37	96,84	54,57	42,17	56.46	7.86	
Madras and Southern Maharashtra.	5' 6" and 3' 3½"	1929-30	() 1,19,43	119,40,37	14,97,77	14,42,60	112.90	117.23	(d) Includes Rs. 8,67,000 being the capital outlay on the Aluavan-Dandoli Railway.
		1930-31	(d) 58,62,15	118,34,08	14,82,22	13,51,86	117.80	6.00	

* In the case of State-owned railways.

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

‡ On open lines and on lines wholly or partly under construction (including ferries and suspension).

§ 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 realized or the expenses paid. They are the administrative figures of railway accounts.

|| Include Harbour receipts and expenditure.

5.—Statement of ^{Capital at Charge}/_{Capital outlay}, Revenue Earnings and Expenses for the years 1929-30 and 1930-31. (In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	‡ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4.)	
1	2	3	4	5	6	7	8	9	10
Class I—contd.			Rs.	Rs.	Rs.	Rs.			
Nizam's State	5' 6"	1929-30	8,91,30	1,40,57	61,70	88,87	86.78	9.97	
		1930-31	13,59,30	1,40,38	64,29	76,09	45.60	8.00	
	3' 3 1/2"	1929-30	6,06,68	97,45	49,62	47,84	60.93	7.88	
		1930-31	**	93,36	60,68	32,68	65.00	**	
North Western (Commercial)	5' 6" and 2' 6"	1929-30	1,16,78,05	16,19,39	11,61,23	4,68,16	71.09	4.09	
		1930-31	1,18,22,59	15,50,39	11,68,68	3,81,71	75.38	3.23	
North Western (Military)	5' 6" and 2' 6"	1929-30	33,38,72	1,58,48	2,07,98	-49,50	131.30	-1.48	
		1930-31	34,17,60	1,47,49	2,17,61	-70,12	147.64	-2.05	
North Western	..	1929-30	1,60,16,77	17,77,87	13,59,21	4,18,66	76.45	2.79	
		1930-31	1,52,40,19	16,97,88	13,86,29	3,11,59	81.20	2.04	
Rohilkhand and Kumaon	3' 3 1/2"	1929-30	(b)4,87,12	64,83	33,18	31,65	51.18	7.24	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1930-31	(b)4,39,62	65,57	34,41	31,16	52.48	7.09	
South Indian	5' 6", 3' 3 1/2" and 2' 6"	1929-30	40,41,62	6,67,42	3,97,07	2,70,35	69.49	6.69	
		1930-31	45,63,40	6,12,46	3,64,64	2,47,82	59.54	5.43	
Total Class I Railways	..	1929-30	8,22,92,37	1,12,12,73	73,81,74	38,31,04	65.83	4.66	
		1930-31	8,35,96,81	1,02,84,33	72,00,42	30,83,91	70.01	3.69	
Class II.									
Bard Light	2' 6"	1929-30	1,75,61	25,62	13,77	11,85	53.74	6.75	
		1930-31	1,85,32	20,95	13,67	7,28	65.27	3.92	
Bengal Doars	3' 3 1/2"	1929-30	1,62,18	27,38	14,41	12,97	52.63	8.00	
		1930-31	1,63,96	23,70	13,08	10,62	55.17	6.48	
Bhavnagar State	3' 3 1/2"	1929-30	2,06,94	31,76	13,77	12,99	59.11	6.28	
		1930-31	2,13,96	30,09	18,55	11,54	61.65	5.39	
Bikaner State	3' 3 1/2"	1929-30	3,41,39	44,96	29,06	15,90	64.63	4.66	
		1930-31	3,55,02	46,48	32,06	16,43	66.11	4.63	
Darjeeling Himalayan	2' 0"	1929-30	1,09,19	21,64	13,74	7,90	63.60	7.24	
		1930-31	1,09,11	20,42	13,20	7,22	64.64	6.62	

* In the case of State-owned railways.

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

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ 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.

** No separate Capital account is maintained for each gauge, hence shown under B.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1929-30 and 1930-31.

(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—contd.									
Dibru-Sadiya	3' 3½"	1929-30	1,65,22	30,26	14,39	15,37	49.20	9.30	
		1930-31	1,09,26	31,67	15,37	16,30	48.53	9.63	
Gaekwar's Baroda State	2' 6"	1929-30	2,05,78	23,92	18,42	5,50	76.99	1.73	
		1930-31	3,10,42	22,12	18,51	3,61	83.60	1.16	
Gondal	3' 3½"	1929-30	1,31,73	26,04	12,36	13,68	47.47	10.38	
		1930-31	1,42,40	24,67	15,14	9,53	61.38	6.69	
Howrah-Amta Light	2' 0"	1929-30	32,34	11,27	7,48	3,79	66.37	11.72	
		1930-31	32,68	10,49	7,69	2,80	73.27	8.54	
Jamnagar and Dwarka	3' 3½"	1929-30	1,61,55	15,17	11,79	3,38	77.71	2.09	
		1930-31	1,61,70	14,44	10,76	3,68	74.61	2.27	
Junagad State	3' 3½"	1929-30	1,16,61	14,35	8,70	5,65	60.61	6.00	
		1930-31	1,17,99	13,85	9,78	4,07	70.65	3.45	
Morvi	3' 3½"	1929-30	75,35	21,05	11,43	9,62	64.32	12.27	
		1930-31	80,48	20,34	12,32	8,02	60.58	9.06	
Mysore	3' 3½"	1929-30	3,04,75	34,05	28,35	5,70	83.26	1.87	
		1930-31	3,12,72	30,13	24,29	5,84	80.62	1.87	
	2' 6"	1929-30	41,69	4,45	3,30	1,16	74.00	2.78	
		1930-31	42,11	3,42	3,64	—22	106.43	—0.53	
2' 0"	1929-30	12,31	53	39	14	73.95	1.12		
	1930-31	12,44	50	29	21	58.00	1.69		
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1929-30	60,03	10,59	4,60	5,99	43.45	11.97	
		1930-31	50,22	8,97	4,27	4,70	47.64	9.36	
Total Class II Railways . . . . .	..	1929-30	23,98,67	3,43,05	2,11,46	1,31,59	61.64	6.48	
		1930-31	24,59,79	3,24,24	2,12,61	1,11,63	65.87	4.64	
CLASS III									
Aden	3' 3½"	1929-30	4,56	47	9,75	—9,28	2,074.47	—203.51	
		1930-31	4,53	2	6	—4	300.00	—0.88	
Ahmadpur Katwa	2' 6"	1929-30	20,52	1,34	1,30	4	97.09	0.19	
		1930-31	20,77	1,16	1,26	—20	117.21	—0.96	

* † ‡ For explanations see footnotes on opposite page.

5.—Statement of *Capital at Charge**, *Revenue Earnings and Expenses for the years 1929-30 and 1930-31*

(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-8)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4 $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Ra.	Ra.	Ra.	Ra.			
Arrah-Sasaram	2' 6"	1929-30	25,25	4,33	2,67	1,66	61.66	6.57	
		1930-31	25,17	4,17	2,85	1,32	68.17	5.24	
Bankura-Damoodar River	2' 6"	1929-30	39,84	2,02	2,30	-28	113.63	-0.70	
		1930-31	40,19	1,62	2,32	-70	142.81	-1.74	
Baraset-Badrhat Light	2' 6"	1929-30	26,03	6,26	4,64	1,62	74.18	6.24	
		1930-31	25,63	5,75	4,43	1,32	76.95	5.17	
Bengal Provincial	2' 6"	1929-30	15,20	2,77	1,25	52	70.82	3.39	
		1930-31	15,29	1,53	1,32	21	85.57	1.39	
Bakhtiarpur-Bihar Light	2' 6"	1929-30	15,05	3,39	2,30	1,09	67.79	7.24	
		1930-31	15,11	3,31	2,35	96	70.82	6.40	
Burdwan-Katwa	2' 6"	1929-30	20,19	2,07	1,65	42	79.52	2.10	
		1930-31	20,34	1,94	1,75	19	90.18	0.94	
Cooch State	2' 6"	1929-30	16,45	1,37	63	69	49.91	4.20	
		1930-31	18,18	1,21	65	56	53.80	3.08	
Dehri-Rohas Light	2' 6"	1929-30	12,64	2,94	1,62	1,32	51.79	11.23	
		1930-31	12,64	2,32	1,48	84	63.77	6.67	
Dholpur-State	2' 6"	1929-30	17,14	2,19	1,10	1,09	50.34	6.36	
		1930-31	17,30	1,92	1,13	79	68.94	4.57	
Futwah-Islampur	2' 6"	1929-30	19,55	1,57	96	61	61.52	3.12	
		1930-31	19,51	1,60	1,14	46	71.16	2.36	
Gwalior Light	2' 0"	1929-30	98,16	8,24	5,04	3,20	61.18	3.26	
		1930-31	98,26	6,89	5,01	1,88	72.67	1.91	
Howrah Sheakhala Light	2' 0"	1929-30	8,35	2,33	1,68	65	72.09	7.78	
		1930-31	8,38	2,44	1,92	52	78.81	6.15	
Jagadhri Light	2' 0"	1929-30	1,18	22	21	1	98.54	0.27	
		1930-31	1,18	18	17	1	93.56	1.00	

* In the case of State-owned railways.

† On open lines and on lines wholly or partly under construction (including ferries and suspensae).

§ 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 *Capital at Charge*, *Revenue Earnings and Expenses* for the years 1929-30 and 1930-31.
(In thousands of rupees)—conold.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge. given in column 4, Col. 7 × 100 / Col. 4	
1	2	3	4	5	6	7	8	9	10
CLASS III—conold.									
Jessore-Jhenidah	2' 6"	1929-30	Ra. 12,84	Ra. 1,08	Ra. 1,15	Ra. —7	106.47	0.82	
		1930-31	Information (not available.)						
Jorhat (Provincial)	2' 0"	1929-30	13,22	..	Information not available				..
		1930-31	13,22	1,76	1,76	..	100.00	..	
Kalighat-Falta	2' 6"	1929-30	23,60	2,86	2,43	33	85.61	1.62	
		1930-31	24,33	2,47	2,45	2	99.39	0.06	
Kulasekarapatnam Light	2' 0"	1929-30	3,33	1,29	86	43	67.22	5.05	
		1930-31	5,45	1,30	99	31	75.71	3.81	
Matheran Light	2' 0"	1929-30	12,12	1,08	92	16	85.16	1.32	
		1930-31	12,12	1,00	80	20	80.00	1.65	
Forbandar State	3' 3½"	1929-30	28,04	4,11	3,17	94	77.10	3.36	
		1930-31	28,18	3,84	3,72	12	97.00	0.41	
Tesporo-Balpara Light	2' 6"	1929-30	4,87	1,83	1,34	54	71.16	10.94	
		1930-31	4,87	1,79	1,38	41	77.26	8.36	
Trivellore Light	2' 0"	1929-30	1,16	6	7	—2	150.89	—2.16	
		1930-31	1,16	4	5	—1	141.79	—0.86	
Udaipur-Chitorgarh	3' 3½"	1929-30	38,82	5,60	3,48	2,12	62.09	5.47	
		1930-31	61,01	5,77	3,74	2,03	64.80	3.33	
Total Class III Railways	..	1929-30	4,83,12	58,46	50,62	7,94	86.42	1.64	
		1930-31	4,92,82	54,03	42,83	11,20	79.27	2.27	
Other items not included in the preceding heads (a).	..	1929-30	5,00,46	—6,16	—95,11	88,96	..	..
		1930-31	4,31,35	—5,60	—32,43	26,83	..	..
GRAND TOTAL	..	1929-30	8,56,74,62	1,16,08,14	75,48,61	40,59,53	65.02	4.74	
		1930-31	8,69,80,77	1,06,57,00	74,23,43	32,33,57	69.66	3.72	

* † ‡ § — For explanations see footnotes on opposite page.

(a) The details for the last year are given in the Report for that year. and those for the current year are as follows (In thousands of rupees) —

Capital at charge.

Coal Department	99,92
Abandoned Projects	32,26
Controller of Railways Account's account current	2,97,78
United Provinces (Distillery siding)	1,39
Total	4,31,35

Gross Earnings.

+3 Dividend on Government holdings (B. N. Rly.).	
+16 Gross earnings of Beawada and Dhone Kurnool Railways	
+639 Interest on capital deposited by Companies (M. S. M. Rly.).	
+9 Exchange in respect of Company Worked Rlys.	
—87 Gross earnings of new extensions (B. N. Rly.).	
—2 Gross earnings of Jodhpur-Hyderabad (British Section).	
—962 Gross earnings of new extensions (S. I. Rly.).	
—176 Gross earnings of Jorhat (Provincial) Railway.	
Total	—5,60

Working Expenses.

+519 On account of rebate, etc.	
+40 Interest adjustment, etc., of Tirhoot Rly.	
—73 Working expenses of new extensions (B. N. Rly.).	
—202 Working expenses of Beawada and Dhone-Kurnool Railways.	
—606 Working expenses of new extensions (S. I. Rly.)	
—31,51 Contribution to Depreciation Fund on account of Company Worked lines.	
—1,76 Working expenses of Jorhat (Provincial) Railway.	
+4,06 Rental paid to South Behar Rly.	
+1 Due to rounding off in the case of A. B. Rly.	
Total	—32,43

	1929-30.	1930-31.
(b) State-owned	7,70,12,71	7,83,32,36
Other than State-owned	86,61,91	86,48,41
	8,56,74,62	8,69,80,77

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31.

[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
CLASS I.											
Assam Bengal	3' 3 1/2"	1929-30	Ra. 89.21	11.98	1,00.95	1,11.00	99	1,11.37	33	9.50	2,22.15
		1930-31	79.44	11.04	90.23	1,10.92	1.11	1,11.58	27	8.36	2,10.44
Bengal and North-Western	3' 3 1/2"	1929-30	1,81.63	15.88	*1,91.28	1,80.54	6.66	*1,68.36	49	2.77	3,62.90
		1930-31	1,62.88	13.94	*1,60.76	1,73.09	7.11	*1,60.68	44	2.95	3,24.83
Bengal-Nagpur	5' 6"	1929-30	2,92.46	35.42	2,40.80	6,23.68	1.74	6,24.23	39	12.52	8,77.94
		1930-31	1,77.34	34.80	2,12.06	5,43.06	1.38	5,43.16	36	13.88	7,69.46
	3' 6"	1929-30	24.62	1.23	26.45	25.00	26	25.18	8	27	51.91
		1930-31	19.77	1.60	21.37	21.04	25	21.23	7	25	42.92
Bengal-Nagpur	8' 6"	1929-30	2,16.62	60.96	2,67.49	4,07.32	-1.11	4,04.18	59	10.66	6,82.91
		1930-31	2,00.55	46.61	2,47.07	3,68.23	41	3,67.09	52	10.55	6,25.23
	3' 3 1/2"	1929-30	2,08.05	24.62	2,32.64	3,26.45	189	3,26.22	63	8.13	5,67.92
		1930-31	1,92.49	22.81	2,16.25	3,13.42	124	3,13.725	57	6.71	5,35.71
Bombay, Baroda and Central India	3' 6"	1929-30	4.63	37	5.00	4.43	1	4.40	2	16	9.54
		1930-31	4.76	32	5.08	4.43	N/A	4.40	2	4	9.54
Birma	3' 3 1/2"	1929-30	1,41.11	17.59	1,58.69	2,17.63	97	2,17.31	54	10.53	4,86.91
		1930-31	1,18.51	16.19	1,34.50	2,80.15	67	2,80.00	51	8.18	4,23.19
Birma	5' 6"	1929-30	1,46.80	33.11	1,88.79	2,48.67	4.26	2,60.11	31	9.21	4,48.62
		1930-31	1,34.31	30.69	1,64.77	2,22.90	3.32	2,22.82	28	6.28	3,94.13
Eastern Bengal	3' 3 1/2" and 3' 6"	1929-30	1,97.19	11.22	1,18.4	1,16.98	1.89	1,17.47	29	5.89	2,42.97
		1930-31	78.49	9.29	87.71	1,05.10	1.16	1,04.69	22	5.38	1,98.00
East Indian	5' 6"	1929-30	6,97.74	66.72	6,84.28	12,53.00	12.51	12,61.25	1,41	29.04	*19,76.93
		1930-31	5,34.81	81.00	6,16.16	11,85.75	7.78	11,90.97	1.28	26.69	*18,35.10
Great Indian Peninsula	5' 6"	1929-30	(a) 6,18.53	92.06	(a) 6,09.67	9,53.20	9.50	9,55.61	7.39	17.35	14,83.82
		1930-31	3,53.93	87.12	4,40.46	9,00.39	2.68	8,98.27	1.15	20.54	13,60.42
	3' 6"	1929-30	6.01	62	6.53	10.72	80	11.31	2	3	17.89
		1930-31	4.14	49	4.63	9.52	68	10.06	2	1	14.72
Jodhpur	3' 3 1/2"	1929-30	35.64	5.31	40.91	49.37	19	49.11	11	3.55	93.68
		1930-31	34.69	4.86	39.51	53.94	17	53.71	11	3.51	96.84
Madras and Southern Mahratta	5' 6"	1929-30	1,76.01	33.63	2,09.45	3,04.79	1.65	2,95.34	23	15.01	5,30.03
		1930-31	1,54.18	29.34	1,85.31	2,73.69	1.07	2,73.50	23	11.90	4,70.94
	3' 3 1/2"	1929-30	1,16.01	21.63	1,35.95	†2,54.88	1.30	2,67.49	39	6.51	†4,10.34
		1930-31	98.31	19.53	1,17.77	†2,27.19	1.44	2,28.23	21	6.78	†3,63.14
Nizam's State	5' 6"	1929-30	32.88	8.17	40.79	93.93	78	94.45	43	4.90	1,40.57
		1930-31	31.33	8.27	39.55	97.56	79	98.19	40	2.24	-1,40.38
Nizam's State	3' 3 1/2"	1929-30	34.77	4.59	39.69	64.16	42	64.41	26	3.20	97.66
		1930-31	22.36	4.37	26.70	54.57	38	54.83	23	1.60	93.35

* Excluding the Cawnpore-Burhwal (3' 3 1/2" gauge) link earnings, which, as to totals with the sundry earnings of the E. I. Railway, as to details, are included with the Bengal and North-Western railway, and † Includes Harbour receipts.
(a) Includes figures for 4' 8 1/2" gauge.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—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 (including refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (including refunds & remissions).	Electric telegraph earnings (including refunds & remissions).	Other miscellaneous earnings (including refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I—contd.											
North Western (Commercial)	5' 6"	1929-30	5,37.63	88.05	6,25.18	9,13.43	29.96	2,36.15	1.53	29.59	15,22.80
		1930-31	4,91.77	95.10	5,77.42	8,93.50	17.08	9,02.48	1.53	31.29	15,12.68
	2' 6"	1929-30	13.63	4.71	18.33	17.00	27	17.84	4	38	36.59
		1930-31	13.45	4.53	17.95	19.13	23	19.30	4	41	37.70
North Western (Military)	5' 6"	1929-30	63.97	12.50	66.12	57.25	74	82.77	23	1.32	1,40.49
		1930-31	47.05	10.90	57.61	90.35	74	90.81	31	1.13	1,39.78
	2' 6"	1929-30	2.32	54	2.37	4.89	22	6.09	2	10	8.69
		1930-31	2.31	58	2.90	4.40	28	4.63	1	10	7.72
North Western (Total)	5' 6" & 2' 6"	1929-30	6,01.66	1,05.50	7,12.69	19,18.37	22.90	19,31.78	1.25	31.76	17,77.89
		1930-31	5,84.58	1,01.90	6,55.97	9,97.28	18.32	10,07.19	1.70	32.93	16,97.89
Rohilkhand and Kumaon	3' 3 1/2"	1929-30	24.24	3.21	27.53	24.74	49	34.63	8	2.54	64.33
		1930-31	24.74	3.21	27.94	25.29	43	35.25	7	2.31	63.57
South Indian	5' 6"	1929-30	63.93	11.40	75.39	99.98	73	1,00.49	19	16.39	1,31.16
		1930-31	67.64	12.04	79.63	1,02.41	85	1,02.70	9	2.10	1,34.62
	3' 3 1/2"	1929-30	2,35.79	21.09	2,56.48	1,98.12	2.28	1,99.45	43	16.13	4,73.53
		1930-31	2,14.87	17.42	2,32.06	1,75.45	2.47	1,77.32	37	14.84	4,34.59
	2' 6"	1929-30	2.03	11	2.19	1.53	1	1.54	..	..	2.74
		1930-31	1.79	10	1.89	1.53	1	1.53	1	1	2.44
Total Class I Railways	..	1929-30	(a)36,31.42	6,99.83	(a)42,71.43	66,23.13	70.30	67,15.24	10.37	2,15.09	1,12,12.78
		1930-31	32,67.80	6,57.54	38,16.38	62,67.01	53.43	62,70.61	9.23	1,83.02	1,02,84.23
CLASS II.											
Bami Light	2' 6"	1929-30	12.24	84	14.08	10.87	10	10.97	4	43	25.62
		1930-31	10.52	85	11.38	8.99	9	9.08	3	46	20.95
Bengal Doars	3' 3 1/2"	1929-30	5.30	1.01	6.31	20.62	6	20.63	4	25	27.38
		1930-31	4.63	90	5.53	17.78	5	17.83	3	31	23.70
Bhavnagar State	3' 3 1/2"	1929-30	15.23	1.62	16.85	13.67	19	13.67	23	1.01	31.76
		1930-31	14.38	1.42	15.80	12.76	6	12.82	28	1.09	29.99
Bikaner State	3' 3 1/2"	1929-30	19.37	2.93	21.60	22.50	12	22.63	17	77	44.98
		1930-31	18.65	2.23	20.88	26.42	8	26.50	16	94	48.48
Darjeeling-Himalayas ..	2' 6"	1929-30	4.95	2.41	7.36	14.05	4	14.09	4	13	21.54
		1930-31	4.26	2.74	7.00	13.21	4	13.25	3	14	20.43
Dihru-Sadiya	3' 3 1/2"	1929-30	6.21	1.09	7.30	22.21	4	22.23	3	62	30.24
		1930-31	6.14	1.06	7.21	23.99	3	23.91	3	62	31.07
Gaukwar's Baroda State	2' 6"	1929-30	12.68	86	13.54	9.43	12	9.66	11	61	23.92
		1930-31	11.20	69	11.89	9.19	19	9.28	10	75	22.12
Gondal	3' 3 1/2"	1929-30	12.03	1.19	13.22	11.06	3	1.09	7	1.66	26.04
		1930-31	11.37	1.07	12.44	10.46	3	10.49	7	1.67	24.67

HSOCR.Aocst.

(a) Includes figures for 4' 3 1/2" gauge.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—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
			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
CLASS II—contd.											
Howrah-Amra Light	2' 0"	1929-30	9,03	40	9,43	1,70	..	1,70	1	3	11,27
		1930-31	8,40	38	8,78	1,62	..	1,62	..	9	10,49
Jammagar and Dwarka	3' 3 1/2"	1929-30	6,36	67	6,93	7,05	9	7,14	4	1,06	15,17
		1930-31	6,03	55	6,58	6,72	7	6,79	5	1,02	14,44
Junagad State	3' 3 1/2"	1929-30	7,13	66	7,79	6,18	2	6,18	6	27	14,35
		1930-31	8,06	59	7,25	5,96	2	5,98	4	58	13,85
Morvi	3' 3 1/2"	1929-30	7,93	1,20	9,13	11,37	-2	11,35	7	45	21,05
		1930-31	7,83	1,11	8,94	10,96	1	10,97	7	36	20,34
Mysore	2' 0"	1929-30	17,31	1,63	19,49	12,93	29	13,27	2	1,27	34,05
		1930-31	15,56	1,05	17,21	11,76	32	12,08	1	83	30,13
Shabdara (Delhi)-Bharanpur Light	2' 0"	1929-30	2,43	12	2,55	1,86	2	1,88	1	2	4,46
		1930-31	1,89	10	1,99	1,39	2	1,41	1	1	3,42
Shabdara (Delhi)-Bharanpur Light	2' 0"	1929-30	15	1	16	37	..	37	..	..	53
		1930-31	13	1	14	36	..	36	..	..	50
Shabdara (Delhi)-Bharanpur Light	2' 0"	1929-30	4,45	22	5,67	4,76	3	4,78	..	14	10,69
		1930-31	5,01	21	5,22	3,61	3	3,64	..	11	8,97
Total Class II Railways	..	1929-30	1,45,45	15,91	1,61,36	1,70,50	1,10	1,71,60	1,04	9,05	3,43,05
		1930-31	1,32,66	15,56	1,48,24	1,65,08	1,03	1,66,11	1,01	8,88	3,24,24
CLASS III.											
Aden	3' 3 1/2"	1929-30	..	..	..	..	..	..	..	..	47
		1930-31	..	..	..	..	..	..	..	..	2
Ahmadpur-Katwa	2' 0"	1929-30	1,10	4	1,14	18	..	18	..	2	1,34
		1930-31	93	4	96	18	..	18	..	2	1,16
Arrah-Samra	2' 0"	1929-30	2,24	9	2,33	94	1	95	..	5	4,33
		1930-31	2,05	9	2,14	100	1	101	..	2	4,17
Bankura-Dumooder River	2' 0"	1929-30	1,28	4	1,32	66	..	66	1	3	2,03
		1930-31	1,05	3	1,08	50	..	50	1	3	1,62
Baraset-Basrhat Light	2' 0"	1929-30	4,39	68	5,07	1,16	..	1,16	..	3	6,26
		1930-31	4,04	56	4,60	1,11	..	1,11	..	4	5,75
Bengal Provincial	2' 0"	1929-30	1,13	9	1,22	39	..	39	1	15	1,77
		1930-31	97	8	1,05	34	..	34	1	13	1,53
Bukhtiarpur-Bihar Light	2' 0"	1929-30	2,02	13	2,15	1,12	2	1,14	..	4	3,39
		1930-31	2,03	12	2,15	1,12	1	1,13	..	3	3,31
Bardwan Katwa	2' 0"	1929-30	1,53	9	1,62	35	..	35	..	5	2,07
		1930-31	1,38	8	1,46	43	..	43	..	5	1,94
Cutch State	2' 0"	1929-30	53	18	71	55	6	61	..	5	1,37
		1930-31	60	6	66	38	6	44	..	9	1,21

* Information not furnished.

6.—Details of Gross Earnings of each Railway System for the years 1929-30 and 1930-31—concl.

[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.											
Dehri-Rohtas Light	2' 6"	1929-30	32	1	33	2,54	..	2,54	1	6	2,54
		1930-31	30	1	31	1,94	..	1,94	1	6	2,33
Dholpur-Bari	2' 6"	1929-30	65	2	67	1,59	..	1,59	..	2	2,19
		1930-31	59	2	61	1,29	..	1,29	1	1	1,93
Futwah-Islampur	2' 6"	1929-30	1,33	2	1,35	38	1	39	..	2	1,57
		1930-31	1,17	3	1,20	38	..	38	..	2	1,60
Gwalior Light	2' 0"	1929-30	3,62	22	3,74	4,37	-12	4,25	9	16	4,34
		1930-31	3,15	19	3,34	3,28	7	3,35	8	12	6,69
Howrah-Sheakhala Light	2' 0"	1929-30	1,43	27	1,70	42	..	42	..	21	2,33
		1930-31	1,32	20	1,52	30	..	30	..	9	2,44
Jagadhri Light	2' 0"	1929-30	11	..	11	9	..	9	..	2	32
		1930-31	6	..	6	8	..	8	..	4	18
Jessore-Jhenidah	2' 6"	1929-30	55	4	59	47	1	48	..	1	1,08
		1930-31	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2' 0"	1929-30	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	1,76
Kalighat-Falta	2' 6"	1929-30	1,95	2	1,97	81	..	81	..	7	2,23
		1930-31	1,71	3	1,74	64	..	64	..	9	2,47
Kulasekarapatnam Light	2' 0"	1929-30	71	1	72	57	..	57	..	..	1,29
		1930-31	76	1	77	53	..	53	..	..	1,30
Matheran Light	2' 0"	1929-30	90	..	90	18	..	18	..	..	1,08
		1930-31	66	16	82	18	..	18	..	..	1,00
Porbandar State	3' 3½"	1929-30	1,41	11	1,52	2,15	1	2,16	..	48	4,11
		1930-31	1,32	12	1,44	1,97	2	1,99	2	20	2,84
Tesoro-Balipara Light	2' 6"	1929-30	50	13	63	1,18	..	1,18	1	6	1,69
		1930-31	51	13	64	1,07	..	1,07	1	7	1,79
Trivellore Light	2' 0"	1929-30	5	..	5	..	..	..	..	..	5
		1930-31	4	†	4	†	†	†	†	†	6
Udaipur-Chitorgarh	3' 3½"	1929-30	3,17	30	3,47	2,06	4	2,09	1	2	5,60
		1930-31	3,20	42	3,61	1,89	3	1,91	2	3	5,77
Total Class III Railways		1929-30	21,83	2,51	24,34	21,96	6	22,00	16	1,51	67,48
		1930-31	29,02	2,00	31,02	18,60	20	18,80	17	1,26	84,43
Other items not included in the preceding heads ‡		1929-30	..	..	..	..	..	..	..	..	-616
		1930-31	..	..	..	..	..	..	..	..	-6,80
GRAND TOTAL . . . . .	..	1929-30	(a) 35,58,70	(a) 6,18,25	41,76,95	(a) 63,90,59	(a) 71,44	69,00,44	11,55	2,25,55	1,10,08,14
		1930-31	(a) 34,29,48	(a) 5,76,10	20,96,64	(a) 64,40,69	(a) 54,66	64,55,52	10,80	1,96,16	1,06,67,00

† 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-note in statement No. 5 for the year concerned.

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.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal . . .	3' 3½"	1929-30 .	36,52	16.44	37,63	16.94	13,43	6.06	..	..
		1930-31 .	34,31	16.30	32,74	15.56	11,09	5.27	..	..
Bengal and North-Western	3' 3½"	1929-30 .	35,57	9.80	46,96	12.94	17,28	4.79	..	..
		1930-31 .	33,83	10.41	48,97	14.46	16,30	5.02	..	..
Bengal-Nagpur . . .	5' 6"	1929-30 .	2,13,30	24.30	1,12,83	24.24	96,46	10.99	..	..
		1930-31 .	1,42,50	18.52	1,74,18	22.64	77,61	10.09	..	..
	2' 6"	1929-30 .	13,18	25.35	15,31	29.45	7,30	14.04	..	..
		1930-31 .	14,74	34.34	14,76	34.39	4,55	10.59	..	..
Bombay, Baroda and Central India.	5' 6"	1929-30 .	76,54	11.21	1,34,56	19.70	51,84	7.59	38,02	5.57
		1930-31 .	72,62	11.01	1,35,12	21.61	44,86	7.18	35,44	5.67
	3' 3½"	1929-30 .	63,95	11.26	1,12,84	19.87	44,79	7.89	12,30	2.16
		1930-31 .	65,00	12.13	1,15,41	21.54	40,49	7.54	11,94	2.21
	2' 5"	1929-30 .	1,80	18.01	3,13	32.73	74	7.56	7	0.76
		1930-31 .	2,28	23.95	2,72	28.53	74	7.71	7	0.69
Burma . . .	3' 3½"	1929-30 .	85,04	17.46	95,96	19.71	34,04	6.99	..	..
		1930-31 .	84,83	20.05	99,94	23.61	37,58	8.88	..	..
Eastern Bengal . . .	5' 6"	1929-30 .	79,21	17.66	79,53	17.73	42,47	9.47	..	..
		1930-31 .	73,63	18.7	75,43	19.1	43,65	11.1	..	..
	3' 3½"	1929-30 .	44,20	19.39	40,03	16.66	22,28	9.27	..	..
		1930-31 .	41,92	21.4	40,81	20.8	23,74	12.1	..	..
2' 6"	1929-30 .	51	29.50	44	24.70	27	15.56	..	..
	1930-31 .	51	29.00	41	23.50	22	12.60	..	..
East Indian . . .	5' 6"	1929-30 .	2,57,16	13.01	3,68,76	18.66	2,07,27	10.49	..	..
		1930-31 .	2,27,48	12.40	3,48,08	18.97	2,05,12	11.18	..	..
Great Indian Peninsula . . .	5' 6"	1929-30 .	2,05,23	13.83	3,44,93	23.25	1,38,31	9.32	79,39	5.38
		1930-31 .	2,07,96	15.28	3,17,32	23.33	1,44,58	10.63	88,18	6.48
	2' 6"	1929-30 .	‡	‡	‡	‡	‡	‡	‡	‡
		1930-31 .	‡	‡	‡	‡	‡	‡	‡	‡
Jodhpur . . .	3' 3½"	1929-30 .	20,21	21.57	17,93	19.14	7,15	7.63	..	..
		1930-31 .	9,36	9.66	18,11	18.70	7,91	8.17	..	..

*Including Replacement and Renewal or Appropriation to Depreciation fund as the case may be.
† Converted into 3' 3½" gauge from 1st August 1923.

‡ Separate figures, under each Abstract, are not furnished.

system for the years 1929-30 and 1930-31 (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.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										Class I.
5.99	2.70	27.64	12.44	12.28	5.57	8.92	4.02	1,42,56	64.17	Assam-Bengal.
5.83	2.77	27.46	13.05	12.16	5.77	8.60	4.09	1,32,18	62.81	
7.76	2.13	29.33	8.10	15.98	4.40	4.44	1.22	1,57,44	43.38	Bengal and North Western.
8.12	2.50	30.29	9.32	15.86	4.88	3.72	1.15	1,55,09	47.74	
8.50	0.97	1,12,39	12.80	45.66	6.20	43.93	5.00	7,33,07	33.50	Bengal-Nagpur.
7.70	1.00	1,02,18	13.28	46.73	6.07	43.73	5.68	5,94,63	77.28	
..	..	6.43	12.38	3.54	6.82	99	1.90	46.75	89.94	}
..	..	6.42	14.96	3.48	8.10	99	2.32	44.94	104.70	
..	..	76.02	11.13	29.48	4.22	24.89	3.64	4,31,35	63.16	}
..	..	79.57	12.74	29.87	4.78	27.70	4.43	4,25,28	68.02	
..	..	62.35	9.22	26.29	4.63	20.68	3.62	3,33,20	58.65	Bombay, Baroda and Central India.
..	..	52.46	9.79	26.80	4.97	20.68	3.84	3,52,38	62.02	
..	..	1.27	13.33	41	4.25	12	1.18	7.64	78.82	}
..	..	1.45	15.23	58	6.04	14	1.51	7.98	83.66	
3.62	0.74	47.80	9.82	20.01	4.11	20.06	4.12	3,06,53	62.95	Burma.
4.40	1.04	49.02	11.68	20.64	4.88	17.51	4.14	3,13,92	74.18	
..	..	65.08	16.09	25.29	5.66	22.72	5.08	3,14,40	70.69	}
..	..	61.63	15.6	26.11	6.62	27.12	6.88	3,07,57	78.00	
7.60	3.16	27.99	10.53	10.02	4.74	8.69	3.60	1,60,81	65.80	Eastern Bengal.
7.07	3.60	29.91	16.2	10.56	5.36	9.73	4.06	1,63,74	83.40	
..	..	17	7.70	3	1.92	2	0.83	1.44	80.21	}
..	..	30	17.10	9	5.20	3	1.10	1.56	88.50	
1.28	0.06	2,37,39	12.04	92.78	4.70	77.98	3.95	12,43,12	62.91	East Indian.
1.17	0.06	2,45,36	13.37	95.64	5.21	93.82	5.11	12,16,67	66.30	
..	..	1,54,54	10.42	66.33	4.47	54.65	3.69	10,43,88	70.36	}
..	..	1,67,21	12.29	68.11	5.01	57.35	4.22	10,50,66	77.16	
‡	‡	‡	‡	‡	‡	‡	‡	8.05	45.70	}
‡	‡	‡	‡	‡	‡	‡	‡	6.62	45.00	
..	..	8.93	9.53	5.89	6.29	2.94	3.14	63.06	67.30	Jodhpur.
..	..	9.82	10.15	6.03	6.22	3.41	3.56	54.87	56.46	

‡Separate figures, under each Abstract are not furnished.

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.	
			Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl.										
Madras and Southern Mahratta.	5' 6"	1929-30 .	54,16	10-20	1,08,02	20-40	42,23	7-98	..	..
		1930-31 .	49,20	10-40	1,03,83	22-10	31,91	6-77	..	..
	3' 3½"	1929-30 .	45,35	11-10	83,64	20-40	25,85	6-30	..	..
		1930-31 .	41,48	11-40	75,12	20-70	30,30	8-35	..	..
Nizam's State.	5' 6"	1929-30 .	6,12	4-35	17,64	12-55	6	0-04	..	..
		1930-31 .	13,74	9-79	19,44	13-85	9,62	6-85	..	..
	3' 3½"	1929-30 .	8,12	8-33	19,37	19-89	3,52	3-51	..	..
		1930-31 .	19,09	20-45	16,70	17-89	6,50	8-97	..	..
North Western (Commercial.)	5' 6"	1929-30 .	2,91,42	18-01	3,43,52	21-46	1,59,13	9-97	..	..
		1930-31 .	2,84,34	18-69	3,69,00	24-25	1,58,70	10-43	..	..
	3' 6"	1929-30 .	13,11	48-27	17,64	52-99	5,52	16-28	..	..
		1930-31 .	15,58	41-29	16,45	43-60	4,08	10-62	..	..
North Western (Military)	5' 6"	1929-30 .	59,93	39-75	59,23	39-29	21,85	14-49	..	..
		1930-31 .	54,06	38-59	63,79	45-53	21,55	16-38	..	..
	2' 6"	1929-30 .	10,51	129-89	9,67	119-45	2,03	25-07	..	..
		1930-31 .	10,07	129-27	7,31	93-84	2,32	29-78	..	..
3' 0"	1929-30 .	..	..	..	..	..	..	..	..
	1930-31 .	5,98	..	1,89	..	1,04	..	..	..
Total North Western ..	..	1929-30 .	3,74,97	20-97	4,30,06	24-06	1,88,53	10-55	..	..
		1930-31 .	3,70,03	21-67	4,58,44	26-85	1,87,69	11-00	..	..
Rohilkund and Kumaon	3' 3½"	1929-30 .	8,10	12-49	10,89	16-81	4,02	6-20	..	..
		1930-31 .	8,85	13-50	11,00	16-77	4,18	6-37	..	..
South Indian	5' 6"	1929-30 .	†	†	†	†	†	†	..	..
		1930-31 .	†	†	†	†	†	†	..	..
	3' 3½"	1929-30 .	†91,40	†13-69	†1,38,65	†20-77	†35,02	†5-25	..	..
		1930-31 .	†81,29	†13-27	†1,28,69	†21-01	†31,59	†5-16	..	..
	3' 6"	1929-30 .	†	†	†	†	†	†	..	..
		1930-31 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS ..	..	1929-30 .	17,20,64	15-34	23,19,11	20-68	9,83,06	8-77	1,30,28	1-16
		1930-31 .	15,94,65	15-51	22,35,22	21-73	9,60,23	9-34	1,35,48	1-32

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
† Included with 3' 3½" gauge.

system for the years 1929-30 and 1930-31 (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.		Railway System.
Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	Ra.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
..	..	29.47	5.56	21.24	4.00	21.17	4.00	2,76.34	52.14	Class I—consolid.
..	..	35.69	7.58	22.01	4.67	20.99	4.46	2,63.63	56.0	
7,94§	1.71	29.05	7.08	17.94	4.37	12.56	3.06	2,21,43§	44.02	
5,35§	1.47	34.43	9.48	18.85	5.19	13.06	3.60	2,18,59§	60.20	
..	..	16.19	11.52	6.96	4.96	4.73	3.36	51.70	36.78	Nizam's State.
..	..	11.02	7.85	7.26	5.17	3.21	2.29	64.29	45.80	
..	..	8.68	8.91	6.77	6.96	3.16	3.24	49.62	50.93	
..	..	8.34	8.93	7.23	7.74	2.82	3.02	60.68	65.00	
..	..	1,67.83	10.46	77.85	4.39	64.45	4.04	11,04.20	68.52	North Western (Commercial).
..	..	1,66.22	10.92	78.95	5.19	64.99	4.27	11,22.20	73.75	
1,66	4.63	6.76	22.42	1.53	4.14	81	3.37	47.03	151.00	
1,40	3.71	6.58	17.44	1.74	4.61	65	1.72	46.48	123.10	
..	..	23.06	16.29	11.07	7.34	7.42	4.92	1,82.55	121.08	North Western (Military).
..	..	23.94	17.09	13.53	9.66	7.63	5.45	1,84.50	131.70	
..	..	2.21	27.24	67	8.31	34	4.25	25.43	314.18	
..	..	2.71	34.79	1.37	17.58	42	5.39	24.20	310.65	
..	8.91	..	
..	8.91	..	
1,66	0.09	1,99.85	11.18	91.12	5.09	73.02	4.08	13,59.21	76.02	Total North Western.
1,40	0.08	1,99.45	11.68	95.59	5.60	73.69	4.32	13,86.29	81.20	
..	..	6.08	9.37	4.14	6.39	—5	—0.08	33.18	51.18	Rohilkund and Kumaon.
..	..	6.19	9.45	4.27	6.51	—8	—0.12	34.41	52.48	
†	†	†	†	†	†	†	†	1,04.38	54.87	South Indian.
†	†	†	†	†	†	†	†	99.90	54.14	
†17.17	†2.57	†53.21	†7.97	†31.62	†4.74	†30.00	†4.60	†2,57.76	†60.8	
†4.63	†0.76	†57.35	†9.36	†31.68	†5.21	†29.21	†4.77	†2,60.19	†61.29	
†	†	†	†	†	†	†	†	4.43	118.45	
†	†	†	†	†	†	†	†	4.55	132.65	
60.62	0.54	11,90.41	10.63	5,38.95	4.76	4,35.62	3.89	73,31.74	65.83	TOTAL CLASS I RAILWAYS.
45.67	0.44	12,16.65	11.82	5,49.54	5.34	4,57.36	4.44	72,00.42	70.01	

† Includes 5' 6" and 2' 6" gauges.

§ 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 II.										
Barni Light . . .	2' 6"	1929-30 . . .	2.05	8.00	5.00	19.54	1.04	4.05	..	..
		1930-31 . . .	1.85	8.83	5.08	24.25	1.05	5.00	..	..
Bengal Doons . . .	3' 3½"	1929-30 . . .	6.04	22.01	2.51	9.20	71	2.60	..	..
		1930-31 . . .	4.72	19.91	2.43	10.25	70	2.94	..	..
Bhavnagar State . . .	3' 3½"	1929-30 . . .	3.31	10.41	6.21	19.54	2.02	6.37	..	..
		1930-31 . . .	3.37	11.19	6.66	22.13	1.22	4.06	..	..
Bikaner State . . .	3' 3½"	1929-30 . . .	5.96	13.26	11.97	26.62	3.06	6.80	..	..
		1930-31 . . .	6.66	13.74	12.45	25.67	4.04	8.34	..	..
Darjeeling-Himalayan . . .	2' 0"	1929-30 . . .	1.43	9.04	3.16	19.86	1.01	6.37	..	..
		1930-31 . . .	1.40	9.07	3.22	20.92	96	6.22	..	..
Dibru-Sadiya . . .	3' 3½"	1929-30 . . .	3.07	10.17	4.92	16.24	2.61	8.63	..	..
		1930-31 . . .	3.23	10.20	5.31	16.77	2.60	8.20	..	..
Gaekwar's Baroda State.	2' 6"	1929-30 . . .	2.31	11.75	4.29	17.93	1.61	6.71	..	..
		1930-31 . . .	3.31	14.96	4.03	18.24	1.61	7.29	..	..
Gondal	3' 3½"	1929-30 . . .	2.46	9.46	4.65	17.87	96	3.67	..	..
		1930-31 . . .	4.50	18.26	4.98	20.17	1.12	4.54	..	..
Howrah-Amta Light . . .	2' 0"	1929-30 . . .	2.04	13.10	1.65	14.60	96	8.49	..	..
		1930-31 . . .	2.23	21.25	1.63	15.53	90	8.59	..	..
Jamnagar and Dwarka . . .	3' 3½"	1929-30 . . .	3.26	21.47	4.31	23.42	1.17	7.70	..	..
		1930-31 . . .	2.69	18.63	3.88	26.87	78	5.39	..	..
Junagad State	3' 3½"	1929-30 . . .	2.44	16.98	2.84	19.79	65	4.57	..	..
		1930-31 . . .	2.71	19.60	3.13	22.59	70	5.04	..	..
Morvi	3' 3½"	1929-30 . . .	1.61	7.66	6.57	26.48	1.01	4.80	..	..
		1930-31 . . .	3.01	14.81	4.69	23.04	1.11	5.45	..	..
Mysore	3' 3½"	1929-30 . . .	7.66	22.50	9.87	23.98	3.17	9.31	..	..
		1930-31 . . .	5.71	18.92	8.02	26.64	2.42	8.03	..	..
	2' 6"	1929-30 . . .	84	18.85	1.07	23.99	23	6.28	..	..
		1930-31 . . .	1.07	31.28	1.20	35.09	42	12.28	..	..
2' 0"	1929-30 . . .	10	19.14	13	24.02	4	6.30	..	..
	1930-31 . . .	4	8.00	10	20.00	2	4.00	..	..
Shabdara (Delhi) Saharanpur Light.	2' 6"	1929-30 . . .	1.05	9.89	1.19	11.27	31	2.90	..	..
		1930-31 . . .	80	8.87	1.17	13.05	32	3.62	..	..
TOTAL CLASS II RAILWAYS	..	1929-30 . . .	46.13	13.44	69.33	20.21	20.61	6.01	..	..
		1930-31 . . .	47.30	14.59	67.98	20.97	19.97	6.16	..	..

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

System for the years 1929-30 and 1930-31 (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.		Railway System.
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	
--	--	2.10	8.19	2.63	10.26	95	3.79	13.77	53.76	Class II.
--	--	2.13	10.17	2.64	12.63	93	4.39	13.67	65.27	Barsi Light.
21	0.80	2.37	8.60	1.95	7.11	62	2.31	14.41	52.63	Bengal Doons.
21	0.89	2.23	9.41	2.07	8.73	72	3.04	13.08	55.17	
--	--	4.24	13.37	2.25	7.09	74	2.33	15.77	59.11	Bhavnagar State.
--	--	4.20	13.97	2.26	7.51	84	2.79	18.55	61.65	
--	--	4.61	10.25	2.65	5.90	81	1.89	29.06	64.63	Bikaner State.
--	--	5.24	10.80	2.79	5.76	87	1.80	32.05	66.11	
--	--	2.53	15.97	1.44	9.10	1.30	8.21	113.74	163.50	Darjeeling Himalayan.
--	--	2.47	16.03	1.35	8.79	1.30	8.49	113.50	164.64	
--	--	2.45	8.08	1.73	5.72	11	0.36	14.89	49.20	Dibru-Sadiya.
--	--	2.42	7.64	1.70	5.37	11	0.35	15.37	48.53	
--	--	3.76	15.73	1.95	8.14	40	1.68	18.42	76.99	Gaskwar's Baroda State.
--	--	3.51	15.85	2.06	9.27	40	1.80	18.51	83.69	
--	--	2.70	10.35	1.18	4.55	41	1.57	12.36	47.47	Gondal.
--	--	2.81	11.38	1.32	5.35	41	1.68	15.14	61.38	
--	--	1.80	15.99	66	5.84	37	3.25	7.43	65.37	Howrah-Amra Light.
--	--	1.87	17.82	67	6.38	39	3.80	7.69	73.37	
--	--	1.67	10.38	1.10	7.25	38	2.49	11.79	77.71	Jamnagar and Dwarka.
--	--	1.80	12.46	1.16	8.01	45	3.15	10.76	74.51	
--	--	1.62	11.29	84	5.83	31	2.15	3.70	60.61	Junagad State.
2.	--	1.94	14.01	99	7.19	31	2.22	9.78	70.65	
--	--	1.56	7.40	72	3.40	96	4.65	11.43	54.32	Morvi.
--	--	1.98	9.73	69	3.41	84	4.14	12.32	60.58	
--	--	5.08	14.90	2.16	6.35	41	1.22	23.35	83.36	Mysore.
--	--	4.60	15.26	2.47	8.20	1.07	3.56	24.29	80.62	
--	--	68	15.24	28	6.23	16	3.36	3.30	74.60	Mysore.
--	--	53	15.50	28	8.19	14	4.09	3.64	106.43	
..	..	7	15.10	3	6.29	2	3.10	39	73.95	Shahdara (Delhi) Sahasranpur Light.
--	--	7	14.00	4	8.00	2	4.00	29	58.00	
--	--	1.23	11.64	52	4.91	30	3.84	4.60	43.45	TOTAL CLASS II RAILWAYS.
21	0.06	38.37	11.18	22.09	6.44	3.24	2.40	2,11.46	61.64	
21	0.06	38.97	12.02	23.01	7.10	9.07	2.80	2,12.61	66.67	

M50CBAccs

§ Includes the Darjeeling Himalayan Extension Railway not included in details.

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.						
†Adon	3' 3½"	{ 1929-30 . 1930-31 .	† †	† †	† †	† †
Ahmadpur-Katwa	2' 6"	{ 1929-30 . 1930-31 .	30 39	22·51 33·32	43 42	32·19 36·67
Arrah-Sasaram Light	2' 6"	{ 1929-30 . 1930-31 .	85 123	19·55 29·36	75 71	17·43 17·01
Bankura-Damoodar River	2' 6"	{ 1929-30 . 1930-31 .	63 79	31·26 48·48	86 71	42·23 43·73
Baraset-Basirhat Light	2' 6"	{ 1929-30 . 1930-31 .	1,43 1,36	22·84 23·56	1,60 1,44	25·59 25·14
Bengal Provincial	2' 6"	{ 1929-30 . 1930-31 .	27 28	15·13 18·02	47 51	26·73 32·82
Bukhtiarpur-Bihar Light	2' 6"	{ 1929-30 . 1930-31 .	66 84	19·31 25·35	89 63	26·07 20·49
Burdwan-Katwa	2' 6"	{ 1929-30 . 1930-31 .	35 50	17·08 25·69	64 62	30·75 32·28
Catch State	2' 6"	{ 1929-30 . 1930-31 .	16 15	11·43 12·43	28 29	20·75 23·69
Debri-Robtas Light	2' 6"	{ 1929-30 . 1930-31 .	35 31	11·96 13·34	64 65	21·59 23·14
Dholpur-Bari	2' 6"	{ 1929-30 . 1930-31 .	19 23	8·61 11·87	54 53	24·68 28·17
Futwah-Islampur	2' 6"	{ 1929-30 . 1930-31 .	30 42	19·50 26·22	26 30	16·56 18·93

* Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
† Information not furnished, as the line has been dismantled.

System for the years 1929-30 and 1930-31 (in thousands of rupees)—contd.

Expenses of Traffic Department.		Expenses of General Department.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
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
								CLASS III.
†	†	†	†	†	†	9.75	2,074.46	} Aden.
†	†	†	†	†	†	6	300.00	
33	24.66	21	15.64	3	2.09	1.30	37.09	} Ahmadpur-Katwa.
30	26.01	20	17.25	5	3.96	1.36	117.21	
59	13.61	38	8.76	10	2.31	2.67	61.66	} Arrah-Sasaram Light.
49	11.72	33	7.78	9	2.24	2.85	68.17	
41	20.40	36	17.68	4	2.01	2.30	113.63	} Bankura-Damoodar River.
41	25.45	36	21.88	5	3.27	2.32	142.61	
1.01	16.08	46	7.33	14	2.29	4.64	74.18	} Baraset-Basirhat Light.
99	17.16	47	8.15	17	2.94	4.43	76.95	
29	16.73	20	11.24	2	0.94	1.25	70.42	} Bengal Provincial.
30	19.22	22	14.12	1	1.39	1.32	85.57	
43	12.80	27	8.05	5	1.66	2.30	67.79	} Bhaktiarpur-Bihar Light.
49	14.69	27	8.30	7	1.99	2.35	70.82	
37	17.71	25	12.37	3	1.61	1.65	79.52	} Burdwan-Katwa.
37	18.80	23	11.84	3	1.67	1.75	90.18	
11	8.04	13	9.40	..	0.21	68	49.91	} Cutch State.
11	8.76	10	8.67	..	0.25	65	53.80	
23	7.91	25	8.66	5	1.77	1.52	61.79	} Dabri-Rohas Light.
22	9.26	25	10.84	5	2.19	1.48	63.77	
18	8.41	18	8.20	1	0.34	1.10	60.34	} Dholpur-Barl.
19	9.78	16	8.26	2	0.86	1.13	58.94	
23	14.46	15	9.61	2	1.39	96	61.62	} Futwah-Islampur.
23	14.54	16	9.78	3	1.60	1.14	71.16	

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—contd.						
Gwalior Light	2' 0"	1929-30	85	10.26	2,52	30.60
		1930-31	96	13.88	2,44	35.33
Howrah-Sheakhala Light	2' 0"	1929-30	47	19.87	56	23.93
		1930-31	66	26.96	60	24.45
Jagadhri Light	2' 0"	1929-30	2	9.79	10	47.46
		1930-31	2	8.59	7	41.17
Jessore-Jhanidah	2' 6"	1929-30	17	15.74	60	55.66
		1930-31	†	†	†	†
Jornat (Provincial)	2' 0"	1929-30	†	†	†	†
		1930-31	†	†	†	†
Kalighat-Falta	2' 6"	1929-30	44	15.44	1,03	36.01
		1930-31	45	18.20	1,00	40.55
Kulasekarapatnam Light	2' 0"	1929-30	27	21.12	48	37.21
		1930-31	22	17.10	57	43.89
Mathuran Light	2' 0"	1929-30	11	10.19	41	37.97
		1930-31	2	2.00	51	51.00
Porbandar State	3' 3½"	1929-30	39	9.35	1,85	45.11
		1930-31	84	21.91	1,85	48.30
Tarpore-Balpara	2' 6"	1929-30	29	15.15	51	27.25
		1930-31	27	15.04	55	30.89
Trivellore Light	2' 0"	1929-30	..	..	5	100.16
		1930-31	..	9.22	3	77.94
Udaipur-Chitorgarh	3' 3½"	1929-30	1,02	18.26	1,58	28.11
		1930-31	1,12	19.46	1,72	29.83
TOTAL CLASS III RAILWAYS		1929-30	9,52	16.29	17,05	29.17
		1930-31	11,06	20.47	16,20	29.98

*Including Replacement and Renewal or Appropriation to Depreciation Fund as the case may be.
†Information not furnished.

System for the years 1929-30 and 1930-31 (in thousands of rupees)—concl.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
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
63	7.64	71	8.67	33	4.01	5.04	61.18	CLASS III—concl. Gwalior Light.
62	9.06	66	9.65	33	4.75	5.01	72.67	
34	14.73	25	10.84	6	2.72	1.63	72.09	Howrah-Sheakhala Light.
33	13.70	26	10.83	7	2.87	1.92	78.81	
6	28.14	3	12.94	..	0.21	21	98.54	Jagadhri Light.
5	29.33	3	14.44	..	0.03	17	93.56	
20	18.52	17	15.74	1	0.92	1.15	106.43	Jessore-Jhondah.
†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	Jorhat (Provincial.)
†	†	†	†	†	†	176	100.00	
61	21.17	34	11.81	6	2.18	2.48	86.61	Kalighat-Falta.
54	21.76	37	15.20	9	3.68	2.45	99.39	
9	7.26	2	1.63	..	..	36	67.22	Kulasekarapanam Light.
16	11.99	4	2.73	..	..	99	75.71	
12	11.11	19	17.59	9	8.32	92	85.18	Matheran Light.
10	10.00	10	10.00	7	7.00	80	80.00	
42	10.25	43	10.47	8	1.92	3.17	77.10	Porbandar State.
45	11.66	47	12.16	11	2.97	3.72	97.00	
30	16.12	20	10.76	4	1.88	1.34	71.16	Tarpore-Balipara.
30	17.05	21	14.49	5	2.79	1.38	77.26	
2	38.18	..	5.04	..	7.51	7	150.89	Trivellore Light.
1	30.04	1	18.00	..	6.60	6	141.79	
48	8.53	26	4.67	14	2.52	3.48	62.09	Udaipur-Chitorgarh.
49	8.46	28	4.79	13	2.26	3.74	64.80	
7.45	12.76	5.45	9.32	1.30	2.22	60.62	86.42	TOTAL CLASS III RAILWAYS.
7.15	13.23	5.18	9.59	1.42	2.63	42.83	79.27	

STATISTICAL STATEMENTS.

8.—Mileage
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				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	1,106-38	..	..	1,106-38	1,106-38	223-90	15-08	1,345-36
	Chaparmukh-Slighee . . .	3' 3½"	20-2-20	50-81	..	..	50-81	50-81	3-60	..	54-41
	Kokshai Lalbazar . . .	3' 3½"	1-4-23	23-49	..	..	23-49	23-49	1-03	..	24-52
	Mymensingh-Ehatrah Bazar . .	3' 3½"	20-6-17	100-68	..	..	100-68	100-68	18-94	0-36	119-08
	Total—1			1,281-36	..	..	1,281-36	1,281-36	247-47	15-44	1,544-27
2	Bengal and North Western—	3' 3½"	2-4-94	1,308-45	..	..	1,308-45	1,308-45	269-05	15-31	1,592-81
	Masrah to Thane . . .	3' 3½"	..	..	..	..	..	..	..	..	..
	Tirhoot	3' 3½"	1-11-75	795-81	10-05	..	805-86	815-81	190-90	8-45	1,015-26
	Total—2			2,104-26	10-05	..	2,114-31	2,124-36	459-95	23-76	2,608-07
3	Bengal-Nagpur—	5' 6"	6-4-90	2,023-76	230-58	..	2,244-34	2,594-92	613-48	127-85	3,341-26
	Annapur-Macondragh	5' 6"	17-6-28	53-85	..	..	53-85	53-85	3-18	1-75	58-78
	Mayurbhanj	3' 6"	20-1-05	70-64	..	..	70-64	70-64	3-61	0-10	74-35
	Falakimedi Light	3' 6"	1-4-00	40-37	..	..	40-37	40-37	2-29	..	42-66
	Paralia-Banohi	3' 6"	15-11-07	116-54	..	..	116-54	116-54	10-91	0-05	127-50
	Rajpur-Dhantari	3' 6"	10-9-00	56-94	..	..	56-94	56-94	4-61	0-65	63-20
	Satpura	3' 6"	18-4-03	625-15	..	..	625-15	625-15	62-80	12-33	700-28
	Tamsar-Tirodi Light	3' 0"	1-4-18	18-74	..	..	18-74	18-74	1-61	..	20-35
	Total—3			2,075-90	230-58	..	2,325-87	2,577-15	707-49	143-73	4,427-37

Statement for the year 1930-31.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMPLETED.		UNDER CONSTRUCTION.			
13	14	Section.	Miles.	Section.	Miles.	19	20
Dhing Bazar to Malabar.	3.33	..	..	Sholachahar Chittagong to Dobansari.	25.00	State line.	Aman Bengal—
Jaridagan to Dhing Bazar.	†11.59		Branch lines under guarantee terms.	Obapurukh-Slight.
..	..	..	..	..	..	Katthal-Lalabaur.	
..	Branch line under guarantee and rebate terms.		Mymensingh-Bhairab Bazar.
	13.33		..		25.00		Total—1.
..	..	..	..	..	..	Line subsidised by the Government of India.*	Bengal and North Western.
Mashrak-Thawa Extension.	39.32	..	..	..	..	State line.	Mashrak to Thawa.
..	..	..	..	..	..		Tirhoot.
	39.32		..		..		Total—2.
Jemadipota to Rayaghad.	9.47	Contal Road to Contal.	33.95	§ Birmitrapur to Guttitanagar.	8.29	State line.	Bengal-Nagpur—
Harihanter Road to Titligarh.	34.81			§ Raipur—Vidhanagram	74.01		
Rayaghad to Tharuvalli.	11.79			..	..
Manendragarh to Chirmisi.	13.83			..	..
..	..	..	..	..	..	Branch line under rebate terms.	Mayarbenj.
..	..	..	..	Varnasahi to Gunpur	15.63	Indian State line.	Parlakimedi Light.
..	..	..	..	..	..	State line.	Puruli-Banohi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tumkur-Tirodi Light.
	60.89		33.95		97.93		Total—3.

* Receives land only from Government.

† Opened for passenger traffic on 20-4-30.

‡ Excluding 11.59 miles already open for goods traffic.

§ Work suspended.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				Single line.	Double line.	Trebble line, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
6	Bombay, Baroda and Central India—	5' 6"	10-3-80	776-26	239-70	*19-44	1,035-40	1,333-16	349-36	107-73	1,790-25
	Nagda-Ujjain	5' 6"	18-7-96	24-79	..	..	24-79	24-79	4-92	..	39-71
	Porbandar (Anand-Tarapur).	5' 6"	5-5-90	21-42	..	..	21-42	21-42	3-08	0-55	25-05
	Porbandar (Tarapur-Cambay).	5' 6"	20-6-01	12-36	..	..	12-36	12-36	3-51	..	16-17
	Tapti Valley	5' 6"	1-12-98	165-72	..	..	165-72	165-72	7-48	4-16	167-35
	Bombay, Baroda and Central India (including Palanpur-Doms).	3' 3 1/2"	14-3-73	1,891-49	2-88	..	1,894-37	1,897-25	376-25	26-90	2,300-40
	Ahmedabad-Parantij . .	3' 3 1/2"	1-5-97	88-73	..	..	88-73	88-73	8-70	1-49	98-92
	Dharampur	3' 3 1/2"	1-6-98	40-28	..	..	40-28	40-28	5-68	1-75	47-71
	Gokwar's Mohana . . .	3' 3 1/2"	21-3-97	255-01	..	..	255-01	255-01	31-30	2-31	290-62
	Jaipur State	3' 3 1/2"	10-11-05	181-11	..	..	181-11	181-11	11-96	..	193-07
	Bombay, Baroda and Central India	3' 6"	22-11-14	72-28	..	..	72-28	72-28	6-98	1-42	80-68
	Chauhan-Shivrajpur-Pani	3' 6"	2-2-11	30-68	..	..	30-68	30-68	2-14	5-08	37-90
	Godhra-Lasavada . . .	3' 6"	4-3-13	25-49	..	..	25-49	25-49	1-51	1-12	28-12
	Nadiad-Kapadvanj . . .	3' 6"	5-3-13	28-18	..	..	28-18	28-18	3-48	1-33	32-99
	Rajpipla State	3' 6"	1-7-97	39-24	..	..	39-24	39-24	2-46	0-99	42-69
	Piplod-Devgad Baris . .	3' 6"	1-1-29	9-52	..	..	9-52	9-52	0-55	1-02	11-09
	Total—4			3,663-56	242-58	19-44	3,925-58	4,226-22	819-66	156-84	5,202-72
8	Barua	3' 3 1/2"	1-5-77	1,880-40	206-85	..	2,087-25	2,264-10	451-90	115-72	2,831-72

*0-25 miles triple and 19-18 miles quadruple.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1931.				Classification.	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
		Section.	Miles.	Section.	Miles.	19	20	
13	14	15	16	17	18			
Vand to Katana	26-61	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	} Indian State lines.	Nagla-Ujjain.	
..		Prithi Cambay (Anand Tarapur).	
..		Prithi Cambay (Tarapur-Cambay).	
..		Branch line under rebate terms. Tapti Valley.	
..	State line.	Bombay, Baroda and Central India (including Pokanpur & Drena).	
..	Branch line under rebate terms.	Ahmedabad-Parantij.	
..	..	Halved to Malia ..	26-00	..	..	} Indian State lines.	Dhrangadra.
..	..	Khalipur to Khakhal	17-22		} Indian State lines.	Gadkwar's Mehana.
..	..	Wagrod to Kharoda	12-44	..	..	
..	..	Vijapur to Ransipurj	14-01	..	..	
..		Jalpur State.	
..	State lines.	Bombay, Baroda and Central India.	
..	} Branch lines under rebate terms.	Champaner-Shivrajpur-Pani	
..		Godhra-Lunavada.	
..		Nadiad-Kapadvanj.	
..		Rajpipla State.	
..	..	Devgad Bojm to Lintia.	19-00	..	..	} Indian State lines	Piplod-Devgad Baria.
	26-61		26-67		..		Total—6	
Nyaungto to Kyaakpidaang.	10-97	Trans-Irrawaddy section of Minbu and Pakokku District Ryn. (Malun to end).	270-87	Taungdwinryi to Patanago § Irrawaddy Bridge at Sagan and Approaches.	41-00 4-08	State line.	Burma.	
	10-97				45-25			

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1931.				TRACK MILEAGE OPEN ON 31ST MARCH 1931.			
				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	Eastern Bengal—	5' 6"	2-1-02	634-53	123-25	22-60 (quad-ruple).	790-38	991-43	529-10	28-65	1,559-18
	Bara-Simiganj	5' 6"	1-7-15	49-66	..	..	49-66	49-66	28-57	..	78-23
	Eastern Bengal	3' 3½"	23-6-77	976-42	7-29	..	983-71	991-00	293-22	9-32	1,593-54
	Cooch Behar State	3' 3½"	15-9-03	23-09	..	..	23-09	23-09	2-42	0-28	25-79
	Eastern Bengal	2' 6"	12-7-01	17-14	..	..	17-14	17-14	1-28	..	18-42
	Khulna-Bagarhat	2' 6"	10-6-18	19-75	..	..	19-75	19-75	1-95	..	21-70
	Total—6			1,730-69	140-54	22-60	1,893-73	2,102-07	856-54	48-25	3,006-88
7	East Indian—	5' 6"	15-8-54	†3,172-47	870-04	†58-76	4,101-27	5,122-74	1,594-75	204-15	6,922-64
	Hardwar-Dehra	5' 6"	1-3-00	22-04	..	..	22-04	22-04	4-79	..	26-83
	South Bihar	5' 6"	5-7-06	75-82	..	..	75-82	75-82	7-96	..	83-78
	Cawnpore-Burhwal link	3' 3½"	24-11-06	(a)82-82	..	..	(a) 82-82	82-82	12-20	1-19	95-91
	Total—7			3,362-85	870-04	58-76	4,291-65	5,314-12	1,619-70	205-34	7,139-16
8	Great Indian Peninsula (b)	5' 6"	18-4-53	2,375-11	772-64	33-39	3,181-14	4,053-95	1,018-79	92-96	5,165-70
	Bhopal-Itarsi (Indian State Section).	5' 6"	†1-11-04	56-64	..	..	56-64	56-64	25-77	..	82-41
	Bhopal-Ujjain	5' 6"	11-11-06	113-28	..	..	113-28	113-28	9-24	..	123-52
	Bina-Coena-Baran	5' 6"	22-9-05	147-07	..	..	147-07	147-07	10-71	..	157-78
	Dharwad-Pand	3' 6"	..	..	..	..	..	..	..	..	..
	Dhond-Baramati	3' 6"	20-5-14	27-26	..	..	27-26	27-26	1-24	0-45	28-96
	Killeshpur Yercaud	3' 6"	1-12-12	117-81	..	..	117-81	117-81	10-42	0-17	128-40
	Pachora-Jamner	3' 6"	1-4-18	24-76	..	..	24-76	24-76	2-06	0-85	27-67
	Pulgaon-Arvi	3' 6"	25-9-17	21-83	..	..	21-83	21-83	1-18	0-54	23-55
	Total—8			2,893-76	772-64	33-39	3,699-79	4,572-80	1,079-41	94-97	5,745-98

† Includes 16-79 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barabanki.

‡ 30-68 miles triple, 23-18 miles quadruple and 3-26 miles quintuple and 1-74 miles sextuple.

(a) Including the mixed gauge line referred to in the note marked with † above and also 2-18 miles of E. I. Railway metro gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran-Kotah, Bhopal-Itarsi (British section only, viz., 12-26 miles) and Cawnpore-Banda Railways.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMPLETED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Dacca to Aricha ..	64-00	Kalukhali to Bhatipara.	53-05	State line . . .	Eastern Bengal.—
..	Branch line under rebate terms.	Sara-Srajganj.
..	Tangle to Behiri .	52-50	State line.	Eastern Bengal.
..	Indian State line.	Cooch Behar State.
..	State line.	Eastern Bengal.
..	Branch line under rebate terms.	Khulna-Bagerhat.
..	64-00	..	105-55	..	Total—6.
Unao to Madhoganj	47-03	..	..	Lucknow-Zafarabad Section.	108-71	State line.	East Indian.—
Utratia Hydergarh.	27-75	..	..	Calcutta Chord ..	11-77	..	..
..	Branch line under guarantee terms.	Hardwar-Delra.
..	State line. §	South Bihar.
..	State line. §	Cawnpore-Burhwal link.
..	75-53	..	..	..	120-48	..	Total—7.
..	..	**Kartal to Kamsin .	58-66	..	..	State line.	Great Indian Peninsula (4).—
..	..	**Khamgaon to Chikli	38-50	..	..	..	..
..	..	**Belapur to Sheogaon	45-50	..	..	..	..
..	..	**Amroli to Narkhed	79-00	..	..	..	..
..	Bhopal-Itarsi (Indian State Section).
..	Indian State lines.	Bhopal-Ujjain.
..	Bina-Gooma-Baran.
..	Dharwa to Pund .	42-50	State line.	Dharwa Pund.
..	Dband-Baramati.
..	Branch lines under rebate terms.	Ellahpur-Yectmal.
..	Pashua-Jamnet.
..	Paigao-Arvi.
..	221-06	..	42-50	..	Total—8.

** Construction suspended.

§ Although a leased line, it is for convenience treated as a State line.

§ Under running power agreement the B. and N. W. Ry. company run and haul their trains and traffic over this line.

H50RAAccts.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931. TRACK MILEAGE OPEN ON 31st MARCH 1931.							
				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
9	Jodhpur—	3' 3 1/2"	24-8-02	752-81	..	..	752-81	752-81	101-10	14-33	868-24
	North Hyderabad (British Section).	3' 3 1/2"	18-8-02	174-41	..	..	174-41	174-41	38-05	5-22	217-68
	Mirpur Khas-Khadro . . .	3' 3 1/2"	1-1-12	49-50	..	..	49-50	49-50	3-14	0-48	53-12
	Total—9			976-72	..	..	976-72	976-72	142-29	20-03	1,189-04
10	Madras and Southern Mahratta—	5' 6"	1-7-56	1,069-75	45-56	3-71 (Quad-ruple).	1,119-02	1,175-71	267-31	9-76	1,452-78
	M. S. Kolar Gold-fields . . .	5' 6"	1-8-04	9-88	..	..	9-88	9-88	3-77	3-10	15-75
	Tonali-Repalle	5' 6"	18-3-16	21-41	..	..	21-41	21-41	1-28	..	22-69
	Madras and Southern Mahratta	3' 3 1/2"	24-3-04	*1,661-93	..	..	1,661-93	1,661-93	223-74	2-27	1,887-94
	Alnavar-Dandell (Provincial) .	3' 3 1/2"	1-3-19	19-12	..	..	19-12	19-12	1-96	..	21-08
	Bangalore-Harhar	3' 3 1/2"	11-8-04	209-98	..	..	209-98	300-95	29-51	..	239-49
	Bewada-Mawalpatam	3' 3 1/2"	4-2-08	51-80	..	..	51-80	51-80	8-96	0-09	60-85
	Hindapur (Yarwantpur Mysore Frontier).	3' 3 1/2"	16-12-02	51-62	..	..	51-62	51-62	4-08	..	55-70
	Kolhapur State	3' 3 1/2"	21-4-01	29-27	..	..	29-27	29-27	1-89	..	31-16
	Sangli State	3' 3 1/2"	1-4-07	4-90	..	..	4-90	4-90	0-42	..	5-32
	West of India Portuguese . . .	3' 3 1/2"	17-1-87	51-10	..	..	51-10	51-10	18-28	..	69-38
	Total—10			3,180-76	45-56	3-71	3,230-03	3,285-72	560-20	15-22	3,862-14
11	Nizam's State—	5' 6"	9-10-74	330-18	..	..	330-18	330-18	61-64	10-37	402-19
	Bewada Extension	5' 6"	10-2-09	21-47	..	..	21-47	21-47	1-53	..	23-00
	Karipet-Belharah	5' 6"	1-2-04	145-69	..	..	145-69	145-69	4-78	2-13	152-58
	Karipalli-Kothagudem	5' 6"	21-3-27	24-52	..	..	24-52	24-52	1-30	..	25-82
	Vikarabad-Bidar	5' 6"	14-1-30	56-57	..	..	56-57	56-57	1-34	..	57-91
	Hingoli Branch	3' 3 1/2"	15-5-12	50-31	..	..	50-31	50-31	0-88	..	51-19
	Hyderabad-Godavari Valley . .	3' 3 1/2"	21-10-00	377-11	8-54	..	385-65	304-19	60-82	1-88	455-89
	Parbhani-Fulh	3' 3 1/2"	16-10-29	39-49	..	..	39-49	39-49	1-24	..	40-73
	Secunderabad-British Frontier	3' 3 1/2"	1-2-16	138-00	9-28	..	148-08	157-38	14-93	0-05	172-34
	Dhone Kumool	3' 3 1/2"	1-1-09	36-37	..	..	36-37	36-37	3-09	..	39-46
	Total—11			1,320-51	17-82	..	1,338-33	1,256-18	151-53	14-43	1,423-11

* Includes 2-53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0-54 mile of Dronachellam station yard.

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1931.				Classification.	Name of Railway.	
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.				
		Section.	Miles.	Section.	Miles.			
13	14	15	16	17	18	19	20	
Lodwar to Ranigera.	25-87	Phalodi to Pokaran.	33-00	..	..	} Indian State line.	Jodhpur.
..	..	Bilara to Jaitara	16-00		State line.	Jodhpur Hyderabad (British Section).
..		Line subsidised by the Government of India (b).	Mirpur Khas-Khadra.
	25-87		49-00		..		Total—9.	
Korukkupetta-Vayasarpandy.	1-12	..	..	..	..	} State line.	Madras and Southern Mahratta.
..		District Board line.	Kolar Gold-fields.
..	} State line.	Tenali-Repalle.	
..		Madras and Southern Mahratta.	
..		Aln-var-Dandeli (Provincial).	
..	} District Board line.	Bangalore-Harhat.	
..		Beawada-Marulipatan.	
..	State line.	Hindupur (Yeravantpur Mysore Frontier).	
..	} Indian State line.	Kolhapur State.	
..		Sangli State.	
..	Foreign line.	West of Lado Portuguese.	
	1-12		..		..		Total—10.
..	Indian State line.	Nizam's State.	
..	State line.	Beawada Extension.	
..	} Indian State line.	Kasipet-Belharaha.	
..	..	Bhadraohela Road to Ramram.	1-95	..	..		Karipalli-Kothagodem.
..	Mohamadabad Bidar to Parli.	111-04		Vikarabad-Bidar.	
..	} Indian State line.	Hingoli Branch.	
..		Hyderabad-Godavari Valley.	
..		Parbhani-Parli.	
..	} State line.	Secunderabad-British Frontier.	
..		Dhone Kurnool.	
	..		1-00		111-04		Total—11.	

(b) Receives land only from Government.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				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
13	North Western—	5' 6"	12-8-61	*4,674-64	890-31	..	*5,554-95	6,435-26	1,698-28	180-59	8,314-13
	Shabdara Narowal	5' 6"	21-12-28	48-33	..	..	48-33	48-33	1-41	..	49-74
	Amritsar-Patti	5' 6"	21-9-08	54-79	..	..	54-79	54-79	7-44	..	62-23
	Bahawalnagar-Cholistan	5' 6"	4-4-28	151-53	..	..	151-53	151-53	6-76	..	158-29
	Jind Pordpat (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	45-04	..	..	45-04	45-04	3-62	..	48-66
	Phagwara-Rahon	5' 6"	1-4-18	45-59	..	..	45-59	45-59	5-30	..	50-89
	Jammu and Kashmir (Indian State Section).	5' 6"	16-3-00	16-01	..	..	16-01	16-01	3-08	..	19-09
	Khanpur-Chachran	5' 6"	2-7-11	21-98	..	..	21-98	21-98	2-83	..	24-81
	Ludhiana-Dhuri-Jakhal	5' 6"	10-4-01	79-08	..	..	79-08	79-08	6-09	..	85-17
	Mandra-Bhaun	5' 6"	1-5-15	46-38	..	..	46-38	46-38	3-90	..	50-28
	Rajpura-Dhatinda	5' 6"	1-11-84	108-57	..	..	108-57	108-57	21-33	0-08	129-98
	Sialkot-Narowal	5' 6"	10-11-15	38-60	..	..	38-60	38-60	5-89	..	44-49
	Sirhind-Bapar	5' 6"	26-2-28	30-96	..	..	30-96	30-96	4-53	0-93	36-42
	Jacobabad-Kashmir	2' 6"	1-12-14	76-46	..	..	76-46	76-46	3-98	..	80-44
	Kalka-Simla	2' 6"	9-11-03	59-92	..	..	59-92	55-92	8-30	1-83	70-05
	Kangra Valley	2' 6"	1-12-28	102-99	..	..	102-99	102-99	9-21	1-15	112-35
	Zhob Valley	2' 6"	1-1-31	173-84	..	..	173-84	173-84	12-54	..	186-38
	Kohat-Thal	2' 6"	1-4-03	61-75	..	..	61-75	61-75	10-57	0-13	72-45
	Larkana-Jacobabad	2' 6"	16-3-23	53-22	..	..	53-22	53-22	3-25	..	56-47
	Trans Indus (Kalabagh-Banna)	2' 6"	15-6-12	158-58	..	..	158-58	158-58	14-63	17-39	190-80
	Total—13			6,074-20	890-31	..	6,954-51	7,834-82	1,635-28	202-98	9,873-05

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

Statement for the year 1930-31—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1931.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
13	14	15	16	17	18	19	20
Mahrabpur to Padidan.	44-63	Qadian to Beas † Tharshah to Sakrand Navshah to Tando Adam. Risalewala to Chasuwala † Chiniot to Chini-khindi. Shahpur City to Khushab	29-68 65-73 54-31 109-84 3-44 6-00	State line.	North Western—
..		Branch line under guarantee terms with the Punjab Govt. Branch line under rebate terms.
Fort Abbas to Baghdad.	88-20	Indian State line.	
..		Branch line under rebate terms.
..	Indian State line.	
..		Branch line under rebate terms.
..	Indian State line.	
..		Branch line under rebate terms.
..	Indian State line.	
..		Branch line under rebate terms.
..	Indian State line.	
..		Branch line under rebate terms.
..	Indian State line.	
..		Branch line under rebate terms.
..	State line.	
..		Branch line under rebate terms.
..	State line.	
..		Branch line under rebate terms.
..	State line.	
..		Branch line under rebate terms.
..	State line.	
	132-83				208-90		

†Work suspended.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	FOOTWE MILEAGE OPEN ON 31st MARCH 1931.				TRACK MILEAGE OPEN ON 31st MARCH 1931.			
				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
19	Bombay and Kanara—	3' 3 1/2"	12-10-84	258-72	..	..	258-72	258-72	33-32	2-46	294-60
	Lucknow-Bareilly . . .	3' 3 1/2"	12-10-84	310-80	1-16	..	312-06	313-22	61-49	11-09	385-80
	Total—12 . . .			569-52	1-16	..	570-78	571-94	94-81	13-55	680-30
24	South Indian— . . .	5' 6"	23-5-00	600-06	..	..	600-06	600-06	127-72	1-42	729-20
	South Indian . . .	3' 3 1/2"	15-7-61	1,433-24	1-76	..	1,435-00	1,436-76	306-44	15-48	1,758-68
	Nilgiri . . .	3' 3 1/2"	15-6-99	28-96	..	..	28-96	28-96	4-63	..	33-59
	Palani-Karalkhal . . .	3' 3 1/2"	14-3-98	14-65	..	..	14-65	14-65	2-12	..	16-77
	Podanur-Pollachi . . .	3' 3 1/2"	15-10-15	25-04	..	..	25-04	25-04	3-56	..	28-60
	Pondicherry . . .	3' 3 1/2"	15-12-79	7-85	..	..	7-85	7-85	2-14	0-18	10-17
	Rhorapur Cochin . . .	3' 3 1/2"	2-6-02	64-75	..	..	64-75	64-75	10-11	2-01	76-87
	Tirunelveli-Thiruvandur . . .	3' 3 1/2"	24-2-23	33-18	..	..	33-18	33-18	3-06	..	42-13
	Travancore (British Section) . . .	3' 3 1/2"	1-6-03	50-42	..	..	50-42	146-38	23-67	..	169-05
	Travancore (Indian State Section). . .	3' 3 1/2"	1-6-04	95-96	..	..	95-96				
	Madappur-Koovur . . .	3' 6"	18-1-06	73-30	..	..	73-30	73-30	4-40	..	77-70
	Tirupattur-Krishnagiri . . .	3' 6"	16-9-05	25-38	..	..	25-38	25-38	3-51	..	27-89
	Total—14 . . .			2,487-79	1-76	..	2,459-55	2,461-31	490-25	†19-09	2,970-65
	Total Class I . . .			34,442-37	2,439-89	137-90	38,020-16	41,849-64	9,516-48	1,088-33	52,454-45

† Includes 0·63 broad gauge and 0·4 metre gauge miles of permanent way in Sidings outside Company's limits worked by private owners.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1921.	TRACK MILEAGE OPEN ON 31st MARCH 1921.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS II RAILWAYS.								
1	Bard Light	2' 6"	1-3-97	202-57	202-57	21-17	223-74	Line subsidized by the Government of India.*
2	Bengal Dooms	2' 3 1/2"	15-1-93	35-04	35-04	7-35	42-39	Line subsidized by District Board.
	Bengal Dooms Extensions	2' 3 1/2"	20-4-00	121-09	121-09	17-56	138-65	Line subsidized by the Government of India.*
	Total—3			156-13	156-13	24-91	181-04	
3	Bhavnagar State	2' 3 1/2"	20-12-90	307-01	307-01	48-74	355-75	Indian State Lines.
4	Bikaner State	2' 3 1/2"	9-12-91	795-85	795-85	78-73	874-58	
5	Darjeeling Himalayas	2' 0"	23-8-80	51-00†	51-07	10-76	61-83	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2' 0"	16-3-14	95-44	95-44	4-28	99-72	Branch line under rebate terms.
	Total—5			146-44	146-51	15-04	161-55	
6	Dihra-Sadiya	2' 3 1/2"	15-8-82	86-02	86-02	28-44	114-46	Line subsidized by Local Government.
	Ledo and Tikak Margherita	2' 3 1/2"	17-2-94	5-59	5-59	25-12	30-62	Unassisted Company's line.
	Total—6			91-62	91-62	53-56	145-08	
7	Osakwa's Baroda State	2' 0"	8-4-78	333-06	333-06	55-29	388-35	Indian State Lines.
	Rodell Chhota Udaipur	2' 0"	1-12-17	22-67	22-67	3-03	25-70	
	Total—7			355-73	355-73	58-32	414-05	
8	Gondal	2' 3 1/2"	19-1-91	106-24	106-24	13-42	119-66	Indian State Lines.
	Jetalpur Rajkot	2' 3 1/2"	12-4-93	46-21	46-21	8-24	54-45	
	Khiladiya-Dhard	2' 3 1/2"	1-3-13	37-22	37-22	4-47	41-69	
	Total—8			189-67	189-67	26-13	215-80	
9	Howrah-Amta Light	2' 0"	1-7-97	43-87	43-97	6-31	50-18	Line subsidized by District Board.
10	Jamnagar-Dwarika	2' 3 1/2"	7-11-22	66-92	66-92	3-92	69-84	Branch line under guarantee and rebate terms.
	Jamnagar	2' 3 1/2"	8-4-97	154-22	154-22	12-24	66-46	
	Okhamandal	2' 3 1/2"	16-11-22	37-31	37-31	4-91	42-12	
	Total—10			157-35	157-35	21-07	178-42	
11	Junagad State	2' 3 1/2"	1-9-88	148-33‡	148-33‡	18-39	166-72	Indian State Lines.
12	Morvi	2' 3 1/2"	4-3-06	102-33	102-33	14-06	116-41	
13	Mysore	2' 3 1/2"	1-12-99	304-43	304-43	39-71	344-14	Line guaranteed by Indian State.
	Bangalore-Chik Ballapur Light	2' 0"	15-9-14	38-63	38-63	4-63	106-83	
	Kolar District	2' 0"	15-12-13	63-57	63-57			
	Tarikere Narasimharajapura	2' 0"	15-1-15	26-60	26-60	2-55	29-15		Indian State Line.
	Total—13			433-23	433-23	46-89	480-12	
14	Shabdara (Delhi)-Sahasrpur Light	2' 0"	7-6-07	92-60	92-60	8-62	101-12	Line subsidized by the Government of India.*
Total Class II				3,222-53	3,222-60	441-96	3,664-56	

* Received land only from Government.

† Of this 0-07 mile is double line.

‡ Includes 3-93 miles, Jamnagar to Bell-Bunder, worked for goods traffic only.

§ Includes 0-73 mile of Dungarpur quarry line and 0-63 mile of Veraval Dook Estate worked for goods traffic only.

Statement for the year 1930-31—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1931.				Name of Railway.
Section	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	Barri Light.
..	② 3-70	..	..	Bengal Doonah.
..	② 5-71	..	..	Bengal Doonah Extension.
..	② 8-61	..	..	Total—2.
..	Bhavnagar State.
Tahsil Bhadri Lodhi Junction	38-58	..	..	..	..	Bikaner State.
..	Darjeeling Himalayan.
..	Darjeeling Himalayan Extension.
..	38-58	..	..	..	..	Total—5.
..	Dibru-Sadiya.
..	Ledo and Tinkah Margherita.
..	Total—6.
..	..	Mahuva to Anaval	17-91	..	..	Gaekwar's Baroda State.
..	..	Umerpada to Bardipada	9-98	..	..
..	..	Navsari to Kamrej	28-25	..	..	Bodoli Chhota Udaipur.
..	Total—7.
..	54-14	..	..
..	..	Sidpur to Patan.	7-85	..	..	Gondal.
..	Jotisar Rajkot.
..	Khijadiya-Dhari.
..	7-85	..	..	Total—8.
..	Howrah-Amta Light.
..	..	Khambhali to Saliya	8-96	..	..	Jamnagar-Dwarka.
..	Jamnagan.
..	Okhamandal.
..	8-96	..	..	Total—10.
..	..	Jamwala to Una	22-08	Prachi Road to Jamwala	7-80	Jamnagar State.
..	..	Talsia to Dhari	47-27	..	..	Morvi.
..	Mysore.
Shimoga Town Ragi hobballi. Sahalli.	17-62	Chamarajanagar to Hardanbali.	4-83	Ragibhalli Aramla	7-66	Bangalore-Chik Ballapur Light.
..	Kolar District.
..	Tarikere Narasimharajapur.
..	17-62	..	4-83	..	7-66	Total—12.
..	..	Barout to Murat	30-00	..	..	Shabdara (Delhi)-Sahasrapur Light.
..	54-20	..	182-64	..	18-16	Total Class II.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1931.	TRACK MILEAGE OPEN ON 31st MARCH 1931.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS III RAILWAYS.								
1	Ahmadpur-Katwa	2' 6"	30-5-17	32-26	32-67	2-86	35-53	Branch line under guarantee terms.
2	Arak-Sahegan	2' 6"	4-3-11	65-16	65-16	5-15	70-31	Line subsidized by District Board.
3	Bankura-Damoodar River	2' 6"	15-12-16	59-25	60-33	7-40	67-73	Branch line under guarantee terms.
4	Barnet-Basirhat Light	2' 6"	1-2-05	52-24	52-24	4-76	57-00	Line subsidized by District Board.
5	Bengal Provincial	2' 6"	7-11-04	33-27	33-27	2-31	35-58	Unassisted Company's line.
	Daughara-Jamalpuranj	2' 6"	1-9-17	8-31	8-31	0-77	9-08	Branch line under guarantee terms.
	Total—5			41-58	41-58	3-08	44-66	
6	Bokhtiarpur-Bihar Light	2' 6"	1-7-03	33-00	33-00	2-97	35-97	Line subsidized by District Board.
7	Burdwan-Katwa	2' 6"	1-12-15	32-47	32-86	3-58	36-44	Branch line under guarantee terms.
8	Cutch State	2' 6"	16-5-05	52-15	52-15	3-60	55-75	Indian State line.
9	Dehri-Rohas Light	2' 6"	6-3-11	25-51	25-51	7-65	33-16	Line subsidized by the Government of India.
10	Dholpur State	2' 6"	24-2-08	55-44	55-44	5-83	61-27	Indian State line.
11	Fatwah-Islampur	2' 6"	24-1-22	27-00	27-00	1-65	28-65	Branch line under guarantee terms.
12	Gwalior Light	2' 0"	2-12-09	253-20	253-20	26-01	279-21	Indian State line.
13	Howrah-Sheakhala Light	2' 0"	2-3-07	19-75	19-75	1-37	21-12	Line subsidized by District Board.
14	Jagadhri Light	2' 0"	11-3-11	3-31	3-31	0-55	3-86	Unassisted Companies' lines.
15	Jessore-Jhenidah	2' 6"	1-10-13	36-75	36-75	1-76	38-51	
16	Jorhat (Provincial)	2' 0"	13-9-33	32-50	32-50	2-04	34-54	State line.
17	Kalighat-Falta	2' 6"	29-5-17	26-25	26-42	5-96	32-38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2' 0"	18-7-15	27-50	27-50	..	27-50	Unassisted Company's line.
19	Mathuran Light	2' 0"	22-3-07	12-61	12-61	1-02	13-63	Line subsidized by the Government of India.
20	Porbandar State	3' 3½"	1-10-09	†41-29	†41-29	8-03	49-32	Indian State line.
21	Tospore-Balipara Light	2' 6"	9-8-04	20-10	20-10	1-11	21-21	Line subsidized by District Board.
22	Tirupati-Tiruchewur Light	2' 0"	..	..	..	..	..	Unassisted Companies' lines.
23	Trivellore Light	2' 0"	17-9-21	2-37	2-37	0-20	2-57	
24	Udaipur-Chitorgarh	3' 3½"	1-8-05	85-51	85-51	10-65	96-16	Indian State line.
Total Class III				1,037-90	1,039-25	107-22	1,146-48	

* Includes 1-06 miles of Gwalior Palace siding (2' 6" gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1-55 miles of Porbandar Dock Estate line and 3-70 miles of Ranwao quarry line worked for goods traffic.

Statement for the year 1930-31—concl'd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1930-31.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1931.				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
..	CLASS III RAILWAYS.
..	Ahmedpur-Katwa.
..	Arrah-Samson.
..	Bankura-Damodar River.
..	Barnat-Basirhat Light.
..	Bengal Provincial.
..	Dasghara-Jamalpuranj.
..	Total—8.
..	Bukhtiarpur-Bihar Light.
..	Burdwan-Katwa.
..	Warananadi to Bachan	19-86	Cutch State.
..	Dehri-Rohtas Light.
..	Dholpur to Rajakheraj	23-34	Dholpur State.
..	Futwah-Lalampur.
..	Ujjain Agra	42-07	Gwalior Light.
..	Howrah-Sheakhola Light.
..	Jagadhri Light.
..	Jessore-Jhenidah.
..	Jorhat (Provincial).
..	Kalighat-Falta.
..	Kulasekharapatnam Light.
..	Matheran Light.
..	Portandar State.
..	Turpore-Balipara Light.
..	Tirupati-Tiruchanur Light.
..	..	Tirupati Tiruchanur	3-00	..	..	Trivellore Light.
..	Udaipur-Ch'itorpurh.
Mavli to Kankroli ..	18-21	Kambli to Soringhji ka Gudha.	10-00	Kankroli to Kambli	46-80	..
..	18-21	..	15-00	..	121-07	TOTAL CLASS III.

10 37-90

Construction Suspended.

9.—Description of Class I Railways worked during the year 1930-31.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of Curvature and Radius.		Ratio of curve to total length of line expressed as a per- cent- age.	Average amount of curva- ture per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1,300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.		
5' 6" GAUGE. Bengal-Nagpur .	2,414.4	404	N/A	8.11	204.7	859.1	193.9	1,265.8	2.30	1 in 60	5.75	1,000	15.6	14.0
Bombay, Baroda & Central India.	1,249.1	256	N/A	1.35	0.48	260.7	97.2	359.7	0.88	1 in 80	5.75	996	14.0	20.5
Eastern Bengal .	(f) 841.7	223	N/A	N/A	0.66	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.3
East Indian .	4,325.2	808	0.15	23.0	66.1	304.6	134.3	528.2	0.15	1 in 50	8.00	712	15.2	9.92
Great Indian Pen- insula.	3,566.7	527	19.7	8.74	74.9	864.6	369.8	1,337.7	0.16	1 in 34	7.00	819	27.4	17.0
Madras and South- ern Mahratta.	1,156.1	244	N/A	14.1	36.0	186.3	109.0	345.4	0.80	1 in 60	7.00	818	22.5	11.9
Nizam's State .	581.5	83	N/A	N/A	107.2	195.9	26.8	329.9	2.52	1 in 100	(c) 4.40	(c) 1,300	18.2	18.4
North Western .	6,187.1	983	110.6	117.6	310.6	299.0	252.6	1,090.4	6.54	1 in 25	12.6	455	12.1	13.6
South Indian .	733.7	136	N/A	19.1	57.0	130.1	52.5	258.7	1.16	1 in 62	7.16	800	35.8	22.6
Total .	21,055.5	3,664	130.5	192.0	857.6	2,103.7	1,246.4	5,530.2						
3' 3 1/2" GAUGE. Assam Bengal .	1,303.8	(f) 298	10.2	47.8	34.0	173.7	37.6	303.3	10.1	(d) 1 in 37	15.0	382	14.9	35.7
Bengal and North Western.	2,163.3	370	0.11	1.62	3.73	8.70	8.86	22.9	0.11	1 in 50	8.74	656	13.0	7.95
Bombay, Baroda & Central India	2,460.6	398	3.40	0.48	19.4	394.5	236.6	654.4	3.40	1 in 40	(e) 8.00	(e) 716	9.55	10.5
Burma .	2,054.0	447	105.9	47.9	109.6	237.2	186.3	686.9	3.50	1 in 25	17.0	337	15.4	37.2
Eastern Bengal .	(f) 1,016.8	204	0.34	0.63	3.88	37.2	38.3	80.4	0.34	1 in 50	11.4	500	11.2	11.0
East Indian .	65.7	21	N/A	N/A	N/A	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6
Jodhpur .	957.1	146	0.51	N/A	1.47	208.7	74.0	284.7	0.51	1 in 50	8.00	716	8.76	11.7
Madras and South- ern Mahratta.	2,079.7	324	16.3	50.6	669.4	349.0	121.5	1,208.7	15.7	1 in 40	12.0	479	21.0	30.5
Nizam's State .	659.9	111	N/A	N/A	6.68	350.8	174.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.83
Rohilkund and Kumaon.	562.0	102	N/A	4.85	8.44	13.8	23.6	50.7	3.31	1 in 70	12.0	479	8.70	8.23
South Indian .	1,706.3	438	24.0	45.4	84.4	359.1	135.7	648.6	(g) 0.31	1 in 53	(h) 11.5	500	18.1	(i) 17.3
Total .	16,029.1	2,859	160.8	199.1	941.0	2,133.2	1,040.1	4,474.2						
2' 6" AND 2' 0" GAUGES. Bengal Nagpur .	909.6	140	0.51	44.2	153.3	200.8	50.6	449.4	0.51	1 in 50	14.0	409	18.9	38.6
Bombay, Baroda & Central India.	205.4	57	N/A	N/A	25.9	30.4	10.5	66.8	0.98	1 in 100	9.55	600	17.4	33.8
Eastern Bengal .	30.9	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15.0	382	25.0	42.3
Great Indian Pen- insula.	201.7	(k) 41	0.76	1.24	50.8	48.9	14.2	115.9	0.76	1 in 25	12.0	477	19.2	42.1
North Western .	686.8	93	65.7	31.5	86.8	83.0	46.2	313.2	0.76	1 in 20	52.1	110	21.4	124.3
South Indian .	98.7	15	N/A	32.8	11.9	19.4	3.50	66.6	2.39	1 in 67	6.00	955	30.2	62.3
Total .	2,130.1	360	67.0	109.7	328.7	382.5	124.0	1,011.9						

Mean mileage worked.

Number of Stations.
615

(a) Class II Railways 3,240.98.

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The Maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.55° and radius = 610 ft.

(f) Includes 49.6 miles of the Sara-Siraganj Railway (B. G.) 33.09 miles of Cooch-Bohar State Railway (M. G.) and 19.75 miles of Khulna-

Bagerhat Lt. Rly. (N. G.).

(g) The steepest gradient worked on Nilgiri Rys. is 1 in 12.50 and the length is 1.51 miles.

(h) The sharpest curve on the ghat section is 477 ft. and on the Nilgiri Ry. is 318 ft. (specially sanctioned).

(i) The figure is for plain section, the figure for ghat section being 32.24.

(j) Includes 6 stations from Tangi to Narayanjan inclusive on the Running power Section of the E. B. Rly. worked over, and excludes one Joint Station, Mymensingh.

(k) Includes 4 stations at which connections are made with the Broad Gauge.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931.
A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway	LOCOMOTIVES							RAIL MOTORS			STEAM COACHES			ELECTRIC MOTOR COACHES			Average weight in tons
	Steam			Electric	Total tractive effort lbs.		No.	Seats		No.	Seats		No. (in units)	Seats			
	Tender	Tank	Total		Steam	Electric		Upper	Lower		Upper	Lower		Upper	Lower		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
5' 6" GAUGE.																	
Bengal-Nagpur	663	75	738	..	20,912,837	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India	1345	41	1386	..	59,747,013	..	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal	261	67	328	..	7,645,570	..	..	..	..	†1	..	..	..	..	..	..
East Indian	1,280	368	1,648	..	36,817,467	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula	868	132	1,000	65	25,406,410	1,048,000	..	..	..	4	36	317	53	..	4,448	67
Madras and Southern Mahratta	251	59	310	..	7,548,653	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	80	4	84	..	1,810,860	..	..	..	..	..	..	..	..	..	..	..
North Western	1,165	102	1,267	..	31,184,797	..	2	..	12	3	..	262	..	..	..	..
South Indian	148	3	151	..	3,159,934	..	..	..	..	..	..	..	..	..	..	..
Total	5,061	848	15,909	65	514,323,541	2,048,000	2	..	12	13	114	900	93	..	9,248	60	
3' 3½" GAUGE.																	
Assam-Bengal	185	15	200	..	2,787,965	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western	387	24	411	..	4,597,905	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	427	70	497	..	6,946,680	..	..	..	..	3	12	307	..	..	..	..
Burma	336	91	427	..	7,091,559	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	217	6	223	..	3,352,554	..	..	..	..	†2	..	56	..	..	..	..
Jodhpur	104	4	108	..	1,382,250	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	349	9	358	..	5,631,064	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	77	12	89	..	1,293,925	..	..	..	..	3	..	224	..	..	..	..
Rohilkund and Kumson	75	3	78	..	966,433	..	..	..	..	..	..	..	..	..	..	..
South Indian	365	59	424	..	5,664,895	..	4	16	220	..	..	..	..	..	..	..
Total	2,502	283	2,785	..	39,715,379	..	4	16	220	7	12	587	..	..	..	..
2' 6" GAUGE.																	
Bengal-Nagpur	102	18	120	..	1,551,185	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda, and Central India	6	18	24	..	213,028	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	30,633	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	11	8	19	..	260,504	..	..	..	..	..	..	..	..	..	..	..
North Western	67	38	105	..	1,483,814	..	9	..	94	..	..	..	..	..	..	..
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	192	91	283	..	3,677,233	..	9	..	94	3	18	96	..	..	..	..
2' 0" GAUGE.																	
Bengal-Nagpur	..	17	17	..	65,522	..	..	..	..	..	..	..	..	..	..	..
Total	..	17	17	..	65,522	..	..	..	..	..	..	..	..	..	..	..

* Motor Coach composites.
† Includes one sentinel engine.

‡ Includes 2 Electric Battery Locomotives.
§ Includes tractive effort of 2 Electric Battery Locomotives.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK.—Broad and metre gauges.

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	486	191	340	4,912	40,522	69	108	36	288	2,492
Bombay, Baroda and Central India	339	666	969	..	34,626	38	..	160	..	1,818
Eastern Bengal	260	619	93	798	29,156	41	113	72	371	1,300
East Indian	1,200	1,560	1,968	10,630	109,742	499	560	935	302	24,497
Great Indian Peninsula	*822	1,386	963	143	181,706	91	..	246	44	3,859
Madras and Southern Mahratta	203	60	300	..	22,428	194	32	259	36	8,644
Nizam's State	37	..	..	..	4,898	37	60	265	..	1,204
North Western	1,068	432	389	4,288	116,680	176	26	501	990	6,349
South Indian	142	..	156	..	14,088	2	24	..	..	..
Total	4,577	4,914	5,178	20,771	453,846	1,147	923	2,474	2,031	50,154
3' 3½" GAUGE.										
Assam-Bengal	228	..	..	..	16,146	..	..	..	..	..
Bengal and North-Western	421	..	..	1,796	35,624	621	276	504	1,352	22,096
Bombay, Baroda and Central India	765	48	60	..	58,473	263	384	624	..	4,311
Burma	504	44	..	..	35,651	214	96	128	..	7,100
Eastern Bengal	314	228	..	484	21,309	147	180	24	412	3,052
Jodhpur	70	8	..	..	5,654	56	33	72	312	724
Madras and Southern Mahratta	309	128	243	..	19,846	136	128	156	..	3,210
Nizam's State	39	..	..	..	3,751	61	108	240	..	1,972
Robilkund and Kumaca	72	..	..	..	6,684	112	96	78	70	3,436
South Indian	758	636	557	30	48,255	19	..	..	..	598
Total	3,480	1,092	860	2,310	251,593	1,629	1,301	1,826	2,146	46,497

* Includes 103 bogies Electric Stock.

† Includes 10,815 third class seats of above-referred Electric Stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					Four-wheelers.					Railway.
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	22
5' 6" GAUGE.										
125	1,553	1,962	931	1,291	18	96	170	32	59	Bengal-Nagpur.
93	1,161	2,296	150	2,073	18	108	288	..	..	Bombay, Baroda and Central India.
235	1,903	2,940	9,074	8,551	22	196	264	96	104	Eastern Bengal.
458	2,939	5,824	11,126	13,668	74	434	602	367	443	East Indian.
*309	†3,376	†6,561	1,536	†6,423	6	31	50	48	63	Great Indian Peninsula.
120	476	1,657	1,331	4,740	34	114	203	125	191	Madras and Southern Mahratta.
17	180	572	..	269	9	54	117	..	..	Nizam's State.
712	4,532	6,446	14,032	34,011	72	522	639	32	82	North Western.
52	552	1,258	..	1,136	2	12	16	..	..	South Indian.
2,121	16,672	29,516	38,180	72,162	255	1,567	2,349	700	932	Total.
3' 3½" GAUGE.										
174	1,188	1,060	1,568	3,661	..	..	..	..	..	Assam-Bengal.
57	444	648	657	669	103	429	438	460	964	Bengal and North Western.
153	1,242	1,551	162	2,390	32	192	192	..	..	Bombay, Baroda and Central India.
163	1,361	2,612	..	1,926	19	114	152	..	..	Burma.
134	653	783	1,694	2,330	66	234	234	253	336	Eastern Bengal.
42	130	190	669	975	11	29	42	13	..	Jodhpur.
90	386	660	356	1,641	22	86	122	..	..	Madras and Southern Mahratta.
13	120	275	..	196	10	63	138	..	..	Nizam's State.
23	147	216	308	588	20	67	69	139	129	Robilkund and Kunmaon.
160	1,067	2,364	147	1,837	5	30	40	..	..	South Indian.
1,009	6,958	10,359	5,561	16,213	288	1,246	1,437	670	1,441	Total.

* Includes 51 Bogies Electric Stock.

† Includes 651 first, 1,888 second and 1,921 third class seats of above referred Electric Stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARR.		DINING CARR.		
	Bogies.					Four-wheelers.					No. (in units).	Seats.	No. (in units).	Seats.	
	No.	Seats by classes.				No.	Seats by classes.								
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.					
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	
5' 6" GAUGE.															
Bengal-Nagpur	95	..	..	276	5,168	17	..	..	52	510	..	..	13	160
Bombay, Baroda and Central India.	76	32	..	1,235	3,905	..	..	..	..	..	..	..	*14	†448
Eastern Bengal	191	..	..	1,373	16,216	11	..	..	176	247	..	..	2	72
East Indian	444	8	10	552	28,098	23	..	..	..	852	..	..	19	504
Great Indian Peninsula	277	91	252	103	14,459	21	..	40	..	657	58	3,284‡	38	‡1416	
Madras and Southern Mahratta.	121	..	..	..	7,187	38	..	..	..	1,048	..	..	5	122
Nizam's State	12	..	..	..	516	2	..	..	..	72	..	..	..	..
North Western	466	189	223	1,522	28,555	..	..	..	..	..	18	1,188	26	700
South Indian	81	72	144	..	4,305	..	..	..	..	..	..	..	3	88
Total	1,763	391	629	5,061	108,499	112	..	40	228	3,384	76	4,472	120	3,510	
3' 3½" GAUGE.															
Assam-Bengal	113	..	..	1,108	2,668	53	..	..	212	..	..	..	..	..
Bengal and North Western	40	..	..	..	1,868	21	..	..	..	516	..	..	2	18
Bombay, Baroda and Central India.	202	..	..	..	9,959	2	..	..	..	34	..	..	5	88
Burma	203	100	48	..	8,531	25	..	..	..	483	..	..	3	61
Eastern Bengal	134	..	..	156	5,410	6	..	..	..	96	..	..	2	30
Jodhpur	48	..	..	..	2,790	4	..	..	..	86	..	..	4	70
Madras and Southern Mahratta.	130	..	..	24	4,486	179	..	..	..	2,634	..	..	..	..
Nizam's State	21	..	128	..	584	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	80	1,001	1	..	..	13	13	..	..	1	24
South Indian	307	6	34	..	15,397	1	..	..	..	22	..	..	6	162
Total	1,217	108	210	1,368	52,694	297	..	..	225	4,068	..	..	23	393

* Includes one bogie dining car for H. E. the Governor of Bombay built from other than Railway Funds.

† Includes the seating capacity of the dining car referred to in * above.

‡ Difference over last year's figures is due to seating capacity of these cars being calculated in 1929-30 at 88 and 54 instead of 66 and 43 each.

§ Excludes 273 servants' seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

SALOONS, ROYAL AND STATE				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Bertha.	No.	Bertha.	No.	Bertha.	No.	Bertha.	No.	
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
1	2	..	..	6	30	..	..	830	Bengal-Nagpur.
1	7	..	..	13	156	*12	129	604	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	767	Eastern Bengal.
17	‡ 37	..	..	24	169	..	..	2,758	East Indian.
5	20	..	..	21	186	15	75	1,663	Great Indian Peninsula.
2	4	||1	2	3	21	||2	12	723	Madras and Southern Mahratta.
§11	55	5	12	4	32	..	..	134	Nizam's State.
18	68	..	..	19	82	..	..	2,695	North Western.
1	2	..	..	2	16	..	..	285	South Indian.
58	201	6	14	95	702	29	216	10,359	Total.
3' 3½" GAUGE.									
1	2	2	8	..	..	..	..	571	Assam-Bengal.
1	2	2	4	..	..	14	22	1,282	Bengal and North-Western.
†3	5	..	..	15	88	1	2	1,441	Bombay, Baroda and Central India.
3	4	..	..	13	92	..	..	1,147	Burma.
2	4	..	..	2	6	..	..	807	Eastern Bengal.
..	..	..	..	..	..	..	..	235	Jodhpur.
2	4	..	..	1	6	4	12	873	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	156	Nizam's State.
..	..	..	..	..	..	3	5	251	Rohilkhand and Kumaon.
4	22	..	..	3	38	..	..	1,263	South Indian.
20	72	5	16	35	233	23	45	8,026	Total.

* Includes 5 six wheelers having a carrying capacity of 45 passengers.

† These figures do not include 5 bogies and 1 four-wheeler built and maintained from other than Railway Funds and one engine built from Railway Funds but maintained by the Holkar Durbar to whom it was presented.

‡ For 12 carriages only.

§ Includes 3 first class State carriages.

|| Six-wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—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). In units.
	Bogies.	Four-wheelers.				No. (in units).	No. (in units).			Stalls.	No. (in units).
	No.	No.	No.	No.	No.	No.	No.	No.	No.
48	49	50	51	52	53	54	55	56	57
5' 6" GAUGE									
Bengal-Nagpur . . . . .	..	..	28	..	75	41	246	14	70
Bombay, Baroda and Central India . . . . .	..	..	..	..	48	26	156	103	†2
Eastern Bengal	3	4	..	..	38	40	240	103	55
East Indian . . . . .	..	..	4	14	229	171	1,026	63	42
Great Indian Peninsula	12	..	2	..	106	114	555	188	204
Madras and Southern Mahratta . . . . .	..	..	..	4	42	27	162	90	2
Nizam's State . . . . .	..	..	..	1	10	15	90	..	*10
North Western	16	..	..	..	97	163	978	188	423
South Indian . . . . .	..	..	3	..	25	18	108	31	..
Total	33	4	37	19	670	615	3,591	780	808
3' 3½" GAUGE									
Assam-Bengal	8	19	..	..	21	12	48	6	39
Bengal and North-Western . . . . .	..	..	..	..	21	30	120	..	..
Bombay, Baroda and Central India . . . . .	..	..	..	..	59	37	148	‡20	‡5
Burma	31	..	..	..	76	36	144	25	95
Eastern Bengal	7	..	..	1	34	35	140	95	54
Judhpur . . . . .	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta . . . . .	..	..	..	..	32	36	144	44	14
Nizam's State . . . . .	..	..	..	..	4	12	48	..	*2
Robilkund and Kumaon . . . . .	..	..	3	..	7	12	48	..	7
South Indian	7	..	5	..	33	48	116	13	13
Total	53	19	8	1	291	266	988	210	236

* Includes 2 State Vehicles (a dynamo van and a kitchen third bogie).

† Refrigerator vans.

‡ Includes 3 Insulated cars, bogies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—contd.

B.—COACHING STOCK—Broad and metre gauges—contd.

BRASS VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicle In units (cols. 49 to 54, 56, 57).	Total coaching vehicles for public use. In units. (Cols. 48, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.			No.	Berths.	
58	59	60	61	62	63	64
5' 6" GAUGE.						
..	3	228	1,061	73	132	Bengal Nagpur.
25	25	179	833	20	40	Bombay, Baroda and Central India.
..	30	243	1,040	57	109	Eastern Bengal.
..	140	523	3,421	314	260	East Indian.
16	69	626	2,374	142	318	Great Indian Peninsula.
..	46	165	934	60	204	Madras and Southern Mahratta.
..	9	36	179	9	17	Nizam's State.
..	215	889	3,699	256	374	North Western.
..	..	77	362	23	17	South Indian.
41	537	2,966	13,903	954	1,556	Total.
3' 3½" GAUGE.						
..	..	105	676	95	261	Assam Bengal.
..	163	55	1,500	32	48	Bengal and North-Western.
21	35	121	1,618	33	58	Bombay, Baroda and Central India.
..	..	263	1,410	69	138	Burma.
..	45	226	1,078	77	86	Eastern Bengal.
4	10	22	271	50	135	Jodhpur.
..	..	126	999	53	124	Madras and Southern Mahratta.
..	15	18	189	†25	18	Nizam's State.
..	..	29	280	12	14	Rohilkund and Kumaon.
..	2	119	1,384	67	84	South Indian.
25	270	1,084	9,405	513	955	Total.

† Includes 15 workmen's train carriages not for traffic.

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

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OVER	
	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 .	3,569	4,049	..	..	146,182	1,019	11,269	..	..	265,241	243	..
Bombay, Baroda & Central India.	1,230	4,965	..	..	129,310	335	1,920	32	7	48,693	..	31
Eastern Bengal .	2,587	4,231	..	2	128,407	102	112	4	2	4,216	338	283
East Indian .	1,292	31,508	..	2	639,859	603	18,536*	16	4	289,045	412	2
Great Indian Peninsula.	2,586	7,104	..	1,057	233,293	458	2,603	..	224	71,770	1,323	180
Madras & South- ern Mahratta.	722	3,328	..	..	86,117	194	884	..	63	24,742	129	80
Nizam's State .	..	829	..	..	17,283	..	750	..	..	16,528	..	575
North Western .	2,726	20,890	207	102	492,819	61	2,376	..	101	54,010	465	1,553
South Indian .	5	1,101	..	..	24,721	1	455	..	..	10,078	..	..
TOTAL	14,717	77,803	207	1,163	1,895,991	2,773	33,905	52	401	784,323	2,910	2,704

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OVER	
	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 .	643	3,884	100	..	50,944	30	..	44	..	1,180	52	..
Bengal & North- Western.	3,938	5,048	1,049	..	114,705	..	..	..	..	..	471	350
Bombay, Baroda & Central India.	512	5,708	463	95	85,952	225	129	480	14	12,625	..	428
Burma . . . .	..	6,469	..	195	89,465	..	..	..	..	..	839	992
Eastern Bengal .	866	2,012	567	887	62,267	..	10	..	12	441	512	141
Jodhpur . . . .	..	1,516	496	3	22,313	..	..	..	..	..	..	97
Madras & South- ern Mahratta.	1,687	3,550	1,029	42	75,382	..	787	110	..	14,686	43	333
Nizam's State .	..	989	..	..	12,657	..	†75	..	..	813	..	256
Rohilkund and Kumson.	393	913	874	..	30,616	..	..	30	..	540	67	194
South Indian .	1,183	1,240	1,560	45	56,515	269	346	91	344	15,432	..	..
TOTAL	9,222	31,329	6,138	1,267	600,816	524	1,347	755	370	45,717	1,984	2,791

* Includes 150 Broad Gauge coal wagons belonging to B. and N. W. Ry. kept for use on the E. I. Ry. The total carrying capacity of these wagons is 2,850 tons.

† Excludes 15 high-sided wagons coupled to goods brake vans.

Class I Railways on the 31st March 1931—Broad and metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscriminately on passenger, mixed or goods services. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
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.						
14	15	16	17	18	24 tons and under.	Over 24 tons.	21	22	23	24	25	26	27	28	29
..	..	3,888	18	10	262	569	30	160	1,038	22,256	511	164	59	2	5' 6" GAUGE.
51	223	11,087	1,003	12	..	..	22	111	201	10,143	328	812	..	10	Bengal-Nagpur.
171	..	16,126	..	5	41	67	26	77	101	8,169	90	114	27	8	Bombay, Baro & Central India Eastern Bengal.
..	..	5,131	115	37	142	418	70	283	359	48,799	1,190	1,446	112	26	East Indian.
..	..	23,267	1,930	32	201	70	63	149	20	18,000	548	731	97	24	Great Indian Peninsula.
..	..	3,850	5	28	99	9	66	78	5	5,678	226	368	29	1	Madras & Southern Mahratta.
..	..	10,681	..	..	10	..	..	..	..	2,164	37	**130	4	34	Nizam's State.
12	147	47,610	4	66	81	438	91	370	5	29,495	468	446	96	23	North Western.
..	..	..	..	13	166	12	9	9	..	1,771	73	189	4	..	South Indian.
234	370	121,640	3,075	203	1,022	1,603	367	1,227	1,729	146,475	3,380	4,100	443	93	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11, 16.)	Brake vans used indiscriminately on passenger, mixed or goods services. (In units.)	Railway service vehicles (including inspection trolleys). (In units.)	Traveling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagon for explosives.	Timber or rail wagons.		Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	15 tons and under.	Over 15 tons.	21	22	23	24	25	26	27	28	29
..	..	520	17	1	..	215	78	68	52	5,174	6	597	19	2	3' 3½" GAUGE.
28	..	8,786	..	..	281	100	16	..	12	11,294	110	3	24	1	Assam-Bengal.
381	..	12,194	952	23	12	125	6	26	82	9,660	139	602	48	..	Bengal & North-Western.
..	158	24,341	737	9	326	519	8	68	16	10,336	248	334	106	..	Bombay, Baroda & Central India.
..	103	8,289	..	8	153	158	6	55	10	5,505	88	105	30	..	Burma.
70	223	6,649	47	3	..	..	6	13	..	2,474	47	86	2	..	Eastern Bengal.
..	..	4,567	126	15	180	9	16	48	263	8,238	256	199	51	..	Jodhpur.
..	2	3,114	..	..	20	..	..	4	..	1,346	136	**142	6	3	Madras & Southern Mahratta.
..	..	2,713	..	2	100	40	..	..	7	2,620	57	35	24	1	Nizam's State.
16	..	275	..	9	44	150	35	95	6	5,432	225	1,416	16	..	Rohilkund and Kurson.
494	491	71,448	1,879	70	1,116	1,316	171	366	449	62,079	1,211	3,519	226	7	South Indian.
494	491	71,448	1,879	70	1,116	1,316	171	366	449	62,079	1,211	3,519	226	7	Total.

† Includes 16 high-sided wagons coupled to goods brake vans.
 ‡ Excludes 2 Super Sentinel tractors and 6 Trailers shown last year.
 § Includes 47 inspection trolleys.
 ** Includes 6 inspection trolleys.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1931—concl'd.

COACHING STOCK—(Narrow gauge)—concl'd.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use in units.
	SEATS BY CLASSES.								
	No. (In units).	1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal-Nagpur	373	528	559	1,060	11,660	29	402	18	3
Bombay, Baroda and Central India	66	..	176	..	3,267	..	66	..	..
Eastern Bengal	62	74	24	153	1,125	..	62	1	..
Great Indian Peninsula	44	54	45	..	1,818	2	46	1	..
North Western	320	457	658	1,060	9,309	60	380	14	..
South Indian	23	40	..	..	628	11	34	1	..
TOTAL	868	1,153	1,462	2,273	27,807	102	990	35	3
2' 0" GAUGE.									
Bengal-Nagpur	1	..	..	..	..	..	1	..	..
TOTAL	1	..	..	..	..	..	1	..	..

GOODS STOCK—(Narrow gauge.)

Railway.	GOODS WAGONS.		Railway service wagons (In units).	REMARKS.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	2,011	30,833	20	
Bombay, Baroda and Central India	1,301	113,549	6	
Eastern Bengal	166	1,307	..	
Great Indian Peninsula	1,184	52,854	29	
North Western	1,888	11,829	83	
South Indian	78	765	..	
TOTAL	3,528	60,387	138	
2' 0" GAUGE.				
Bengal-Nagpur	520	1,352	..	
TOTAL	520	1,352	..	

* Includes 279 special wagons.
† Includes 20 special wagons.
‡ Includes 6 special wagons.
§ Includes 5 special wagons.
¶ Includes 131 special wagons.

** Includes 150 tons carrying capacity of 279 special wagons.
†† Includes 75 tons carrying capacity of 20 special wagons.
‡‡ Includes 28 tons carrying capacity of 6 special wagons.
§§ Includes 30 tons carrying capacity of 5 special wagons.
¶¶ Includes 1,181 tons carrying capacity of 131 special wagons.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUC-
TIONS OF EQUIPMENT OF CLASS I RAILWAYS
DURING THE YEAR 1930-31.**

11.—Statement of net additions to, or reductions of

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STREAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam.	Electric.	Tractive effort (in lbs.)	No.	Seats.	No.	Seats.	No.	Seats.	Pass.	
	No.	No.								No.	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	21	..	1,566,518	..	..	..	..	..	..	-21	104
Bombay, Baroda and Central India	4	..	346,967	..	..	..	..	..	..	4	100
Eastern Bengal	-5	..	225,315	..	..	..	..	..	..	58	258
East Indian	50	..	3,204,374	..	..	..	..	..	..	-142	-211
Great Indian Peninsula	-57	21	637,775	..	..	..	..	..	..	23	144
Madras and Southern Mahratta	-4	..	34,225	..	..	..	..	..	..	-1	52
Nizam's State	9	..	297,968	..	..	..	..	..	..	..	..
North Western	-1	..	675,364	..	..	..	..	..	..	-4	132
South Indian	-1	..	18,720	..	..	..	..	..	..	..	5
Total	16	21	5,681,676	..	..	..	..	..	..	-33	644
3' 3½" GAUGE.											
Assam-Bengal	2	..	61,309	..	..	..	..	..	..	24	100
Bengal and North-Western	23	..	376,246	..	..	..	..	..	..	8	36
Bombay, Baroda and Central India	-9	..	18,621	..	..	..	..	..	..	22	-6
Burma	9	..	398,180	..	..	..	..	..	..	45	-124
Eastern Bengal	-2	..	102,070	..	..	..	56	..	..	67	72
Jodhpur . . . . .	..	..	..	..	..	..	..	..	..	-1	1
Madras and Southern Mahratta	-6	..	-20,659	..	..	..	..	..	..	-1	..
Nizam's State	4	..	139,997	..	..	..	..	..	..	..	12
Rohilkund and Kumaon	3	..	47,359	..	..	..	..	..	..	..	..
South Indian	16	..	285,282	..	..	..	..	..	..	30	144
Total	39	..	1,418,405	..	..	..	56	..	..	194	235
2' 6" & 2' 0" GAUGES.											
Bengal-Nagpur . . . . .	..	..	23,114	..	..	..	..	..	..	3	..
Bombay, Baroda and Central India	..	..	†23,620	..	..	..	..	..	..	..	..
Eastern Bengal . . . . .	..	..	-2	..	..	..	..	..	..	..	12
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..	..	..
North Western	8	..	183,403	..	..	..	..	..	..	15	5
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..
Total	8	..	230,340	..	..	..	..	..	..	18	17

*Includes —20,000 lbs. Tractive effort of 21 Electric locomotives.

†Due to inclusion of Tractive effort of 2 E B engines not included in last year's figures.

‡The figures are in units.

equipment of Class I Railways during the year 1930-31—By gauges.

CARS (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY OF RAILWAY SERVICE).					Railway Service vehicles, including Officers' carriages, inspection trollies, Travelling cranes and Dummy Tracts.		Road Motors.	Railway.
Passenger carriages.			Other coaching vehicles including brake vans.	Covered wagons.		Open wagons.		Special wagons including brake vans.	Passenger.	Goods.		
2nd.	Inter.	3rd.		No.	Capacity (in tons).	No.	Capacity (in tons).				Passenger.	Goods.
13	14	15	16	17	18	19	20	21	22	23	24	25
5' 6" GAUGE.												
182	412	1,160	21	—17	—510	—15	—310	23	..	6	..	Bengal Nagpur.
—204	..	—774	—4	—39	—248	—27	—121	—123	3	—16	—1	Bombay, Baroda and Central India.
132	804	3,298	20	—53	547	—10	—173	—15	..	—24	—2	Eastern Bengal.
—342	—553	—4,932	—22	—591	—11,096	428	32,460	128	38	—3	1	East Indian.
200	209	3,185	130	—7	187	—167	—2,158	—75	4	114	2	Great Indian Peninsula.
238	128	—152	—10	15	319	—12	—183	38	—1	—3	..	Madras and Southern Mahratta.
..	..	—33	..	31	676	—3	—58	—1	—1	4	..	Nizam's State.
—30	312	—1,163	18	—178	—20,116	—80	—1,400	137	32	12	7	North Western.
—8	..	..	4	—6	—102	..	..	—5	..	—8	..	South Indian.
168	1,316	—1,731	167	—345	—30,343	124	28,057	106	75	80	7	Total.
3' 3½" GAUGE.												
88	148	676	38	311	4,516	6	68	85	10	—19	..	Assam-Bengal.
..	540	—720	..	—67	—832	—8	—26	..	..	..	..	Bengal and North-Western.
10	..	881	—19	217	3,165	—20	—221	—12	—3	—40	..	Bombay, Baroda and Central India.
133	..	3,081	30	—17	2,717	—1	49	98	..	11	..	Burma.
72	264	3,751	—2	103	1,919	—2	3	—17	4	3	..	Eastern Bengal.
—6	—23	—181	..	—1	115	1	577	3	29	—29	..	Jodhpur.
39	31	397	7	634	13,456	143	3,286	—35	..	—14	..	Madras and Southern Mahratta.
20	..	—116	..	162	2,280	4	28	..	..	1	..	Nizam's State.
..	..	—34	..	34	519	..	68	..	..	..	..	Rohilkund and Kumaon.
378	—108	1,568	—2	—51	—478	—47	97	—4	5	238	..	South Indian.
731	852	9,303	50	1,325	27,377	81	3,929	117	54	151	..	Total.
3' 6" & 2' 0" GAUGES.												
..	6	68	—1	20	320	20	345	5	..	..	..	Bengal Nagpur.
..	..	..	..	2	34	8	140	..	..	..	..	Bombay, Baroda and Central India.
—12	..	—44	..	—17	—84	—1	—5	—3	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
10	124	633	10	83	1,407	13	235	6	..	17	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—2	130	657	9	88	1,677	40	715	8	..	17	..	Total.

‡ The figures are in units.
 § Includes 2,700 tons not included in the previous year.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE									
Bengal-Nagpur	1929-30	34.4	171.0	1,978.2	20,489.4	22,673.0	932.0	39.2	163.6
	1930-31	29.7	163.0	1,844.3	18,580.4	20,807.4	765.8	34.5	165.9
Bombay, Baroda and Central India	1929-30	169.7	3,393.4	45.4	56,090.3	59,689.3	2,316.3	163.7	3,435.6
	1930-31	116.4	2,044.3	42.4	53,448.9	56,651.9	2,079.6	122.9	3,080.1
Eastern-Bengal	1929-30	80.7	437.6	3,866.3	32,346.9	36,731.4	1,447.3	87.5	465.7
	1930-31	69.3	399.6	3,501.0	28,571.0	32,540.9	1,232.3	75.0	415.5
East Indian	1929-30	86.3	557.1	5,863.7	63,089.9	69,397.0	2,700.0	100.7	600.3
	1930-31	77.8	526.3	5,193.7	58,264.6	64,062.4	2,594.0	89.6	568.9
Great Indian Peninsula	1929-30	113.5	1,766.0	218.7	58,463.0	60,551.2	2,941.0	127.6	1,810.1
	1930-31	93.9	1,489.4	184.2	51,674.1	53,441.6	1,550.8	107.6	1,535.2
Madras and Southern Mahratta	1929-30	16.0	159.9	407.7	27,369.9	27,937.5	1,333.1	24.2	191.4
	1930-31	14.0	127.9	338.1	24,262.3	24,742.3	1,585.6	21.7	160.5
Nizam's State	1929-30	5.8	61.6	Nil	4,743.8	4,801.2	480.5	3.6	64.9
	1930-31	5.4	47.9	Nil	4,599.7	4,653.0	476.5	3.1	63.6
North Western (Commercial)	1929-30	84.9	645.5	3,016.9	72,716.9	76,464.2	2,966.6	101.8	711.2
	1930-31	72.2	590.8	2,878.9	61,825.9	65,367.8	2,641.8	87.8	649.6
North Western (Military)	1929-30	8.9	59.8	154.4	6,124.2	6,347.3	1,866.6	14.9	93.3
	1930-31	8.1	53.2	136.7	5,749.7	5,947.7	1,640.7	13.6	88.6
North-Western (Total)	1929-30	93.8	705.3	3,171.3	78,841.1	82,811.5	1,323.6	106.4	743.9
	1930-31	80.3	644.0	3,015.6	67,575.6	71,315.5	1,206.1	91.1	677.8
South Indian	1929-30	7.6	97.3	Nil	11,665.4	11,770.2	1,266.9	14.9	127.0
	1930-31	7.1	80.0	Nil	12,835.8	12,931.9	1,043.0	11.7	113.3
TOTAL 5' 6" gauge	1929-30	597.8	7,329.1	15,351.2	353,100.2	376,378.3	(a)13,845.6	(a)677.8	(a)7,612.4
	1930-31	492.0	4,621.4	14,120.3	319,812.3	340,946.9	(a)12,533.7	(a) 562.2	(a) 6,781.0
3' 3 1/2" GAUGE									
Assam Bengal	1929-30	16.3	49.6	624.5	13,323.7	14,013.1	498.9	13.0	54.4
	1930-31	13.9	43.2	505.6	11,622.6	12,185.3	443.6	16.6	47.8
Bengal and North Western	1929-30	12.6	95.1	396.6	37,576.5	38,080.8	1,623.0	14.7	104.2
	1930-31	11.6	82.1	363.6	34,631.1	35,098.6	1,329.7	13.1	88.0
Bombay, Baroda and Central India	1929-30	14.7	108.6	7.8	27,333.0	27,519.0	2,963.8	22.3	154.4
	1930-31	13.9	108.7	7.4	25,422.6	25,552.6	2,891.9	22.3	153.3
Burma	1929-30	65.4	612.1	Nil	32,453.3	33,123.8	Nil	56.4	612.1
	1930-31	51.6	540.0	Nil	28,270.6	28,862.2	Nil	51.6	540.0

Class I Railways for the years 1929-30 and 1930-31.

(In hundreds.) (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total 19	
2,040.4	21,341.8	23,605.0	27,430.8	7,904	16,867	72,127	979,407	1,076,306	5' 6" GAUGE. Bengal-Nagpur.
1,871.7	19,301.1	21,373.2	24,453.2	6,736	17,465	68,438	858,364	951,023	
47.3	68,354.0	62,005.5	92,887.3	10,909	54,792	10,468	1,213,304	1,239,973	Bombay, Baroda and Central India.
46.2	55,482.3	58,731.5	87,607.9	9,712	49,805	10,443	1,149,023	1,218,982	
1,939.8	33,695.7	35,178.7	53,594.0	6,027	15,853	72,190	773,494	867,564	Eastern Bengal.
3,560.8	29,721.9	33,773.2	45,052.0	5,439	14,764	60,456	683,865	764,524	
5,745.0	65,651.0	72,097.0	72,097.0	20,732	71,755	257,516	3,809,377	4,139,380	East Indian.
5,273.9	60,724.0	66,656.4	66,656.4	18,831	67,846	226,548	3,412,001	3,726,216	
239.2	60,415.3	62,952.2	64,195.3	27,003	79,578	29,216	2,079,783	2,915,579	Great Indian Peninsula.
204.4	53,145.2	54,992.4	55,717.3	23,898	72,071	24,858	1,785,837	1,976,664	
430.4	28,840.6	29,286.6	47,668.2	5,504	19,292	23,563	893,664	947,013	Madras and Southern Maharastra.
348.1	25,797.6	26,327.9	41,620.4	5,103	18,390	23,592	796,971	844,066	
Nil	5,208.2	5,281.7	11,552.9	1,092	5,735	Nil	183,920	190,747	Nizam's State.
Nil	5,057.6	5,129.5	11,136.4	1,063	5,885	Nil	177,451	184,309	
3,133.2	75,484.6	79,430.8	||	18,414	72,276	174,516	3,281,544	3,546,753	North-Western (Commercial).
2,982.4	64,289.8	68,009.6	||	16,690	69,902	161,056	2,944,619	3,182,326	
228.8	7,876.4	8,213.9	||	1,772	6,668	11,732	336,571	356,733	North-Western (Military).
205.1	7,285.9	7,588.4	||	1,549	6,296	10,233	292,600	310,777	
3,223.9	80,065.9	84,140.1	85,371.2	20,190	78,934	186,247	3,618,115	3,903,456	North-Western (Total).
3,063.2	68,689.5	72,521.6	73,562.7	18,239	76,258	161,288	3,237,318	3,493,103	
Nil	12,895.2	13,037.1	64,620.3	1,572	7,766	Nil	330,106	339,444	South Indian.
Nil	13,849.9	13,974.9	63,189.6	1,382	7,539	Nil	345,016	353,936	
(a) 15,686.0	(a) 366,267.7	(a) 390,223.9		100,933	360,572	656,327	13,831,659	14,989,497	TOTAL 5' 6" GAUGE.
(a) 14,368.3	(a) 331,769.1	(a) 353,480.6		90,403	330,043	575,623	12,416,834	13,412,908	
									3' 3 1/2" GAUGE.
649.7	13,789.9	14,512.0	14,512.0	1,570	3,235	25,508	394,355	424,663	Assam Bengal.
531.2	12,033.3	12,628.9	12,628.9	1,481	2,864	20,841	340,560	365,736	
429.9	39,154.0	39,702.3	39,702.3	1,293	6,522	23,378	1,429,081	1,460,774	Bengal and North-Western.
386.5	35,930.7	36,418.3	36,418.3	1,253	6,171	21,566	1,169,876	1,198,866	
11.0	30,296.1	30,482.3	"	3,042	14,368	522	1,190,222	1,198,164	Bombay, Baroda and Central India.
11.8	28,252.1	28,444.5	"	2,646	13,090	580	1,104,867	1,121,763	
Nil	32,453.3	33,123.3	33,123.3	6,322	22,332	Nil	730,789	758,493	Burma.
Nil	28,270.6	28,862.2	28,862.2	4,654	19,357	Nil	609,555	633,566	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two more or separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

*Included under 5' 6" gauge.

|| Not required.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).-					Other traffic. 8	Passes	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd. 10
3' 3½" GAUGE—concl'd.									
Eastern Bengal . . .	1929-30	10.4	57.2	685.6	13,064.4	13,817.6	2,264.5	16.4	71.6
	1930-31	8.0	47.7	471.4	9,655.2	10,182.3	1,553.1	13.6	60.0
Jodhpur	1929-30	2.7	22.3	92.5	3,216.5	3,338.9	374.6	4.3	39.7
	1930-31	2.4	19.6	85.2	3,204.6	3,311.8	371.4	3.9	26.3
Madras and Southern Mah- ratta.	1929-30	9.6	125.4	77.9	18,204.4	18,417.3	1,309.4	12.6	142.6
	1930-31	8.0	99.4	64.5	15,615.7	15,787.6	941.6	10.3	113.7
Nizam's State	1929-30	3.9	50.3	Nil	6,312.6	6,366.3	317.1	4.7	54.4
	1930-31	3.7	45.7	Nil	6,084.8	6,134.2	326.1	4.5	50.9
Rohilkhand and Kumaon	1929-30	3.9	19.9	44.6	5,814.6	5,832.9	207.2	5.6	26.0
	1930-31	3.9	18.9	42.2	6,429.6	6,494.6	183.1	5.6	25.1
South Indian	1929-30	28.2	392.7	12.4	50,867.2	51,300.6	953.0	38.6	426.2
	1930-31	20.1	339.0	9.9	48,703.2	49,072.2	1,054.4	30.1	375.5
TOTAL 3' 3½" GAUGE	1929-30	169.7	1,533.1	1,941.8	208,221.2	211,855.8	(a)10,515.5	(a)195.6	(a)1,675.5
	1930-31	137.3	1,344.3	1,549.8	189,640.0	192,871.4	(a)9,094.9	(a)171.6	(a)1,486.1
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1929-30	1.3	13.6	115.1	3,917.3	4,047.3	296.3	2.7	18.6
	1930-31	1.4	11.8	92.9	3,175.3	3,281.4	233.0	2.1	16.4
Bombay, Baroda and Central India.	1929-30	Nil	4.1	Nil	1,321.6	1,325.7	142.4	Nil	6.1
	1930-31	Nil	3.7	Nil	1,708.1	1,711.8	128.3	Nil	4.6
Eastern Bengal	1929-30	1	5.2	13.6	315.7	334.5	96.7	1	6.6
	1930-31	1	4.3	10.8	765.9	781.1	118.3	1	5.2
Great Indian Peninsula	1929-30	Nil	2.9	Nil	1,236.7	1,239.6	145.8	Nil	3.6
	1930-31	Nil	1.9	Nil	833.7	835.6	95.0	Nil	2.3
North Western (Commercial)	1929-30	6.6	20.4	41.1	1,098.9	1,167.0	195.5	9.4	29.6
	1930-31	4.8	17.8	32.2	958.0	1,012.3	222.3	7.9	26.0
North Western (Military)	1929-30	4	1.7	9	292.7	295.7	40.1	7	2.7
	1930-31	2	1.6	9	251.1	253.8	40.9	5	2.5
North Western (Total)	1929-30	7.0	22.1	42.0	1,391.6	1,462.7	194.1	9.8	31.2
	1930-31	5.0	19.4	33.1	1,209.1	1,266.6	219.9	8.2	27.7
South Indian	1929-30	Nil	4	Nil	634.8	635.2	69.6	Nil	6
	1930-31	Nil	3	Nil	567.0	567.3	61.2	Nil	6
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	8.9	48.3	170.5	9,317.7	9,545.5	(a)944.3	(a)12.6	(a)66.7
	1930-31	6.5	41.4	136.8	8,259.1	8,443.8	(a)853.7	(a)10.4	(a)56.8
TOTAL CLASS I RAILWAYS	1929-30	766.4	8,910.5	17,463.6	670,639.1	697,779.6	(a)25,305.9	(a)886.0	(a)9,353.6
	1930-31	636.7	7,907.1	15,806.9	517,711.4	542,062.1	(a)22,482.3	(a)744.2	(a)8,323.9

Class I Railways for the years 1929-30 and 1930-31—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railways.	
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20	21
759.7	16,234.5	16,082.1	*	1,611	3,517	21,739	598,249	625,116	3' 3 1/2" GAUGE—contd.	
537.4	11,134.4	11,735.4	*	1,451	2,997	15,310	446,134	465,892	Eastern Bengal.	
97.8	3,576.7	3,708.5	3,708.5	540	3,114	4,473	151,309	159,436	Jodhpur.	
90.1	3,662.4	3,683.2	3,683.2	471	2,880	4,303	151,220	153,574	Jodhpur.	
88.3	19,483.2	19,726.7	*	1,855	10,233	6,584	616,916	635,537	Madras and Southern Maharatta.	
60.4	16,535.8	16,729.2	*	1,507	8,963	5,390	531,296	547,166	Madras and Southern Maharatta.	
Nil	6,624.8	6,633.9	*	599	3,925	Nil	213,391	217,915	Nizam's State.	
Nil	6,404.9	6,460.3	*	608	3,722	Nil	198,944	203,272	Nizam's State.	
48.3	6,010.2	6,090.1	6,090.1	561	2,084	1,949	164,892	169,486	Rohilkund and Kumaon.	
45.4	6,601.6	6,677.7	6,677.7	582	2,041	1,920	163,904	168,447	Rohilkund and Kumaon.	
12.6	51,781.2	52,258.6	*	3,839	22,268	2,406	1,281,086	1,309,698	South Indian.	
10.0	49,711.0	50,126.6	*	2,997	19,673	1,944	1,187,586	1,212,199	South Indian.	
(a)2,997.3	(a)218,402.9	(a)222,371.3		20,232	91,648	87,069	6,750,288	6,949,227	TOTAL 3' 3 1/2" GAUGE.	
(a)1,871.8	(a)198,436.8	(a)201,766.3		17,648	82,358	71,854	5,903,931	6,075,791	TOTAL 3' 3 1/2" GAUGE.	
126.8	4,196.0	4,344.1	*	149	961	4,302	130,635	136,047	2' 6" AND 2' 0" GAUGES.	
103.6	3,392.3	3,514.4	*	119	939	3,677	105,367	110,092	Bengal-Nagpur.	
Nil	1,463.0	1,463.1	*	Nil	110	Nil	20,465	20,575	Bombay, Baroda and Central India.	
Nil	1,833.5	1,838.1	*	Nil	101	Nil	25,466	25,566	Bombay, Baroda and Central India.	
16.3	908.2	921.2	*	1	77	128	8,038	8,244	Eastern Bengal.	
14.4	879.7	899.4	*	1	62	100	7,419	7,582	Eastern Bengal.	
Nil	1,381.8	1,385.4	*	Nil	90	Nil	23,562	23,652	Great Indian Peninsula.	
Nil	928.3	930.6	*	Nil	58	Nil	16,094	16,152	Great Indian Peninsula.	
49.7	1,273.8	1,362.5	*	484	1,293	1,604	40,527	43,908	North Western (Commercial).	
39.6	1,161.6	1,235.1	*	408	1,164	1,367	36,674	39,603	North Western (Commercial).	
1.3	331.1	335.8	*	52	197	112	10,896	11,265	North Western (Military.)	
1.6	290.1	294.7	*	55	206	123	10,323	10,707	North Western (Military.)	
60.6	1,665.2	1,666.8	*	536	1,490	1,716	51,421	55,163	North Western (Total).	
40.5	1,410.1	1,486.5	*	463	1,360	1,490	46,997	50,310	North Western (Total).	
Nil	704.1	704.7	*	Nil	14	Nil	11,730	11,744	South Indian.	
Nil	627.9	628.5	*	Nil	15	Nil	10,140	10,155	South Indian.	
(a)193.7	(a)10,218.3	(a)10,490.3		686	2,742	6,146	245,851	255,425	TOTAL 2' 6" AND 2' 0" GAUGES.	
(a)153.5	(a) 9,071.8	(a) 9,297.5		583	2,536	5,267	211,472	219,857	TOTAL 2' 6" AND 2' 0" GAUGES.	
(a)17,957.0	(a)594,888.9	(a)623,085.5	(a)616,554.2	121,851	444,962	749,532	20,877,798	22,194,143	TOTAL CLASS I RAILWAYS.	
(a)16,198.6	(a)539,277.7	(a)564,544.4	(a)557,266.2	108,634	419,936	652,744	18,532,337	19,706,551	TOTAL CLASS I RAILWAYS.	

(a) In Columns 8 to 13 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 but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5' 6" Gauge.

12.—Statement of Passenger Revenue Statistics

Railway.	Year.	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total 27
21	22					
5' 6" GAUGE.						
Bengal-Nagpur	1929-30	201.7	91.9	35.3	45.9	45.6
	1930-31	195.2	105.4	36.6	44.5	44.5
Bombay, Baroda and Central India	1929-30	64.7	15.9	221.4	20.8	20.8
	1930-31	70.0	16.2	225.8	20.7	20.8
Eastern Bengal	1929-30	68.9	34.3	18.3	23.0	22.7
	1930-31	72.5	35.5	17.0	23.0	22.6
East Indian	1929-30	206.0	120.0	45.0	58.0	58.0
	1930-31	210.0	119.0	43.0	56.0	56.0
Great Indian Peninsula	1929-30	211.6	44.0	122.2	34.4	35.4
	1930-31	222.1	46.9	121.6	33.0	34.1
Madras and Southern Mahratta	1929-30	227.3	100.8	66.4	31.2	32.3
	1930-31	234.7	114.6	67.8	30.9	32.1
Nizam's State	1929-30	126.8	88.4	Nil	35.3	36.1
	1930-31	131.0	92.2	Nil	35.1	35.9
North Western (Commercial)	1929-30	181.0	101.6	55.7	43.5	44.7
	1930-31	190.1	107.7	50.6	45.8	46.8
North Western (Military)	1929-30	118.8	71.0	51.3	42.7	43.4
	1930-31	114.4	75.1	49.9	40.2	41.0
North Western (Total)	1929-30	189.7	106.1	57.8	42.2	46.4
	1930-31	200.8	112.5	52.7	47.1	48.2
South Indian	1929-30	105.1	61.2	Nil	25.6	26.0
	1930-31	116.0	66.5	Nil	24.9	25.3
TOTAL 5' 6" GAUGE	1929-30	*148.9	*46.1	*41.9	*37.9	*38.4
	1930-31	*160.8	*48.6	*40.1	*37.4	*37.9
3' 3½" GAUGE.						
Assam Bengal	1929-30	87.4	59.4	39.3	28.6	29.3
	1930-31	89.5	59.9	39.2	28.3	28.9
Bengal and North-Western	1929-30	78.8	62.6	55.6	36.5	36.8
	1930-31	95.3	70.1	55.8	32.6	32.9
Bombay, Baroda and Central India	1929-30	136.4	98.0	47.3	38.9	39.3
	1930-31	118.8	86.5	49.3	39.1	39.4
Burma	1929-30	91.2	36.6	Nil	22.5	22.9
	1930-31	90.1	35.8	Nil	21.6	21.9

* 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.

Class I Railways for the years 1929-30 and 1930-31—contd.

EARNINGS FROM PASSENGERS CARRIED (INCLUDING REFUNDS AND REMISSIONS IN THOUSANDS)					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total 37	
Rs.	Rs.	Rs.	Rs.	Rs.						38
5' 6" GAUGE.										
7,61	8,23	15,91	1,70,66	2,02,46	18-5	9-42	4-24	3-35	3-61	} Bengal-Nagpur.
6,80	7,90	14,56	1,48,08	1,77,34	19-4	8-68	4-08	3-31	3-58	
8,86	18,03	2,86	1,86,87	2,16,62	15-6	6-32	5-24	2-96	3-22	} Bombay, Baroda and Central India.
7,81	16,19	2,98	1,73,57	2,00,55	15-4	6-24	5-48	2-90	3-16	
5,20	8,04	14,72	1,27,84	1,65,80	16-6	9-73	3-91	3-17	3-44	} Eastern-Bengal.
4,70	7,25	12,20	1,10,08	1,34,21	16-6	9-42	3-87	3-08	3-36	
16,45	24,64	46,89	6,11,76	5,97,74	13-4	6-59	3-49	2-58	2-76	} East Indian.
13,51	23,44	41,61	4,56,25	5,34,81	13-8	6-63	3-52	2-56	2-75	
23,23	30,34	8,72	2,55,82	4,18,16	16-6	7-32	5-73	3-23	3-62	} Great Indian Peninsula.
21,17	23,31	7,36	2,97,09	3,53,93	17-0	7-54	5-69	3-25	3-63	
5,36	9,35	7,33	1,53,92	1,76,01	18-7	9-30	4-96	3-31	3-57	} Madras and Southern Mahratta.
4,81	8,64	6,09	1,36,64	1,56,18	18-1	9-03	4-96	3-29	3-55	
89	2,40	Nil	29,59	32,88	15-6	8-04	Nil	3-09	3-31	} Nizam's State.
84	2,40	Nil	28,09	31,33	15-1	7-84	Nil	3-04	3-26	
11,85	23,33	35,93	4,66,02	6,37,63	12-4	6-33	3-95	2-73	2-91	} North Western (Commercial).
11,05	22,98	33,93	4,23,81	4,91,77	12-7	6-30	4-31	2-76	2-97	
1,16	2,14	2,45	48,22	53,97	12-6	6-17	4-01	2-75	2-90	} North Western (Military).
97	1,97	2,30	41,81	47,05	12-1	6-01	4-32	2-74	2-91	
12,01	25,97	38,38	5,14,24	5,91,60	12-4	6-32	3-96	2-73	2-91	} North Western (Total).
12,02	24,95	36,23	4,65,62	5,38,82	12-7	6-28	4-31	2-76	2-95	
1,79	4,17	Nil	57,97	63,93	21-8	10-3	Nil	3-37	3-61	} South Indian.
1,65	4,08	Nil	61,91	67,64	22-9	10-4	Nil	3-45	3-67	
30,45	1,31,22	1,34,86	21,03,67	24,55,20	15-3	7-19	3-95	2-92	3-15	} TOTAL 5' 6" GAUGE.
73,31	1,23,16	1,21,03	18,77,31	21,94,81	15-6	7-16	4-04	2-90	3-14	
3' 3 1/2" GAUGE.										
2,26	2,24	5,98	78,73	89,21	37-5	13-2	4-43	3-52	4-02	} Assam Bengal.
2,15	2,09	5,25	69,95	79,44	27-8	13-9	4-32	3-93	4-16	
96	2,30	4,45	1,73,42	1,81,63	13-7	3-01	3-47	2-29	2-35	} Bengal and North Western.
87	2,45	3,95	1,45,61	1,52,88	12-8	7-39	3-42	2-36	2-41	
2,96	6,91	13	1,95,05	2,03,05	13-7	9-23	4-67	3-22	3-33	} Bombay, Baroda and Central India.
2,61	6,83	13	1,82,92	1,92,49	18-9	9-57	4-36	3-18	3-29	
4,59	9,06	Nil	1,27,46	1,41,11	16-5	7-74	Nil	3-33	3-55	} Burma.
4,06	7,68	Nil	1,06,77	1,18,51	16-7	7-58	Nil	3-25	3-57	

12.—Statement of Passenger Revenue Statistics of

Railway. 21	Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—COND.						
Eastern Bengal	1929-30	98.1	49.2	28.6	39.8	38.9
	1930-31	106.9	49.9	29.0	40.1	39.7
Jodhpur	1929-30	124.6	105.0	45.7	42.3	43.6
	1930-31	121.4	107.4	47.8	42.4	43.1
Madras and Southern Mahratta	1929-30	147.6	71.7	74.5	31.7	32.2
	1930-31	146.5	78.8	77.7	32.1	32.7
Nizam's State	1929-30	128.1	72.1	Nil	32.2	32.6
	1930-31	133.4	73.2	Nil	31.1	31.5
Bohlikund & Kumaon	1929-30	100.2	80.3	40.4	25.8	26.2
	1930-31	104.4	81.2	42.3	24.8	25.2
South Indian	1929-30	99.6	52.2	191.1	24.7	25.1
	1930-31	99.5	52.4	194.0	23.9	24.2
TOTAL 3' 3½" GAUGE	1929-30	*103.4	*54.7	*41.5	*30.9	*31.3
	1930-31	*102.8	*55.4	*43.0	*29.8	*30.1
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1929-30	55.1	51.8	33.9	31.1	31.3
	1930-31	57.0	57.3	35.5	31.1	31.3
Bombay, Baroda and Central India	1929-30	Nil	21.5	Nil	14.0	14.0
	1930-31	Nil	21.8	Nil	13.9	13.9
Eastern Bengal	1929-30	6.92	11.7	7.87	8.85	8.85
	1930-31	5.64	12.0	6.90	8.43	8.43
Great Indian Peninsula	1929-30	Nil	24.8	Nil	17.1	17.1
	1930-31	Nil	25.1	Nil	17.3	17.4
North-Western (Commercial)	1929-30	51.3	43.7	32.3	31.8	32.2
	1930-31	51.9	44.3	34.5	31.6	32.1
North-Western (Military)	1929-30	78.1	73.2	82.9	32.9	33.5
	1930-31	103.0	81.5	78.0	35.6	36.3
North-Western (Total)	1929-30	54.3	47.7	33.4	32.9	33.3
	1930-31	56.5	49.2	36.8	33.3	33.8
South Indian	1929-30	Nil	23.6	Nil	16.7	16.7
	1930-31	Nil	23.9	Nil	16.1	16.2
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	*53.0	*41.9	*31.7	*24.1	*24.4
	1930-31	*55.1	*44.6	*33.2	*23.3	*23.7
TOTAL CLASS I RAILWAYS	1929-30	*137.5	*47.6	*41.3	*35.1	*35.6
	1930-31	*146.0	*49.8	*40.3	*34.4	*34.9

* 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.

Class I Railways for the years 1929-30 and 1930-31—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUD- ING REFUNDS AND REMISSIONS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSEN- GER PER MILE.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total 37	
Rs.	Rs.	Rs.	Rs.	Rs.						RS
1,41	1,80	4,45	97,89	1,05,55	16.7	9.72	3.90	3.11	3.21	} 3' 3½" GAUGE—concl'd.
1,26	1,48	3,07	71,18	76,90	16.6	9.42	3.81	3.04	3.14		} Eastern Bengal.
63	1,85	1,17	31,99	35,64	22.4	11.4	6.04	4.05	4.29	} Jodhpur.
55	1,71	1,10	31,33	34,69	22.0	11.4	4.90	3.98	4.19	
1,80	6,18	1,71	1,06,32	1,15,01	18.6	9.72	4.93	3.31	3.47	} Madras and Southern Mahratta.
1,45	4,45	1,40	91,01	98,31	18.5	9.53	4.99	3.29	3.45	
48	1,59	Nil	32,70	34,77	15.6	7.75	Nil	2.94	3.06	} Nizam's State.
49	1,51	Nil	30,35	32,35	15.6	7.79	Nil	2.93	3.06	
67	1,11	50	21,96	24,24	23.1	10.2	4.90	2.72	2.92	} Rohilkund and Kumaon.
70	1,09	46	22,49	24,74	23.1	10.2	4.64	2.63	2.82	
4,85	11,51	96	2,18,38	2,35,70	22.2	9.19	7.66	3.22	3.38	} South Indian.
3,76	10,46	75	1,99,90	2,14,87	22.4	9.46	7.44	3.18	3.33	
20,61	44,05	19,35	10,86,90	11,70,91	19.5	9.23	4.27	3.09	3.24	} TOTAL 3' 3½" GAUGE.
17,90	39,75	16,11	9,51,51	10,25,27	19.5	9.27	4.30	3.00	3.24	
15	47	92	23,08	24,62	19.2	9.39	4.12	3.39	3.43	} 2' 6" AND 2' 0" GAUGE.
12	45	78	18,42	19,77	19.0	9.14	4.09	3.36	3.45		} Bengal-Nagpur.
Nil	10	Nil	4,53	4,63	Nil	17.4	Nil	4.25	4.32	} Bombay, Baroda and Central India.
Nil	9	Nil	4,67	4,76	Nil	16.9	Nil	3.52	3.57	
Nil	5	3	1,56	1,64	16.0	13.5	3.93	3.71	3.81	} Eastern Bengal.
Nil	5	2	1,43	1,50	17.6	14.1	3.90	3.71	3.80	
Nil	6	Nil	5,95	6,01	Nil	12.6	Nil	4.85	4.88	} Great Indian Peninsula.
Nil	4	Nil	4,10	4,14	Nil	12.6	Nil	4.89	4.92	
97	1,07	85	10,74	13,63	38.6	15.7	10.1	5.03	5.90	} North-Western (Commercial).
1,00	99	77	10,69	13,45	48.8	16.4	10.8	5.51	6.43	
6	8	5	2,14	2,33	21.0	8.30	7.75	3.77	3.97	} North-Western (Military).
6	9	5	2,11	2,31	20.0	8.20	7.84	3.92	4.13	
1,03	1,15	90	12,88	15,96	36.9	14.7	9.99	4.76	5.50	} North-Western (Total).
1,06	1,08	82	12,80	15,76	43.6	15.1	10.5	5.16	5.94	
Nil	1	Nil	2,07	2,08	Nil	15.3	Nil	3.28	3.40	} South Indian.
Nil	1	Nil	1,78	1,79	Nil	15	Nil	3.37	3.39	
1,18	1,84	1,85	50,07	54,94	32.6	12.9	5.78	3.91	4.13	} TOTAL 2' 6" AND 2' 0" GAUGE.
1,...	1,72	1,62	43,20	47,72	39.0	13.0	5.90	3.92	4.17	
1,02,24	1,77,11	1,55,06	32,45,64	36,31,05	16.1	7.64	4.00	2.99	3.18	} TOTAL CLASS I RAILWAYS.
92,39	1,64,63	1,38,76	28,72,02	32,67,80	16.3	7.62	4.08	2.99	3.18	

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a).
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1929-30	4,607	1,337	865	778	6,866	14,503	1,646	16,149
	1930-31	4,340	1,163	822	782	5,354	12,451	1,459	13,910
Bombay, Baroda and Central India.	1929-30	3	Nil	21	340	2,520	2,884	1,735	4,609
	1930-31	1	Nil	18	294	2,545	2,858	1,530	4,388
Eastern Bengal	1929-30	16	3	11	241	1,976	2,246	3,246	5,492
	1930-31	10	Nil	8	224	1,816	2,058	2,950	5,008
East Indian	1929-30	9,569	2,591	1,745	1,366	5,876	21,147	3,236	24,433
	1930-31	8,475	2,671	1,623	1,332	5,106	19,207	3,128	22,335
Great Indian Peninsula	1929-30	505	1	186	369	5,705	7,266	3,986	11,252
	1930-31	605	Nil	245	393	5,091	6,334	3,466	10,300
Madras and Southern Mahratta.	1929-30	13	Nil	154	580	1,533	2,335	1,758	4,093
	1930-31	12	Nil	110	563	1,341	2,026	1,700	3,726
Nizam's State	1929-30	368	234	159	211	344	1,316	364	1,680
	1930-31	354	246	171	206	386	1,363	386	1,749
North-Western (Commercial).	1929-30	56	3	68	1,372	3,016	10,015	3,860	13,865
	1930-31	42	4	48	2,184	7,453	9,731	3,857	13,588
North-Western (Military)	1929-30	26	Nil	2	177	1,213	1,418	1,060	2,468
	1930-31	39	Nil	2	177	1,119	1,337	1,072	2,409
North-Western (Total)	1929-30	82	3	70	2,049	9,229	11,433	3,091	14,524
	1930-31	81	4	50	2,361	8,572	11,068	3,047	14,115
South Indian	1929-30	Nil	Nil	59	158	1,168	1,385	708	2,093
	1930-31	Nil	Nil	39	133	1,164	1,336	683	2,019
TOTAL 5' 6" GAUGE.	1929-30	15,162	4,219	3,270	6,592	35,272	64,515	(a) 19,310	(a) 84,325
	1930-31	13,878	4,074	3,086	6,788	31,376	59,201	(a) 18,349	(a) 77,550
3' 3½" GAUGE.									
Assam-Bengal	1929-30	50	11	30	182	968	1,291	407	1,698
	1930-31	38	8	72	199	968	1,300	376	1,676
Bengal and North-Western	1929-30	9	3	43	330	1,435	2,375	1,173	3,548
	1930-31	7	2	42	746	1,506	2,303	1,122	3,425
Bombay, Baroda and Central India.	1929-30	3	Nil	10	347	1,598	1,958	2,192	4,150
	1930-31	2	Nil	7	350	1,317	1,676	2,095	3,771
Burma	1929-30	79	1	244	1,529	3,641	5,494	Nil	5,494
	1930-31	72	1	255	1,392	3,235	4,945	Nil	4,945

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1929-30 and 1930-31 (In thousands).

Tons carried (a).									
Coal for the public.	Coal for foreign railways and home line construction.	Coal for Home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.	On the system. (a).	Tons terminating.	Tons of cross traffic.	Railway.
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE.									
5,226	1,573	863	393	7,594	16,149	16,536	11,898	459	} Bengal-Nagpur.
4,947	1,281	821	909	5,952	13,910	14,290	10,090	378	
377	12	312	616	3,292	4,609	7,758	Nil	Nil	} Bombay, Baroda and Central India.
346	17	264	582	3,179	4,388	7,143	3,383	250	
1,605	57	305	396	3,129	5,492	6,431	3,955	899	} Eastern Bengal.
1,356	68	319	392	2,873	5,008	5,883	3,573	768	
10,198	3,151	1,745	1,952	7,387	24,433	24,433	16,808	951	} East Indian.
9,109	3,117	1,623	1,882	6,604	22,335	22,335	15,311	887	
1,142	262	924	1,639	7,285	11,252	11,306	9,125	507	} Great Indian Peninsula.
1,133	213	809	1,631	6,514	10,300	10,360	8,301	381	
207	117	447	1,068	2,254	4,093	6,326	3,026	297	} Madras and Southern Maharastra.
197	129	384	1,056	1,960	3,726	5,706	2,673	322	
376	234	159	304	607	1,680	2,264	637	171	} Nizam's State.
359	246	171	322	651	1,749	2,393	753	165	
1,007	3	1,228	2,225	9,402	13,865	†	11,857	†	} North-Western (Commercial).
965	5	1,277	2,513	8,828	13,588	†	11,581	†	
109	Nil	145	377	1,837	2,463	†	1,543	†	} North-Western (Military).
138	Nil	166	365	1,740	2,409	†	1,318	†	
1,021	3	1,230	2,220	10,050	14,524	14,710	13,405	168	} North-Western (Total).
992	5	1,278	2,506	9,334	14,115	14,348	12,809	95	
16	Nil	124	433	1,520	2,093	5,705	1,567	41	} South Indian.
17	1	106	387	1,507	2,019	5,664	1,584	41	
(a) 20,168	(a) 5,409	(a) 6,109	(a) 9,521	(a) 43,118	(a) 84,325		60,421	3,316	} TOTAL 5' 6" GAUGE.
(a) 18,456	(a) 5,077	(a) 5,776	(a) 9,667	(a) 38,574	(a) 77,550		58,567	3,285	
3' 3½" GAUGE.									
195	16	113	228	1,146	1,693	1,693	1,441	14	} Assam-Bengal.
167	13	112	241	1,143	1,676	1,676	1,388	15	
297	7	292	982	1,970	3,548	3,548	2,788	41	} Bengal and North-Western
331	4	283	866	1,941	3,425	3,425	2,755	41	
163	91	278	936	2,682	4,150	*	Nil	Nil	} Bombay, Baroda and Central India.
150	115	274	838	2,394	3,771	*	2,523	712	
78	1	244	1,629	3,642	5,494	5,494	5,494	Nil	} Burma.
72	1	255	1,382	3,235	4,945	4,945	4,945	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

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

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total.	Other traffic. (a).	Total. (a)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Eastern Bengal	1929-30	1	2	15	159	914	1,091	1,325	2,416
	1930-31	1	Nil	13	135	912	1,061	1,158	2,219
Jodhpur	1929-30	Nil	Nil	3	38	618	664	348	1,012
	1930-31	Nil	Nil	3	42	575	620	396	1,016
Madras and Southern Mahratta.	1929-30	1	19	213	659	1,203	2,095	879	2,974
	1930-31	15	20	194	618	1,079	1,926	719	2,645
Nizam's State	1929-30	Nil	Nil	1	207	293	506	291	797
	1930-31	Nil	Nil	1	210	381	592	274	866
Rohilkhand and Kumaon	1929-30	Nil	Nil	46	156	695	897	120	1,017
	1930-31	Nil	Nil	46	172	714	932	121	1,053
South Indian	1929-30	44	1	234	782	2,655	3,716	412	4,128
	1930-31	42	Nil	217	656	2,342	3,257	366	4,123
TOTAL 3' 3½" GAUGE	1929-30	187	37	899	4,889	14,075	20,087	(a) 7,147	(a) 27,234
	1930-31	172	31	850	4,510	13,549	19,112	(a) 6,627	(a) 25,739
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	1929-30	51	1	53	107	493	705	153	858
	1930-31	53	1	53	98	373	578	145	723
Bombay, Baroda and Central India.	1929-30	Nil	Nil	Nil	22	127	149	52	201
	1930-31	Nil	Nil	Nil	22	159	181	54	235
Eastern Bengal	1929-30	Nil	Nil	Nil	Nil	1	1	1	2
	1930-31	Nil	Nil	Nil	Nil	6	6	1	7
Great Indian Peninsula	1929-30	Nil	Nil	Nil	41	131	172	108	280
	1930-31	Nil	Nil	Nil	55	138	193	72	265
North Western (Commercial)	1929-30	18	Nil	19	40	141	218	135	353
	1930-31	18	Nil	23	52	187	280	156	436
North Western (Military)	1929-30	Nil	1	4	3	72	80	53	133
	1930-31	1	Nil	4	2	63	70	50	120
North Western (Total.)	1929-30	18	1	23	43	213	298	160	458
	1930-31	19	Nil	27	54	249	349	181	530
South Indian	1929-30	Nil	Nil	Nil	15	22	37	24	61
	1930-31	Nil	Nil	Nil	18	20	38	19	57
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	69	2	76	228	987	1,362	(a) 528	(a) 1,840
	1930-31	72	1	80	247	945	1,345	(a) 472	(a) 1,817
TOTAL CLASS I RAILWAYS	1929-30	15,418	4,258	4,245	11,709	50,324	85,964	(a) 27,485	(a) 1,13,449
	1930-31	14,122	4,106	4,016	11,545	45,869	79,658	(a) 25,448	(a) 1,05,106

(a) Columns 9 to 10.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1929-30 and 1930-31 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.	On the system. (a)			
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—contd.
352	43	125	347	1,549	2,416	•	1,332	570	Eastern Bengal.
295	48	147	282	1,447	2,219	•	1,116	523	
10	Nil	53	153	796	1,012	1,012	729	121	Jodhpur.
10	Nil	62	206	738	1,016	1,016	738	117	
30	40	217	962	1,725	2,974	•	2,183	131	Madras and Southern Mahratta.
36	51	197	877	1,484	2,645	•	1,896	108	
64	1	45	256	431	797	•	526	54	Nizam's State.
70	Nil	46	250	500	866	•	545	55	
19	Nil	46	165	787	1,017	1,017	813	2	Rohilkund and Kumaon.
20	Nil	45	180	808	1,053	1,053	727	2	
53	1	234	885	2,955	4,123	•	3,779	Nil	South Indian.
54	1	217	752	3,099	4,123	•	3,787	Nil	
(a) 1,261	(a) 200	(a) 1,647	(a) 6,443	(a) 17,533	(a) 27,234		18,985	933	TOTAL 3' 3½" GAUGE.
(a) 1,205	(a) 233	(a) 1,638	(a) 5,874	(a) 16,789	(a) 25,739		20,420	1,573	
									3' 0" AND 2' 0" GAUGES.
81	1	53	160	603	885	•	613	10	Bengal-Nagpur.
77	1	54	125	466	723	•	519	6	
5	Nil	Nil	37	159	201	•	Nil	Nil	Bombay, Baroda and Central India.
7	Nil	Nil	38	190	235	•	89	2	
Nil	Nil	Nil	Nil	2	2	•	2	Nil	Eastern Bengal.
Nil	Nil	Nil	Nil	7	7	•	6	Nil	
25	Nil	Nil	62	193	280	•	160	Nil	Great Indian Peninsula.
9	Nil	Nil	74	182	265	•	132	Nil	
34	Nil	19	62	238	353	•	249	†	North Western (Commercial).
32	Nil	23	78	303	436	•	322	†	
5	1	7	17	103	133	•	93	†	North Western (Military.)
6	Nil	8	11	95	120	•	91	†	
36	1	23	75	323	458	•	342	†	North Western (Total).
34	Nil	27	88	381	530	•	413	†	
Nil	Nil	1	23	37	61	•	28	Nil	South Indian.
Nil	Nil	Nil	23	34	57	•	21	Nil	
(a) 147	(a) 2	(a) 77	(a) 347	(a) 1,317	(a) 1,890		1,212	10	TOTAL 3' 0" & 2' 0" GAUGES.
(a) 127	(a) 1	(a) 81	(a) 348	(a) 1,260	(a) 1,817		1,180	8	
(a) 21,576	(a) 5,511	(a) 7,833	(a) 16,311	(a) 62,118	(a) 113,449	103,288	80,518	4,259	TOTAL CLASS I RAILWAYS.
(a) 19,788	(a) 5,311	(a) 7,495	(a) 15,889	(a) 59,623	(a) 105,106	100,237	80,167	4,806	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 3' 0" gauge.

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

Railway.	Year.	Net ton miles.					Total.
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1929-30	801,012	686,681	193,947	175,554	1,225,618	2,982,812
	1930-31	726,903	489,202	176,731	182,210	958,491	2,533,537
Bombay, Baroda and Central India.	1929-30	163,725	4,086	72,392	121,317	586,274	947,794
	1930-31	143,993	4,953	61,464	123,769	556,742	890,921
Eastern Bengal	1929-30	123,396	9,827	44,822	38,126	338,871	555,042
	1930-31	104,515	12,401	47,106	33,713	319,804	522,539
East Indian	1929-30	2,402,531	1,553,998	476,210	516,578	1,372,839	6,322,156
	1930-31	2,214,540	1,618,231	425,845	552,223	1,280,473	6,091,312
Great Indian Peninsula	1929-30	358,219	101,729	253,622	446,500	1,397,427	2,567,497
	1930-31	356,998	85,228	218,558	536,765	1,223,943	2,421,492
Madras and Southern Mahratta	1929-30	67,400	54,506	50,399	182,281	332,134	686,720
	1930-31	68,165	66,723	45,057	176,422	293,648	650,005
Nizam's State	1929-30	66,701	25,155	21,259	47,231	81,904	241,250
	1930-31	66,559	80,996	23,404	53,248	79,284	253,461
North Western (Commercial)	1929-30	271,600	90	423,085	494,875	1,511,797	2,701,447
	1930-31	257,402	209	469,174	613,874	1,386,314	2,726,973
Do. (Military)	1929-30	9,956	11	24,678	33,530	170,000	238,075
	1930-31	11,245	19	25,675	28,055	173,073	238,067
Do. (Total)	1929-30	281,556	101	447,663	528,405	1,681,797	2,939,522
	1930-31	268,647	228	494,849	641,929	1,559,387	2,965,040
South Indian	1929-30	2,409	3	11,387	46,252	127,296	187,246
	1930-31	2,521	2	10,525	46,418	122,788	182,254
TOTAL 5' 6" GAUGE	1929-30	4,276,949	2,336,085	1,571,701	2,102,244	7,144,160	17,430,139
	1930-31	3,952,831	2,307,964	1,503,539	2,351,697	6,394,560	16,510,591
3' 3½" GAUGE.							
Assam-Bengal	1929-30	21,512	2,048	14,492	32,708	179,112	249,872
	1930-31	19,319	1,691	14,419	36,463	186,875	258,467
Bengal and North Western	1929-30	36,127	898	44,701	131,068	256,754	469,568
	1930-31	41,734	292	43,123	118,992	260,497	464,638
Bombay, Baroda and Central India.	1929-30	43,101	24,298	71,288	188,252	456,276	732,215
	1930-31	41,686	29,351	63,838	216,955	406,481	758,311
Burma	1929-30	39,230	96	48,557	206,896	502,350	796,129
	1930-31	36,042	471	54,951	167,246	444,701	703,411

for the years 1929-30 and 1930-31 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other com-modities (including other reve-nue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
							5' 6" GAUGE.
155.0	373.0	225.0	197.0	162.0	306.0	185.0	} Bengal Nagpur.
148.0	382.0	215.0	201.0	166.0	197.0	185.0	
434.0	336.0	231.0	197.0	175.0	431.0	306.0	} Bombay, Baroda and Central India.
416.4	288.1	232.2	212.7	175.1	336.6	203.0	
77.0	174.0	147.0	95.0	111.0	80.0	102.0	} Eastern Bengal.
77.0	183.0	148.0	99.0	113.0	82.0	105.0	
226.0	493.0	273.0	265.0	189.0	296.0	260.0	} East Indian.
243.0	519.0	262.0	293.0	198.0	313.0	274.0	
322.3	388.6	274.4	272.4	191.8	334.7	228.2	} Great Indian Peninsula.
315.1	399.8	270.2	329.0	195.9	328.5	241.5	
328.0	466.0	113.0	171.0	147.0	376.0	168.0	} Madras and Southern Mahratta.
347.0	518.0	117.0	167.0	150.0	411.0	175.0	
174.8	107.2	133.9	165.5	134.9	143.8	143.6	} Nizam's State.
185.4	126.0	136.5	165.7	121.7	161.3	144.9	
269.9	35.6	344.6	222.4	171.2	269.3	203.3	} North Western (Commercial).
266.7	49.3	367.6	244.3	166.5	265.8	206.4	
91.2	45.9	169.6	39.0	101.0	91.1	102.9	} Do. (Military).
81.4	54.5	154.7	76.9	109.7	81.4	105.9	
275.7	36.9	364.2	238.1	180.4	275.1	213.1	} Do. (Total).
270.7	49.9	387.4	256.2	179.8	269.7	220.4	
147.2	51.2	91.7	106.8	83.8	146.9	139.6	} South Indian.
146.2	4.86	98.5	120.0	81.5	142.5	90.3	
*212.0†	*431.7	*257.3†	*220.8†	*165.7†	*268.6†	*206.7†	} TOTAL 5' 6" GAUGE.
*214.2	*454.6	*260.3	*243.3	*165.8	*266.0	*212.9	
							3' 3½" GAUGE.
111.0	125.0	129.0	143.0	158.0	112.0	148.0	} Assam-Bengal.
115.1	124.8	128.7	151.2	163.2	116.7	154.1	
121.8	120.8	153.2	133.5	130.3	121.3	132.4	} Bengal and North-Western.
126.2	81.8	152.5	137.3	134.2	125.7	136.7	
265.0	268.0	257.0	201.0	170.0	266.0	188.0	} Bombay, Baroda and Central India.
278.7	254.5	232.8	256.8	169.9	250.8	201.0	
499.5	172.7	199.0	134.6	137.9	497.2	144.9	} Burma.
501.4	368.3	215.3	121.0	137.5	499.1	142.3	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Revised figures.

H50GRAccts

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

Railway.	Net ton miles.						
	Year.	Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total.
21	22	23	24	25	26	27	28
3' 3½' GAUGE—contd.							
Eastern Bengal	1929-30	47,055	5,114	12,522	39,610	153,634	257,948
	1930-31	41,660	6,194	15,752	32,995	144,354	240,955
Jodhpur	1929-30	1,269	Nil	10,877	23,159	89,019	124,324
	1930-31	1,235	Nil	12,819	31,570	83,377	129,001
Madras and Southern Mahratta	1929-30	4,638	14,204	67,772	179,747	262,327	528,688
	1930-31	6,168	15,440	64,963	158,410	231,895	476,876
Nizam's State	1929-30	11,647	82	9,095	35,092	42,233	98,149
	1930-31	12,760	2	9,355	40,927	43,821	106,865
Rohilkund and Kumaon	1929-30	829	Nil	1,338	16,047	71,507	89,721
	1930-31	849	Nil	1,246	15,465	73,095	90,655
South Indian	1929-30	5,100	30	20,301	99,177	220,973	345,581
	1930-31	6,015	14	17,589	84,944	210,376	318,838
TOTAL 3' 3½' GAUGE	1929-30	210,521	46,770	300,943	950,776	2,233,185	3,742,195
	1930-31	207,468	53,455	298,055	903,867	2,085,172	3,548,017
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1929-30	7,851	170	6,769	9,375	28,690	52,855
	1930-31	7,115	91	6,475	8,226	23,429	45,338
Bombay, Baroda and Central India	1929-30	162	Nil	4	396	3,402	4,464
	1930-31	199	Nil	8	949	3,308	4,464
Eastern Bengal	1929-30	1	Nil	Nil	1	36	38
	1930-31	Nil	Nil	Nil	1	95	96
Great Indian Peninsula	1929-30	931	Nil	Nil	2,641	6,292	9,864
	1930-31	284	Nil	Nil	3,354	5,666	9,304
North Western (Commercial)	1929-30	1,407	2	970	2,604	10,970	15,953
	1930-31	1,325	Nil	1,071	3,460	12,820	18,676
North Western (Military)	1929-30	326	36	556	1,141	5,787	7,846
	1930-31	366	Nil	635	870	5,503	7,374
North Western (Total)	1929-30	1,733	38	1,526	3,745	16,757	23,799
	1930-31	1,691	Nil	1,706	4,330	18,323	26,050
South Indian	1929-30	Nil	Nil	21	766	1,163	1,950
	1930-31	Nil	Nil	2	881	1,037	1,920
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	10,678	208	8,320	17,424	56,340	92,970
	1930-31	9,289	91	8,191	17,741	51,858	87,170
TOTAL CLASS I RAILWAYS	1929-30	4,497,148	2,383,063	1,880,964	3,070,444	9,433,685	21,265,304
	1930-31	4,169,588	2,361,510	1,809,785	3,273,305	8,531,590	20,145,778

for the years 1929-30 and 1930-31 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construction.	Coal for home line.	Grain and oilseeds.	Other com-modities (including other reve-nue stores).	Total coal excluding coal for home line.	Total goods including coal.	
29	30	31	32	33	34	35	
29	30	31	32	33	34	35	36
134.0	119.0	100.0	114.0	105.0	132.0	111.0	3' 3 1/2" GAUGE—contd.
141.0	130.0	107.0	117.0	101.0	140.0	109.0		Eastern Bengal.
127.0	Nil	206.0	151.0	112.0	127.0	123.0	Jodhpur.
121.0	Nil	206.0	154.0	113.0	121.0	127.0	
152.0	359.0	312.0	187.0	152.0	209.0	173.0	Madras and Southern Mahratta.
172.0	304.0	330.0	181.0	155.0	249.0	180.0	
181.5	179.6	202.0	136.9	97.9	181.5	123.1	Nizam's State.
183.8	117.1	203.5	163.7	87.6	183.8	123.4	
44.6	Nil	29.0	97.1	90.9	44.6	33.3	Rohilkund & Kumaon.
43.0	Nil	27.0	86.0	90.0	43.0	36.0	
95.8	67.7	36.6	112.0	74.8	95.5	133.7	South Indian.
111.3	36.0	30.9	112.9	67.9	110.8	77.3	
*167.0	*233.9	*182.7	*147.6	*126.3	*176.1†	*137.4	TOTAL 3' 3 1/2" GAUGE.
*172.2	*220.4	*182.0	*153.9	*124.2	*181.4	*137.8	
							2' 6" AND 2' 0" GAUGES.
97.0	120.0	129.0	63.0	43.0	97.0	60.0	Bengal-Nagpur.
92.0	129.0	121.0	66.0	52.0	92.0	64.0	
31.0	Nil	64.0	24.0	21.0	31.0	22.0	Bombay, Baroda and Central India.
27.0	Nil	30.9	24.9	17.5	27.1	19.0	
14.0	Nil	Nil	10.0	16.0	14.0	16.0	Eastern Bengal.
Nil	Nil	Nil	14.0	14.0	Nil	14.0	
37.5	Nil	Nil	42.3	32.6	37.5	35.2	Great Indian Peninsula
30.9	Nil	Nil	45.1	31.2	30.9	35.1	
42.2	51.2	50.1	41.3	46.1	42.2	45.2	North Western (Commercial).
41.3	Nil	47.7	44.1	44.4	41.3	44.3	
62.9	82.2	75.3	69.3	56.0	64.4	59.1	North Western (Military).
60.6	Nil	76.3	76.3	58.1	60.6	61.2	
45.3	79.9	55.7	50.0	51.3	45.7	52.0	North Western (Total).
48.7	Nil	63.0	49.3	49.9	48.7	50.4	
Nil	Nil	19.0	33.3	30.9	Nil	†31.7	South Indian.
Nil	Nil	20.2	37.6	30.8	Nil	33.6	
*72.7†	*104.0†	*108.0†	*50.2†	*42.3†	*73.0†	*49.2	TOTAL 2' 6" AND 2' 0" GAUGES.
*73.1	*91.0	*101.1	*51.0	*41.2	*73.3	*48.0	
*210.3	*424.4	*252.4	*189.7	*151.6	*253.7†	*156.0	TOTAL CLASS I RAILWAYS.
*210.7	*444.6	*241.4	*206.0	*150.7	*260.2	*191.7	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.
†Revised figures.

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

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands.)					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
37	38	39	40	41	42	43	44
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" GAUGE.							
Bengal-Nagpur	1929-30	1,10,23	66,43	24,75	33,79	3,33,48	6,23,68
	1930-31	97,80	53,06	22,55	91,13	2,78,72	5,43,06
Bombay, Baroda and Central India	1929-30	17,27	40	6,79	56,31	3,26,55	4,07,32
	1930-31	14,61	47	5,76	52,66	2,94,73	3,68,23
Eastern Bengal	1929-30	25,54	1,69	6,78	15,55	1,99,41	2,48,87
	1930-31	21,26	1,93	6,86	15,97	1,76,88	2,22,90
East Indian	1929-30	3,73,87	1,77,26	60,54	1,51,34	4,89,99	12,53,00
	1930-31	3,44,92	1,75,64	54,06	1,53,91	4,57,22	11,85,75
Great Indian Peninsula	1929-30	46,99	10,47	30,15	1,86,21	6,79,38	9,53,20
	1930-31	44,89	8,54	25,56	2,01,42	6,19,98	9,00,39
Madras and Southern Mahratta	1929-30	11,58	7,19	6,76	97,61	1,82,65	3,04,79
	1930-31	11,16	7,80	5,05	91,79	1,57,89	2,73,69
Nizam's State	1929-30	15,36	7,33	2,77	25,53	42,49	93,98
	1930-31	14,37	8,45	2,97	28,33	43,44	97,56
North Western (Commercial)	1929-30	32,48	1	42,57	2,03,91	6,29,66	9,13,63
	1930-31	28,41	3	43,80	2,44,87	5,76,59	8,93,50
North Western (Military)	1929-30	1,24	Nil	2,49	14,56	63,96	82,25
	1930-31	1,28	Nil	2,44	11,73	64,90	80,35
North Western (Total)	1929-30	33,72	1	45,06	2,23,47	6,93,62	9,96,88
	1930-31	29,69	3	46,24	2,56,40	6,41,49	9,73,85
South Indian	1929-30	62	Nil	1,50	27,21	70,65	99,38
	1930-31	80	29	1,33	25,77	74,22	1,02,41
TOTAL 5' 6" GAUGE	1929-30	6,35,18	2,71,18	1,84,10	3,72,02	30,13,22	49,80,70
	1930-31	5,79,30	2,56,21	1,70,38	9,17,38	27,44,57	46,67,84
3' 3½" GAUGE.							
Assam-Bengal	1929-30	6,96	28	1,88	16,27	86,61	1,11,00
	1930-31	5,35	26	1,85	17,61	85,85	1,10,92
Bengal and North Western	1929-30	7,89	13	6,09	54,50	1,11,93	1,80,54
	1930-31	9,20	4	5,90	48,95	1,09,00	1,73,09
Bombay, Baroda and Central India	1929-30	4,93	2,58	6,59	34,19	2,23,06	3,26,45
	1930-31	4,71	3,08	5,98	37,00	2,12,65	3,13,42
Burma	1929-30	8,53	1	6,10	1,04,55	1,37,84	3,17,08
	1930-31	7,79	6	7,01	90,82	1,74,47	2,80,15

for the years 1929-30 and 1930-31 (In thousands)—contd.

Average rate (in pice) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home Line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal excluding coal for home line.	Total goods including coal.	
45	46	47	48	49	50	51	
							5' 6" GAUGE.
2.53	2.17	2.45	9.69	5.17	2.33	3.96	} Bengal-Nagpur.
2.48	2.08	2.45	9.59	5.52	2.32	4.06	
2.03	1.88	1.80	8.91	10.7	2.02	8.25	} Bombay, Baroda and Central India.
3.82	1.83	1.95	8.16	10.2	1.90	7.93	
3.97	3.12	2.90	7.33	11.3	3.91	8.61	} Eastern Bengal.
3.91	2.98	2.79	7.92	10.6	3.81	8.19	
2.99	2.19	2.44	5.62	6.85	2.67	3.80	} East Indian.
2.99	2.08	2.44	5.35	6.85	2.61	3.74	
2.45	1.98	2.28	8.01	9.23	2.35	7.13	} Great Indian Peninsula.
2.41	1.92	2.25	7.20	9.73	2.32	7.14	
3.30	2.53	2.19	10.3	10.6	2.96	8.52	} Madras and Southern Mahratta.
3.14	2.24	2.15	9.99	10.3	2.70	8.08	
4.49	5.93	2.50	10.4	9.96	4.90	7.48	} Nizam's State.
4.15	5.23	2.44	10.2	10.5	4.49	7.39	
2.30	2.38	1.93	8.10	7.97	2.30	6.43	} North Western (Commercial).
2.12	2.45	1.79	7.65	7.97	2.12	6.28	
2.33	3.26	1.95	8.34	7.19	2.33	6.60	} North Western (Military).
2.18	2.43	1.82	8.03	7.16	2.16	6.45	
2.30	2.48	1.93	8.12	7.90	2.30	6.49	} North Western (Total).
2.12	2.45	1.79	7.67	7.88	2.12	6.30	
4.95	2.34	2.52	11.3	10.6	4.95	10.2	} South Indian.
5.20	6.01	2.42	10.7	10.5	5.20	9.98	
2.82	2.23	2.18	7.99	8.87	2.62	5.59	} TOTAL 5' 6" GAUGE.
2.81	2.13	2.18	7.49	8.24	2.56	5.42	
							3' 6" GAUGE.
5.11	2.66	2.46	9.61	9.15	4.90	8.41	} Assam Bengal.
5.05	2.97	2.43	9.24	8.75	4.89	8.15	
4.19	2.75	2.62	7.98	8.37	4.16	7.34	} Bengal and North Western.
4.23	2.67	2.63	7.90	8.03	4.22	7.15	
2.20	2.04	1.80	8.69	9.62	2.14	8.01	} Bombay, Baroda and Central India.
2.17	2.01	1.80	7.69	10.0	1.94	7.93	
4.17	2.45	2.41	9.72	7.53	4.16	7.62	} Burma.
4.15	2.45	2.45	10.4	7.61	4.12	7.63	

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

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total.
		39	40	41	42	43	44
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3½" GAUGE—contd.							
Eastern Bengal	1929-30	9,63	83	1,90	16,41	88,18	1,16,96
	1930-31	8,42	96	2,30	13,73	79,51	1,04,92
Jodhpur	1929-30	17	Nil	1,09	10,74	37,37	49,37
	1930-31	16	Nil	1,28	15,45	37,05	53,94
Madras and Southern Mahratta	1929-30	1,07	1,79	7,07	1,09,83	1,35,12	**2,54,89
	1930-31	1,66	2,03	6,82	98,22	1,18,46	*2,27,19
Nizam's State	1929-30	2,56	1	1,25	19,54	30,79	54,15
	1930-31	2,69	Nil	1,21	19,19	31,48	54,57
Rohilkund and Kumaon	1929-30	16	Nil	17	7,59	26,82	34,74
	1930-31	15	Nil	16	7,83	27,15	35,20
South Indian	1929-30	1,51	1	2,71	63,05	1,30,84	1,98,12
	1930-31	1,65	Nil	2,34	51,49	1,19,97	1,75,45
TOTAL 3' 3½" GAUGE	1929-30	42,41	5,64	34,95	4,86,67	10,73,56	16,43,23
	1930-31	41,78	6,43	34,85	4,50,29	9,95,59	15,23,94
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1929-30	1,81	2	86	6,13	16,18	25,00
	1930-31	1,76	1	82	5,44	13,01	21,04
Bombay, Baroda and Central India	1929-30	9	Nil	Nil	1,12	3,22	4,43
	1930-31	10	Nil	Nil	1,16	3,17	4,43
Eastern Bengal	1929-30	Nil	Nil	Nil	Nil	2	2
	1930-31	Nil	Nil	Nil	Nil	18	18
Great Indian Peninsula	1929-30	28	Nil	Nil	2,07	8,37	10,72
	1930-31	10	Nil	Nil	2,23	7,19	9,52
North Western (Commercial)	1929-30	79	Nil	34	2,65	13,82	17,60
	1930-31	1,11	Nil	53	3,34	14,15	19,13
North Western (Military)	1929-30	5	1	11	84	3,88	4,89
	1930-31	6	Nil	11	61	3,62	4,40
North Western (Total)	1929-30	84	1	45	3,49	17,70	22,49
	1930-31	1,17	Nil	64	3,95	17,77	23,53
South Indian	1929-30	Nil	Nil	Nil	62	91	1,53
	1930-31	Nil	Nil	Nil	66	87	1,53
TOTAL 2' 6" & 2' 0" GAUGES	1929-30	3,02	3	1,31	13,43	46,40	64,19
	1930-31	3,13	1	1,46	13,44	42,19	60,23
TOTAL CLASS I RAILWAYS	1929-30	6,80,61	2,76,85	2,20,36	13,72,12	41,38,18	66,88,12
	1930-31	6,24,21	2,62,65	2,06,69	13,81,11	37,82,35	62,57,01

** Includes Mormugoa Harbour receipts.

for the years 1929-30 and 1930-31 (In thousands)—concl'd.

Average rate (in pice) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3' 3½" GAUGE—concl'd.
3.74	2.88	2.87	7.86	10.7	3.65	8.46	Eastern Bengal.
3.71	2.75	2.76	7.91	10.3	3.58	8.13	
2.50	Nil	1.92	3.90	8.06	2.50	7.62	Jodhpur.
2.56	Nil	1.91	9.40	8.53	2.56	8.03	
4.43	2.42	2.00	11.7	9.89	2.92	9.26	Madras and Southern Mahratta.
5.17	2.53	2.02	11.9	9.81	3.28	9.15	
4.22	1.63	2.65	10.7	14.0	4.20	10.6	Nizam's State.
4.05	2.87	2.47	9.00	13.8	4.05	9.80	
3.65	Nil	2.45	9.03	7.20	3.65	7.43	Rohilkund and Kumaon
3.51	Nil	2.45	9.72	7.13	3.51	7.47	
5.68	2.50	2.57	11.3	11.3	5.68	10.8	South Indian.
5.27	2.34	2.55	11.3	10.9	5.26	10.4	
3.87	2.32	2.23	9.83	9.23	3.69	8.44	TOTAL 3' 3½" GAUGE.
3.86	2.31	2.24	9.56	9.17	3.55	8.27	
							3' 6" AND 3' 0" GAUGES.
4.42	2.43	2.45	12.6	10.8	4.38	9.03	Bengal Nagpur.
4.74	2.45	2.45	12.7	10.7	4.72	8.91	
10.8	Nil	1.28	24.1	18.1	10.8	19.1	Bombay, Baroda and Central India.
9.32	Nil	1.80	23.5	18.4	9.04	19.0	
3.93	Nil	Nil	15.1	9.70	3.93	9.77	Eastern Bengal.
Nil	Nil	Nil	21.1	35.9	Nil	36.7	
5.85	Nil	Nil	15.0	25.5	5.85	20.9	Great Indian Peninsula.
6.43	Nil	Nil	12.8	24.4	6.43	19.6	
5.35	29.0	5.95	18.0	22.4	5.38	19.1	North Western (Commercial).
9.47	Nil	8.55	16.9	19.6	9.47	17.8	
3.02	4.99	3.72	14.1	12.8	3.21	11.9	North Western (Military).
2.96	Nil	3.30	13.3	12.6	2.96	11.4	
4.91	6.14	5.14	16.8	19.1	4.94	16.8	North Western (Total).
8.06	Nil	6.59	16.2	17.5	8.06	16.0	
Nil	Nil	4.35	15.4	15.1	Nil	15.1	South Indian.
Nil	Nil	2.72	14.3	16.1	Nil	15.2	
15.43	12.77	3.43	114.8	16.9	15.40	14.3	TOTAL 3' 6" & 3' 0" GAUGES.
6.47	2.11	3.42	14.5	15.6	6.43	13.3	
2.88	2.23	2.19	8.52	8.40	2.56	6.11	TOTAL CLASS I RAILWAYS.
2.87	2.14	2.19	8.10	8.51	2.61	5.96	

‡ Revised figures.

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1929-30	2,29,184	8,77,94	38,060	729.9	6.71
	1930-31	2,29,170	7,69,46	31,592	605.9	6.17
Bombay, Baroda and Central India	1929-30	1,97,066	6,82,91	51,459	986.9	8.88
	1930-31	1,98,853	6,25,23	46,579	983.3	6.69
Eastern Bengal	1929-30	2,69,547	4,48,52	54,869	1,055.0	6.66
	1930-31	2,74,952	3,94,13	46,787	897.0	6.15
East Indian	1929-30	3,42,005	19,75,98	44,790	859.0	6.35
	1930-31	3,41,335	18,35,10	41,768	801.0	6.00
Great Indian Peninsula	1929-30	3,21,644	14,83,82	41,588	797.3	††5.83
	1930-31	3,26,531	13,60,42	38,142	731.5	5.52
Madras and Southern Mahratta	1929-30	1,89,520	5,30,03	46,491	891.8	8.13
	1930-31	1,92,258	4,70,94	40,736	781.8	7.34
Nizam's State	1929-30	1,54,039	1,40,57	26,182	502.1	7.38
	1930-31	1,09,770	1,40,38	24,139	462.9	7.00
North Western (Commercial)	1929-30	2,36,123	15,82,81	34,512	651.9	6.64
	1930-31	2,32,031	15,12,69	32,642	626.0	6.76
North Western (Military)	1929-30	1,79,501	1,50,48	9,687	185.8	4.82
	1930-31	1,83,816	1,39,76	9,000	172.6	4.80
North Western (Total)	1929-30	2,19,968	17,33,29	28,231	541.4	6.43
	1930-31	2,19,141	16,52,45	26,708	512.2	6.54
South Indian	1929-30	1,72,173	1,91,15	27,673	530.7	5.90
	1930-31	1,71,396	1,84,52	30,669	588.2	5.87
TOTAL 5' 6" GAUGE	1929-30		80,64,21	38,636	740.6	6.76
	1930-31		74,32,63	35,261	676.2	6.17
3' 3½" GAUGE.						
Assam-Bengal	1929-30	1,96,739	2,22,15	17,367	333.1	5.61
	1930-31	2,00,233	2,10,44	15,672	300.6	5.43
Bengal and North Western	1929-30	1,00,734	3,62,90	16,084	308.5	4.36
	1930-31	1,00,854	3,24,83	14,327	275.0	4.00
Bombay, Baroda and Central India	1929-30	‡	5,67,92	23,092	442.9	5.56
	1930-31	‡	5,35,78	21,775	417.9	5.45
Burma	1929-30	1,69,848	4,86,92	24,581	471.4	5.49
	1930-31	1,71,651	4,23,19	20,532	393.8	4.96

* In the case of State-owned railways.

‡ The gross earnings (col. (4)), working expenses (col. (8)), and net earnings (col. (11)), include figures relating to steam boat service.

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

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

†† Revised figure.

of Class I Railways rated against selected units for the years 1929-30 and 1930-31.

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. §	Railway.
8	9	10	11	12	13	14
						5' 6" GAUGE.
7,33,07	608.2	5.59	1,44,57	6,349.2	1.12	Bengal-Nagpur.
5,94,63	466.2	4.75	1,74,83	7,282.2	1.42	
4,31,35	623.4	5.60	2,51,66	18,955.6	3.23	Bombay, Baroda and Central India.
4,25,28	607.6	4.55	1,99,95	14,825.9	2.14	
3,14,40	740.0	4.68	1,34,12	16,369.0	1.89	Eastern Bengal.
3,07,57	701.0	4.81	86,56	10,248.0	1.36	
12,43,12	540.8	4.04	7,32,86	16,619.6	2.36	East Indian.
12,16,67	530.9	3.98	6,18,43	14,085.6	2.02	
10,43,88	560.7	†4.10	4,39,94	12,344.2	†1.73	Great Indian Peninsula.
10,50,66	564.9	4.26	3,09,76	8,691.1	1.26	
2,76,34	464.8	4.24	2,53,69	22,251.6	3.39	Madras and Southern Mahratta.
2,63,63	437.8	4.11	2,07,31	17,932.6	3.23	
61,70	184.7	2.71	83,87	16,553.3	4.67	Nizam's State.
64,29	212.0	3.21	76,09	13,084.0	3.79	
11,04,20	458.3	4.60	4,78,61	10,616.5	2.04	North Western (Commercial).
11,22,20	460.0	4.97	3,90,49	8,657.9	1.79	
1,82,55	225.4	5.85	-32,07	-2,064.5	-1.03	North Western (Military).
1,84,50	227.8	6.33	-44,74	-2,881.0	-1.54	
11,86,75	399.3	4.74	4,46,54	7,407.9	1.69	North Western (Total).
13,06,70	401.7	5.13	3,45,75	5,761.7	1.41	
1,04,88	294.4	3.27	86,27	12,321.4	2.63	South Indian.
1,02,22	325.8	3.14	82,30	12,680.2	2.53	
64,85,49	503.8	4.59	25,78,72	12,368.4	2.16	TOTAL 5' 6" GAUGE.
53,31,65	484.8	4.42	21,00,98	9,982.7	1.75	
						3' 3½" GAUGE.
1,42,56	211.8	3.57	79,59	6,321.7	2.04	Assam Bengal.
1,32,18	185.9	3.36	78,26	5,980.3	2.07	
1,57,44	133.1	1.88	2,05,46	9,146.2	2.48	Bengal and North Western.
1,55,09	130.0	2.00	1,69,74	7,533.0	2.00	
3,33,20	259.7	3.26	2,34,72	9,547.9	2.30	Bombay, Baroda and Central India.
3,32,38	269.0	3.38	2,03,40	8,270.8	2.07	
3,06,53	294.5	3.43	1,80,39	9,233.1	2.06	Burma.
3,13,92	289.0	3.64	1,09,27	5,463.5	1.32	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.*	Gross earnings (in thousands of rupees).‡	Gross earnings per mean mile worked.‡	Gross earnings per mean mile worked per week.‡	Gross earnings per train mile.‡	
		Capital outlay† per route mile.					
1	2	3	4	5	6	7	
3' 3½' GAUGES.							
Eastern Bengal	1929-30	‡	2,40,32	23,347	449.0	5.33	
	1930-31	‡	1,96,24	18,938	363.0	4.79	
Jodhpur	1929-30	54,876	93,68	10,297	197.4	5.35	
	1930-31	54,915	96,84	10,118	193.9	5.45	
Madras and Southern Mahratta	1929-30	‡	4,10,34	19,757	378.7	4.91	
	1930-31	‡	3,63,14	16,954	325.2	4.53	
Nizam's State	1929-30	91,935	97,46	15,335	294.1	5.45	
	1930-31	‡	93,36	14,148	271.3	5.19	
Rohilkund and Kumaon	1929-30	76,290	64,83	11,553	222.2	4.03	
	1930-31	77,021	65,57	11,666	224.3	3.64	
South Indian	1929-30	‡	4,72,53	27,542	528.2	5.09	
	1930-31	‡	4,24,50	24,482	469.5	4.52	
TOTAL 3' 3½' GAUGES	1929-30		30,19,05	20,320	389.9	5.16	
	1930-31		27,33,89	17,935	344.0	4.77	
2' 6" AND 2' 0" GAUGES.							
Bengal Nagpur	1929-30	‡	51,98	5,777	110.8	2.82	
	1930-31	‡	42,92	4,719	90.5	2.31	
Bombay, Baroda and Central India	1929-30	‡	9,58	5,416	103.9	2.78	
	1930-31	‡	9,54	4,644	89.1	2.44	
Eastern Bengal	1929-30	‡	1,75	4,738	93.0	1.64	
	1930-31	‡	1,76	4,760	91.0	1.52	
Great Indian Peninsula	1929-30	‡	17,89	8,872	170.1	3.72	
	1930-31	‡	14,72	7,300	140.0	3.31	
North Western (Commercial, 2' 6" gauge).	1929-30	‡	36,58	9,080	174.1	3.47	
	1930-31	‡	37,69	9,337	179.1	3.50	
North Western (Military, 2' 6" gauge)	1929-30	‡	8,00	2,618	50.2	1.94	
	1930-31	‡	7,74	2,535	48.6	1.97	
North Western (2' 0" gauge)	1929-30	..	..	..	..	..
	1930-31	..	..	..	..	..
North Western (Total, 2' 6" and 2' 0" gauges).	1929-30	‡	44,58	6,206	119.0	3.02	
	1930-31	‡	45,43	6,313	121.1	3.07	
South Indian	1929-30	‡	3,74	3,793	72.7	2.17	
	1930-31	‡	3,44	3,481	66.8	1.93	
TOTAL 2' 6" AND 2' 0" GAUGES.	1929-30		1,29,62	6,048	116.2	2.90	
	1930-31		1,17,81	5,411	103.8	2.63	
TOTAL CLASS I RAILWAYS	1929-30		2,19,235	1,12,12,78	29,679	569.1	6.16
	1930-31		2,19,875	1,02,84,33	26,778	513.5	5.65

* In the case of State-owned railways.

‡ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.

† Included in 2' 6" gauge.

† In the case of other than State-owned

Railways rated against selected units for the years 1929-30 and 1930-31—concl'd.

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. §	Railway.
8	9	10	11	12	13	14
						3' 3½" GAUGE.
1,60,81	295.0	3.46	79,51	2,122.0	1.87	} Eastern Bengal.
1,63,74	295.0	3.80	32,50	2,834.0	0.72	
63,05	133.0	3.80	30,63	3,366.8	1.75	} Jodhpur.
54,67	109.6	3.08	42,17	4,405.9	2.37	
2,21,43	203.7	2.64	1,33,91	9,125.2	2.37	} Madras and Southern Mahratta.
2,18,59	196.6	2.74	1,44,55	6,701.3	1.79	
49,62	149.3	3.78	47,84	7,525.1	3.67	} Nizam's State.
60,68	176.4	3.37	32,68	4,951.7	1.83	
33,18	113.7	3.06	31,65	5,639.3	1.97	} Rohilkund and Kumaon.
34,41	112.5	2.91	31,16	5,543.3	1.73	
2,87,76	306.1	2.95	1,84,77	11,550.0	2.14	} South Indian.
2,67,87	284.6	2.74	1,66,63	9,639.7	1.76	
17,55,58	224.8	2.93	12,63,47	8,602.8	2.13	} TOTAL 3' 3½" GAUGE.
17,23,53	215.4	2.99	10,10,36	6,703.6	1.78	
						2' 6" AND 2' 0" GAUGES.
46,75	99.6	2.53	5,23	631.4	0.28	} Bengal Nagpur.
44,94	94.7	2.42	-2.02	-231.7	-0.11	
7,54	82.1	2.20	2.04	1,133.9	0.53	} Bombay, Baroda and Central India.
7,98	74.5	2.04	1.56	753.7	0.40	
1,44	75.0	1.34	31	857.0	0.30	} Eastern Bengal.
1,56	81.0	1.35	20	542.0	0.17	
8,05	76.3	1.67	9.84	4,779.3	2.05	} Great Indian Peninsula.
6,62	63.0	1.49	6.10	4,015.2	1.83	
47,03	269.7	5.37	-10.45	-4,933.3	-1.90	} North Western (Commercial, 2' 6" gauge).
46,48	280.6	5.48	-3.79	-5,296.0	-1.98	
25,43	169.6	6.15	-17.43	-5,702.7	-4.21	} North Western (Military, 2' 6" gauge).
24,20	208.0	5.43	-16.46	-8,310.4	-6.46	
..	..	..	..	..	..	} North Western (2' 0" gauge).
8,91	..	..	-8.91	..	..	} North Western (Total, 2' 6" and 2' 0" gauges).
72,46	220.7	5.60	-27.33	-5,303.5	-2.53	
79,59	248.3	6.30	-34.16	-6,635.9	-3.23	} South Indian.
4,43	86.1	2.57	-39	-697.2	-0.60	
4,55	88.4	2.56	-1.11	-1,123.6	-0.63	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,40,67	126.9	3.16	-11.15	-569.8	-0.27	
1,45,24	129.0	3.27	-27.43	-1,312.7	-0.64	} TOTAL CLASS I RAILWAYS.
73,81,74	374.0	4.05	38,31,04	10,172.2	2.11	
72,00,42	359.0	3.95	30,83,91	8,061.2	1.70	

Railways. but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—Results of working of Class I Railways

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	1929-30	7,11,66,130	1,72,78,006	5,38,88,124	4-32	3-10	1-22
	1930-31	5,72,69,024	1,56,24,427	4,16,44,597	3-71	2-73	0-98
Bombay, Baroda and Central India	1929-30	4,20,16,740	1,82,29,099	2,37,87,641	5-36	3-65	1-71
	1930-31	4,14,21,414	2,01,72,140	2,12,49,274	3-69	3-01	0-68
Eastern Bengal	1929-30	3,07,45,186	1,70,24,486	1,37,20,700	3-76	3-40	0-36
	1930-31	3,01,04,012	1,71,08,681	1,29,95,331	3-41	3-55	-0-14
East Indian	1929-30	12,11,39,590	4,02,59,695	8,08,79,895	4-13	2-43	1-70
	1930-31	11,67,52,937	3,96,76,287	7,90,76,650	6-83	2-34	1-29
Great Indian Peninsula	1929-30	10,24,38,743	4,81,77,908	5,42,60,835	‡3-02	‡2-88	‡0-15
	1930-31	10,27,54,227	4,99,88,692	5,27,65,535	2-65	3-01	-0-36
Madras and Southern Mahratta	1929-30	2,67,32,261	1,24,69,444	1,42,62,817	5-02	2-99	2-03
	1930-31	2,53,01,395	1,21,91,813	1,31,09,582	4-30	2-83	1-47
Nizam's State	1929-30	46,36,871	17,70,546	28,66,325	3-66	1-59	2-07
	1930-31	61,64,726	23,06,869	38,57,857	3-45	2-01	1-44
North Western	1929-30	12,45,39,573	6,01,55,263	6,43,84,315	3-91	3-41	0-50
	1930-31	12,61,80,862	5,94,96,288	6,66,84,574	3-84	3-60	0-24
South Indian	1929-30	1,03,89,268	58,91,310	44,97,958	3-60	2-74	0-76
	1930-31	1,00,02,226	59,42,402	40,59,824	3-68	2-75	0-93
3' 3½" GAUGE.							
Assam-Bengal	1929-30	1,32,90,436	54,63,698	78,26,738	6-27	3-40	2-87
	1930-31	1,22,80,985	51,17,486	71,63,499	5-54	3-15	2-39
Bengal and North-Western	1929-30	1,46,41,305	77,67,689	68,74,116	3-67	1-53	2-14
	1930-31	1,43,58,519	76,57,734	67,00,785	3-00	1-00	2-00
Bombay, Baroda and Central India	1929-30	3,26,05,502	1,34,21,761	1,91,83,741	4-12	2-33	1-74
	1930-31	3,24,99,444	1,34,88,055	1,90,11,389	3-84	2-41	1-43
Burma	1929-30	2,9 79,301	1,06,75,504	1,86,03,797	3-63	2-49	1-19
	1930-31	3,00,82,790	1,17,05,211	1,83,77,579	3-08	2-70	0-38
Eastern Bengal	1929-30	1,44,36,418	76,25,486	68,10,932	4-01	2-65	1-36
	1930-31	1,51,03,454	79,58,528	71,43,926	3-27	3-05	0-22
Jodhpur	1929-30	59,39,083	25,05,974	34,33,109	4-89	3-00	1-89
	1930-31	51,05,287	21,56,237	29,49,050	4-61	2 51	2-10
Madras and Southern Mahratta	1929-30	2,08,34,360	76,99,952	1,31,34,408	3-60	2-04	1-56
	1930-31	2,06,16,037	80,02,931	1,26,13,106	3-10	2-11	0-99
Nizam's State	1929-30	46,17,356	22,75,172	23,42,184	3-08	1-77	1-31
	1930-31	58,85,856	27,89,537	31,16,319	2-93	2-21	0-72
Rohilkund and Kumaon	1929-30	32,49,694	15,39,783	17,09,911	3-01	1-69	1-32
	1930-31	33,68,919	16,23,681	17,45,038	2-62	1-52	1-10
South Indian	1929-30	2,52,82,232	1,44,41,877	1,08,40,405	4-40	2-53	1-87
	1930-31	2,38,03,617	1,41,38,257	96,65,360	3-77	2-34	1-43

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and † Revised figures.

‡ The results in columns 6 to 17 exclude steam boat

for the years 1929-30 and 1930-31.

§ Goods Traffic.										Railway.
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.			15
9	10	11	12	13	14	15	16	17		18
Ra. 8.34	Rs. 7.30	Rs. 1.04	Pica. 41.4	Pica. 36.2	Pica. 5.17	Pica. 3.47	Pica. 5.19	Pica. 6.49		5' 6" Gauge.
8.09	6.28	1.81	39.4	30.6	8.81	3.16	5.25	0.90		Bengal Nagpur.
15.0	8.82	6.17	65.0	38.3	26.7	4.82	7.50	3.42		Bombay, Baroda and Central India.
13.8	8.01	5.81	60.7	35.1	25.6	4.58	7.21	3.35		Bombay, Baroda and Central India.
14.6	8.03	6.57	60.7	37.0	23.7	4.75	7.57	3.86		Bombay, Baroda and Central India.
14.2	8.26	5.94	58.3	34.0	24.3	4.77	7.65	3.42		Eastern Bengal.
8.67	5.66	3.11	34.3	22.0	12.3	2.46	2.91	1.34		Eastern Bengal.
8.75	5.81	2.94	34.3	22.8	11.5	2.49	4.07	1.25		Eastern Bengal.
11.2	6.33	4.82	58.3	†33.1	†25.2	†4.06	6.82	3.07		Eastern Bengal.
11.2	6.59	4.63	55.7	32.7	23.0	4.18	6.66	2.96		Great Indian Peninsula.
13.6	6.07	6.93	63.1	29.5	33.6	3.99	6.34	4.53		Great Indian Peninsula.
13.0	6.22	6.78	59.0	28.3	30.7	3.87	6.35	4.21		Madras and Southern Mah-ratta.
12.0	3.64	8.36	64.1	19.6	44.6	2.28	††5.72	5.29		Nizam's State.
11.4	4.50	6.90	62.2	24.4	37.8	2.92	††6.17	4.47		Nizam's State.
10.9	6.92	3.98	51.4	34.3	17.1	4.21	6.86	3.28		North Western.
11.2	7.61	3.59	51.6	35.0	16.6	4.32	7.00	1.98		North Western.
9.20	4.12	6.08	73.6	32.9	40.7	4.61	7.15	6.59		South Indian.
9.41	3.72	5.69	73.4	29.0	44.4	4.28	6.76	5.70		South Indian.
4.97	3.53	1.44	38.6	27.4	11.2	6.01	11.9	2.40		3' 3½" Gauge.
5.17	3.35	1.82	38.4	24.9	13.5	5.32	11.1	2.83		Assam-Bengal.
5.44	2.37	3.07	32.4	14.1	17.5	2.81	4.96	4.53		Bengal and North-Western.
5.00	2.00	3.00	30.0	14.0	16.0	3.00	4.98	4.15		Bengal and North-Western.
7.12	4.19	2.93	37.4	22.0	15.4	4.71	6.67	3.30		Bombay, Baroda and Central India.
7.42	4.50	2.92	37.3	22.6	14.7	4.81	6.86	3.12		Bombay, Baroda and Central India.
6.96	4.07	2.89	45.3	29.5	15.8	4.46	7.26	3.16		Burma.
6.70	4.41	2.29	44.2	29.1	15.1	5.02	8.12	3.61		Burma.
7.38	4.41	2.97	34.6	21.7	12.8	6.07	†8.27	3.30		Eastern Bengal.
7.20	5.06	2.14	33.7	23.7	10.0	5.69	†9.19	2.44		Eastern Bengal.
5.38	3.76	1.62	28.6	20.0	8.60	5.30	7.66	2.32		Jodhpur.
5.83	3.20	2.63	31.2	17.1	14.1	4.39	6.69	3.64		Jodhpur.
5.87	3.02	2.85	41.4	21.3	20.1	4.77	7.64	4.40		Madras and Southern Mah-ratta.
5.72	3.17	2.55	41.1	22.8	18.3	5.08	8.21	4.07		Madras and Southern Mah-ratta.
10.8	4.66	6.14	57.6	24.8	32.8	4.58	"	6.02		Nizam's State.
10.0	5.71	4.29	53.5	30.4	23.1	5.60	"	4.20		Nizam's State.
4.98	2.46	2.52	36.0	20.6	15.4	3.66	6.37	3.77		Rohilkund and Kumaon.
4.82	2.39	2.43	35.2	20.4	14.8	3.69	6.35	3.78		Rohilkund and Kumaon.
5.77	3.17	2.60	41.0	22.6	18.4	6.02	9.78	4.78		South Indian
5.45	3.01	2.44	39.0	21.6	17.4	5.82	10.1	4.58		South Indian

earnings and expenses.

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

† Metre and Narrow gauges combined.

‡ Revised figures.

†† Broad and Metre gauges combined.

** Included in Broad gauge.

16.—Statement of ton mileage of Class I Railways for the years 1929-30 and 1930-31.
(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	1929-30	2,961,926	1,526,280	5,671,462	2,103,233	6,412,712	2,111,901	6,566,776	
	1930-31	2,510,188	1,568,510	4,924,711	2,169,628	5,691,333	2,180,595	5,812,054	
Bombay, Baroda and Central India	1929-30	932,412	1,271,662	2,031,564	1,804,402	2,302,645	1,806,767	2,356,394	
	1930-31	872,164	1,231,997	1,917,190	1,721,244	2,212,003	1,722,338	2,287,415	
Eastern Bengal	1929-30	534,185	1,370,494	1,196,055	1,791,006	1,334,307	1,795,564	1,447,116	
	1930-31	493,599	1,332,110	1,099,635	1,762,400	1,232,309	1,768,141	1,343,188	
East Indian	1929-30	6,271,151	5,470,745	12,583,092	7,146,173	14,085,433	7,221,408	14,507,489	
	1930-31	6,052,297	5,172,092	12,100,241	6,890,659	13,531,827	6,966,401	13,894,355	
Great Indian Peninsula	Steam	1929-30	2,367,251	3,598,736	5,090,410	4,859,110	5,871,946	4,864,389	6,051,498
		1930-31	2,115,721	3,433,198	4,669,308	4,592,484	5,374,202	4,598,821	5,523,934
	Electric†	1929-30	159,007	161,840	318,965	229,255	362,931	230,125	365,437
		1930-31	272,395	447,464	566,733	631,859	653,243	632,217	657,488
Madras and Southern Mahratta	1929-30	676,476	1,200,415	1,550,703	1,622,562	1,811,809	1,637,303	1,872,782	
	1930-31	639,613	1,182,165	1,483,927	1,635,052	1,725,558	1,653,478	1,777,948	
Nizam's State	1929-30	240,225	235,107	478,594	355,754	560,748	356,893	577,771	
	1930-31	250,032	217,525	508,020	376,293	600,052	376,269	629,248	
North Western	1929-30	2,820,410	5,076,359	6,024,527	6,883,898	7,027,149	6,904,510	7,369,913	
	1930-31	2,840,863	4,916,450	6,154,604	6,592,147	7,076,703	6,617,852	7,417,415	
South Indian	1929-30	173,327	459,071	392,218	670,211	470,806	670,799	512,073	
	1930-31	168,639	522,770	401,567	761,861	482,301	762,318	520,917	
TOTAL 5' 6" GAUGE	Steam	1929-30	16,977,363	20,208,869	34,919,525	27,236,349	39,877,555	27,368,534	41,301,802
		1930-31	15,952,116	19,576,817	33,240,203	26,500,768	37,926,288	26,646,213	39,196,474
	Electric†	1929-30	159,007	161,840	318,965	229,255	362,931	230,125	365,437
		1930-31	272,395	447,464	566,733	631,859	653,243	632,217	657,488
3' 3½" GAUGE.									
Assam-Bengal	1929-30	243,145	372,752	525,094	469,616	650,071	471,025	674,674	
	1930-31	248,845	397,912	549,445	497,341	673,528	498,694	698,217	
Bengal and North Western	1929-30	411,056	386,962	892,932	1,129,282	1,026,510	1,209,106	1,070,016	
	1930-31	459,151	879,736	895,387	1,129,361	1,027,446	1,206,405	1,055,647	
Bombay, Baroda and Central India	1929-30	759,106	976,492	1,521,953	1,268,131	1,752,494	1,268,911	1,813,656	
	1930-31	732,410	958,449	1,475,601	1,256,570	1,701,269	1,256,112	1,770,487	
Burma	1929-30	763,809	767,063	1,361,294	1,021,766	1,628,451	1,023,478	1,773,999	
	1930-31	665,070	774,792	1,217,433	1,037,564	1,482,847	1,039,088	1,631,403	

* Excluding traffic carried in departmental trains.

† Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of Class I Railways for the years 1929-30 and 1930-31—concl'd.
(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	
3' 3½" GAUGE—concl'd.									
Eastern Bengal	1929-30	245,677	586,443	556,743	747,676	629,730	748,569	663,521	
	1930-31	225,916	547,366	520,074	696,264	585,016	697,393	623,996	
Jodhpur	1929-30	113,708	185,282	252,331	233,645	301,122	235,131	322,123	
	1930-31	122,316	191,820	267,486	241,699	318,732	242,468	331,047	
Madras and Southern Mahratta	1929-30	520,838	626,950	1,139,334	847,633	1,412,435	850,232	1,450,341	
	1930-31	471,153	619,576	1,054,853	847,129	1,310,267	849,161	1,338,330	
Nizam's State	1929-30	95,538	154,325	190,566	227,826	225,689	228,381	235,623	
	1930-31	103,196	148,291	211,917	238,218	251,888	238,800	268,70	
Behilkund and Kumaon	1929-30	85,124	152,534	169,475	199,275	202,241	200,736	222,916	
	1930-31	84,544	154,565	171,064	209,951	205,449	211,404	227,273	
South Indian	1929-30	324,851	918,614	729,296	1,234,495	881,003	1,236,150	944,356	
	1930-31	*293,055	922,086	674,773	1,264,775	805,397	1,266,706	881,004	
TOTAL 3' 3½" GAUGE	1929-30	3,562,902	5,627,417	7,339,568	7,379,565	8,709,746	7,472,479	9,176,543	
	1930-31	3,405,656	5,595,403	7,038,063	7,416,872	8,302,036	7,506,341	8,828,704	
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	1929-30	43,824	134,943	116,923	189,891	156,024	190,129	165,957	
	1930-31	43,234	133,136	105,560	192,509	139,360	192,801	160,318	
Bombay, Baroda and Central India	1929-30	4,166	14,074	9,218	21,769	12,459	21,799	14,131	
	1930-31	4,026	17,280	9,963	25,403	13,031	25,409	14,066	
Eastern Bengal	1929-30	38	4,054	223	5,411	290	5,412	292	
	1930-31	41	4,417	163	5,784	213	5,787	386	
Great Indian Peninsula	1929-30	9,323	20,787	20,742	33,209	29,599	33,209	32,206	
	1930-31	8,648	18,274	19,308	29,445	27,990	29,468	30,628	
North Western.	1929-30	22,122	47,667	57,599	76,123	92,522	77,027	102,016	
	1930-31	23,890	49,989	62,802	80,243	101,908	81,304	110,269	
South Indian	1929-30	1,886	8,176	4,329	13,080	6,224	13,107	6,409	
	1930-31	1,920	8,273	4,666	13,291	6,782	13,291	6,767	
TOTAL 2' 6" AND 2' 0" GAUGES	1929-30	86,349	229,701	209,139	339,483	296,118	340,663	321,096	
	1930-31	81,769	231,346	202,392	346,765	289,184	345,161	312,434	
TOTAL CLASS I RAILWAYS	Steam	1929-30	20,626,614	26,065,987	42,468,232	34,955,307	48,883,419	35,181,696	50,799,446
		1930-31	19,439,531	25,403,658	40,489,658	34,264,405	46,577,509	34,500,704	48,337,612
TOTAL CLASS I RAILWAYS	Electric	1929-30	159,007	161,840	318,955	229,255	362,931	230,125	365,137
		1930-31	272,395	447,464	566,738	631,659	663,243	632,217	667,486

* Excluding traffic carried in Departmental trains.
‡ See remarks on page 118.

17.—Statement of Train and Engine †Mileage of Class I Railways for the years 1929-30 and 1930-31.
(In thousands).—contd.

Railway.	Year.	TRAIN MILES.													
		Passen-ger.	Goods.			Mixed.			Passen-ger and proportion of mixed.	Goods and proportion of mixed.	Total (Cols. 10+11).	Departmental.			
			Main lines.	Branch lines.	Total.	Passen-ger proportion.	Goods proportion.	Total.				Passen-ger and Total mixed.	Goods.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
3' 3 1/2" GAUGE—contd.															
Eastern Bengal	1929-30	2,135	1,096	81	1,177	750	233	983	2,375	1,009	4,334	4	136	140	
	1930-31	2,114	999	81	1,080	492	169	661	2,006	1,208	3,274	6	143	149	
Jodhpur	1929-30	469	301	16	317	363	518	881	233	534	1,687	6	77	83	
	1930-31	465	298	21	319	368	557	945	853	876	1,729	8	45	50	
Madras and Southern Mahratta	1929-30	3,050	2,398	769	3,167	705	925	1,631	2,753	4,094	7,229	16	256	272	
	1930-31	3,047	2,101	690	2,781	734	1,016	1,762	2,781	2,799	7,690	16	166	200	
Nizam's State	1929-30	(a)1,236	(a)434	(a) Nil	434	42	32	74	1,278	(a)468	(a)1,746	7	37	44	
	1930-31	1,182	437	Nil	437	65	43	108	1,247	460	1,737	6	66	71	
Rohilkhand and Kumaon	1929-30	484	167	13	180	420	447	367	905	627	1,532	7	69	76	
	1930-31	676	260	14	274	384	387	771	1,060	680	1,720	7	71	78	
South Indian	1929-30	4,477	1,376	607	1,983	1,231	432	1,663	5,705	2,416	8,124	7	999	1,006	
	1930-31	5,099	1,188	600	1,788	930	278	1,208	6,029	2,066	8,095	7	1,148	1,155	
Total 3' 3 1/2" Gauge	1929-30	(a)21,033	(a)10,665	(a)5,173	15,835	10,888	6,385	17,773	(a)31,224	22,734	54,048	89	2,943	3,025	
	1930-31	22,063	9,830	4,695	14,525	10,216	6,705	16,921	32,369	21,228	53,497	90	2,948	3,034	
2' 6" & 2' 0" GAUGES.															
Bengal-Nagpur	1929-30	619			494			673	1,663	722	1,798			69	
	1930-31	711			410			677	1,162	646	1,798			66	
Bombay, Baroda and Central India	1929-30	107			1			215	230	93	293			21	
	1930-31	129			2			263	279	104	363			8	
Eastern Bengal	1929-30	63		Nil				64	102	6	107			Nil	
	1930-31	68		Nil				46	106	4	109			7	
Great Indian Peninsula	1929-30	59		Nil				607	271	188	480			28	
	1930-31	22		Nil				397	240	179	419			26	
North Western	1929-30	291			622			609	625	697	1,322			91	
	1930-31	280			516			648	629	716	1,344			67	
South Indian	1929-30	Nil		Nil				169	122	67	169			4	
	1930-31	Nil		Nil				178	126	62	178			Nil	
Total 2' 6" and 2' 0" Gauges	1929-30	1,139			1,017			2,017	2,413	1,763	4,166			194	
	1930-31	1,205			928			2,099	2,520	1,701	4,221			166	
Total Class I Railways	1929-30	(a)27,245			58,654			26,797	(a)104,160	(a)68,608	172,668			(a)7,671	
	1930-31	26,557			64,781			25,762	102,671	64,416	167,087			6,764	
Electric ‡	1929-30	(a)505			(a)27		Nil	Nil	(a)605	(a)27	632			(a)11	
	1930-31	1,339			607		Nil	Nil	1,239	107	1,946			9	

‡ Excluding electric multiple unit suburban trams.
(1) Revised figures.

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

Railways.	Year.	Shortage Miles.						Ordn.				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.				
		Shunting Engines.	Train Engines.	Total.	Shunting Engines.	Train Engines.	Total.	Assist- ing required.	Assist- ing not required.	Light.	Total Other.	
												18	19	20	21	22	23	24	25	26	27
16	17	18	19	20	21	22	23	24	25	26	27	
5' 6" Gauge.												
Bengal-Nagpur	1929-30	466	67	513	2,854	432	3,286	19	9	68	96	
	1930-31	442	44	486	2,624	421	3,045	14	6	84	104	
Bombay, Baroda & Central India	1929-30	201	9	210	847	43	890	4	5	214	223	
	1930-31	204	7	211	789	45	834	1	3	198	172	
Eastern Bengal	1929-30	333	27	300	1,189	60	1,249	Nil	Nil	16	16	
	1930-31	330	55	385	1,035	88	1,123	Nil	Nil	31	31	
East Indian	1929-30	701	27	723	4,464	240	4,704	101	122	416	635	
	1930-31	700	25	725	4,262	220	4,482	90	120	431	611	
Great Indian Peninsula	Steam	1929-30	408	10	418	2,203	184	2,387	(a)184	87	(a)179	450
		1930-31	402	17	419	2,091	160	2,251	84	45	127	256
	Electric	1929-30	Nil	Nil	Nil	Nil	7	7	40	Nil	18	58
		1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
Madras & Southern Mahratta	1929-30	132	14	(a)146	734	119	853	53	1	117	171	
	1930-31	132	8	140	697	101	798	31	3	106	130	
Nizam's State	1929-30	31	(a)3	(a)34	(a)207	26	(a)233	2	2	20	24	
	1930-31	25	2	27	240	35	275	3	Nil	23	28	
North Western	1929-30	1,100	89	1,185	2,497	226	2,723	135	134	238	507	
	1930-31	1,111	73	1,184	2,310	266	2,576	160	120	244	524	
South India	1929-30	53	34	87	300	79	379	4	2	13	19	
	1930-31	54	47	101	284	87	371	11	1	15	27	
Total 5' 6" Gauge	Steam	1929-30	3,425	(a)260	(a)3,685	(a)15,295	1,409	(a)16,704	(a)502	362	(a)1,281	2,145
		1930-31	3,400	278	3,678	14,332	1,430	15,762	384	298	1,229	1,911
	Electric	1929-30	Nil	Nil	Nil	Nil	7	7	40	Nil	18	58
		1930-31	Nil	Nil	Nil	Nil	7	7	144	8	50	202
3' 3 1/2" Gauge.												
Assam Bengal	1929-30	81	44	125	605	135	740	3	1	20	26	
	1930-31	80	40	120	571	124	695	5	4	15	24	
Bengal and North-Western	1929-30	125	63	187	1,126	160	1,286	Nil	17	35	52	
	1930-31	121	75	196	1,114	204	1,318	Nil	17	37	54	
Bombay, Baroda & Central India	1929-30	223	40	262	976	123	1,099	10	54	64	128	
	1930-31	102	53	155	917	120	1,037	16	37	55	103	
Burma	1929-30	303	Nil	303	1,107	6	1,113	24	1	25	50	
	1930-31	300	Nil	300	1,034	4	1,038	35	Nil	28	63	

† Excluding electric multiple unit suburban trains.
(a) Revised figures.

Railways for the years 1929-30 and 1930-31 (In thousands)—contd.

Goods and proportion of mixed.										Total Engine Miles.			Railway.
Goods and proportion of mixed.					Departmental*			Traffic Engine Miles.					
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and Total Mixed.	Goods Engr.	Total Goods.	Total Departmental Cabs. 15+33+35.	Passenger and portion of mixed (Columns 10+20+27).	Goods & proportion of mixed (Columns 11+22+23).	Total including Departmental (Columns 20+27+28).		
28	29	30	31	32	33	34	35	36	37	38	39	40	
5' 6" GAUGE.													
639	30	715	253	1,537	8	40	526	1,101	(a)6,157	(a)11,706	19,034	Bengal Nagpur.	
438	26	606	163	1,233	12	22	440	796	6,235	10,603	17,633		
Nil	1	98	21	120	1	33	309	453	5,412	(a)3,575	(a)9,440	Bombay, Baroda & Central India.	
1	2	79	25	107	1	41	265	410	4,940	2,450	2,918		
4	11	65	200	283	14	13	63	(a)236	(a)5,379	3,041	2,706	Eastern Bengal.	
3	15	67	200	285	15	17	38	247	5,230	2,800	2,377		
205	182	1,059	1,586	3,062	99	133	1,101	2,296	17,706	21,408	41,410	East Indian.	
152	155	1,036	1,483	2,826	90	110	1,007	2,123	19,133	20,178	40,430		
337	69	332	34	772	24	107	437	(a)1,510	(a)13,835	10,357	25,712	Steam } Electric }	
173	38	250	32	493	15	68	408	1,172	12,801	9,411	23,084		
18	Nil	24	Nil	42	1	Nil	14	26	663	376	966	Electric }	
72	Nil	40	Nil	112	1	Nil	23	38	1,541	726	2,305		
103	11	123	Nil	237	8	34	196	443	(a)4,436	3,253	(a)8,128	Madras & Southern Mahratta	
79	9	98	Nil	186	11	25	153	373	4,518	2,947	7,837		
27	2	72	1	102	1	15	(a)41	112	1,171	1,055	2,335	Nizam's State.	
21	1	80	2	104	1	23	58	153	1,198	1,147	2,498		
270	65	692	111	1,138	49	66	708	1,525	19,304	(a)12,444	(a)33,273	North Western.	
250	54	649	84	1,037	51	57	804	1,401	18,100	11,802	31,453		
39	23	47	Nil	109	56	25	107	459	2,253	(a)1,256	3,998	South Indian.	
32	12	50	Nil	94	61	20	106	458	2,487	1,267	4,212		
1,524	394	3,236	2,206	7,460	250	470	(a)3,437	8,185	(a)75,853	(a)65,195	(a)152,033	Steam } Electric }	
1,149	312	2,915	1,980	6,365	257	412	3,378	7,226	73,461	63,614	144,301		
18	Nil	24	Nil	42	1	Nil	14	(a)26	663	376	(a)966	Electric }	
72	Nil	40	Nil	112	1	Nil	23	38	1,541	726	2,305		
3' 3 1/2" GAUGE.													
22	6	50	2	59	4	25	35	306	1,754	2,829	4,489	Assam Bengal.	
24	11	40	5	56	3	11	60	231	1,703	2,762	4,756		
12	27	41	Nil	80	45	25	221	447	(a)5,229	(a)4,100	(a)9,336	Bengal and North-Western.	
14	35	40	Nil	80	72	12	139	409	5,330	4,066	9,844		
11	105	74	25	215	1	17	230	474	6,035	(a)5,706	(a)12,216	Bombay, Baroda & Central India.	
16	96	77	22	213	1	11	323	436	5,968	5,313	11,787		
41	4	143	545	734	Nil	Nil	121	935	4,825	5,500	11,150	Barua.	
30	8	178	453	659	Nil	Nil	113	920	4,603	5,077	10,800		

*Including assisting and departmental mileage.
(a) Revised figures.

Railways for the years 1929-30 and 1930-31 (In thousands)—concl'd.

Goods and proportion of mixed.					†Departmental.			Total Departmental (Cols. 15+33+35).	Total Engine Miles.			Railway.	
Assisting required.	Assisting not required.	Light.	Siding.	Total Other.	Passenger and Total Mixed.	Goods Engr.	Total Goods.		Traffic Engine Miles.		Total including Departmental in col. 1 (Cols. 21+22+23).		
									Passenger and proportion of mixed (Columns 10+20+21).	Goods & proportion of mixed (Columns 11+22+23).			
28	29	30	31	32	33	34	35	36	37	38	39	40	
Nil	2	9	16	27	6	26	30	(a)215	1,697	2,308	(a)5,634	3' 3 1/2" Gauge—concl'd.	
Nil	1	8	23	32	6	35	78	231	2,833	2,069	5,123		Eastern Bengal.
Nil	Nil	9	1	10	Nil	4	30	715	857	(a)1,038	(a)2,158	Jodhpur.	
Nil	Nil	4	9	13	Nil	5	75	125	900	1,134	2,251		Madras & Southern Mahratta.
260	167	151	Nil	578	8	19	146	425	(a)3,946	(a)5,495	9,266	Nizam's State.	
214	175	102	Nil	491	8	22	108	311	3,973	5,130	9,414		Rohilkhand and Kumaon.
28	1	40	Nil	69	Nil	12	45	89	1,363	657	2,109	South Indian.	
6	Nil	50	Nil	56	1	21	66	137	1,336	610	2,133		Total 3' 3 1/2" Gauge.
6	12	10	1	29	13	Nil	45	133	(a)969	(a)857	1,264	Bengal-Nagpur.	
6	6	10	3	25	13	1	61	142	1,141	902	2,185		Bombay, Baroda & Central India.
53	15	32	20	139	77	54	169	1,242	6,034	(a)3,691	(a)10,661	Eastern Bengal.	
38	23	29	37	127	92	74	176	1,423	6,329	2,958	10,710		Great Indian Peninsula.
423	229	659	430	1,961	164	182	1,335	4,414	(a)36,069	22,123	(a)70,661	North Western.	
350	355	538	582	1,795	190	192	1,197	4,415	34,405	30,063	68,853		South Indian.
Total § OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.								
		29					37	97			2,382	Total 1' 6" & 1' 0" Gauges.	
		26					37	96			2,369		Bengal-Nagpur.
		7					4	26	266	93	(a)356	Bombay, Baroda & Central India.	
		9					2	10	317	104	431		Eastern Bengal.
		Nil					Nil	Nil	196	6	(a)181	Great Indian Peninsula.	
		Nil					Nil	7	108	4	119		North Western.
		(a) 1				(a) 1	(a) 1	(a)23	223	223	(a)429	South Indian.	
		Nil					2	27	251	212	490		Total 1' 6" & 1' 0" Gauges.
		124					4	96			1,766	Total 1' 6" & 1' 0" Gauges.	
		175					6	78			1,782		Total 1' 6" & 1' 0" Gauges.
		Nil					4	8	127	43	(a)187	Total 1' 6" & 1' 0" Gauges.	
		Nil					Nil	Nil	131	58	189		Total 1' 6" & 1' 0" Gauges.
		(a)161				(a)59	(a)248				(a)5,328	Total 1' 6" & 1' 0" Gauges.	
		210				47	312				5,400		Total 1' 6" & 1' 0" Gauges.
				(a)12,197			(a)12,547				(a)227,977	Steam	
				10,771			11,853				214,884		Electric
18	Nil	24	Nil	62	1	Nil	14	(a)26	665	376	(a)668	Total Class. I Railways.	
72	Nil	40	Nil	112	1	Nil	28	38	1,541	720	2,306		Total Class. I Railways.

* Figures not available. † Including shunting and departmental siding.
 § "Other" includes Assisting required, Assisting not required, Light and Siding.
 (a) Revised figures.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total.	Main Line.	Branch Line.	Total.	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
4' 6" Gauge.										
Bengal Nagpur . . .	1929-30	269,9	15,4	14,5	29,9	412,3	235,2	648,0	102,6	657,2
	1930-31	274,5	18,9	17,0	35,9	343,6	206,6	555,2	97,2	609,0
Bombay, Baroda and Central India.	1929-30	188,2	25,8	19,7	55,5	180,9	33,5	214,4	41,9	173,7
	1930-31	169,8	33,1	23,9	62,0	162,2	29,3	191,5	42,3	166,8
Eastern Bengal . . .	1929-30	258,9	14,4	7,2	21,6	132,1	17,1	149,2	72,0	249,7
	1930-31	239,4	12,6	4,5	17,1	122,9	15,5	138,4	77,1	224,6
East Indian . . .	1929-30	692,9	40,0	10,6	50,6	1,173,9	236,6	1,365,5	145,7	940,8
	1930-31	693,1	39,7	8,3	48,5	1,031,4	230,7	1,262,1	145,0	896,4
Great Indian Peninsula . . .	1929-30	690,9	27,1	10,5	37,6	471,3	165,8	637,1	83,6	479,0
	1930-31	651,0	25,0	10,9	35,9	443,3	160,0	603,3	83,9	453,0
Madras and Southern Mahratta	1929-30	201,2	17,9	21,4	39,3	137,2	46,8	184,0	28,5	170,6
	1930-31	200,1	20,3	12,2	32,5	119,6	45,2	164,8	28,0	169,6
Nizam's State . . .	1929-30	60,8	*1,8	3,4	*5,2	*73,3	*5	78,8	6,9	46,4
	1930-31	49,5	4,0	4,9	8,9	77,6	5	78,1	5,5	55,1
North Western . . .	1929-30	717,1	163,1	64,3	232,9	593,0	144,3	742,3	237,7	544,7
	1930-31	667,6	144,9	65,5	200,4	553,2	133,5	686,7	236,8	515,2
South Indian . . .	1929-30	105,3	10,5	3,1	13,6	59,6	6,1	62,7	17,4	75,8
	1930-31	115,3	11,5	9,3	20,8	52,6	8,8	61,4	20,2	74,2
Total 4' 6" GAUGE	1929-30	3,075,2	*331,0	160,2	*491,2	*2,186,1	*825,9	4,072,0	736,3	3,342,9
	1930-31	2,960,3	310,0	162,0	462,0	2,911,4	830,1	3,741,5	736,0	3,153,9
3' 3½" Gauge.										
Assam Bengal . . .	1929-30	1,2	133,4	123,3	257,2	27,7	27,4	55,1	24,9	143,1
	1930-31	2	140,0	134,9	274,9	15,2	25,4	40,6	24,0	139,0
Bengal and North-Western	1929-30	222,6	118,3	71,5	191,3	116,7	83,7	199,4	37,3	257,2
	1930-31	230,1	113,7	71,0	184,7	113,6	73,7	187,3	39,1	263,5
Bombay, Baroda and Central India.	1929-30	250,7	92,5	71,1	163,6	133,6	176,5	310,1	52,5	219,3
	1930-31	256,8	77,0	54,6	131,6	133,2	161,2	294,4	49,0	207,3
Barma . . .	1929-30	65,0	213,2	72,0	285,2	200,2	37,5	237,7	60,5	222,3
	1930-31	63,4	220,9	79,3	300,1	161,2	67,3	213,7	59,9	207,6

* Revised figures.

for the years 1929-30 and 1930-31 (In hundreds).

Service.			Total.		Departmental Engine hours.			Percentage of train Engine hours to total Engine hours.		Railway.				
†Other Hours.			Passenger and proportion of mixed (Columns 3+4+10+12).	Goods and proportion of mixed (Columns 5+9+11+13+14).	Passenger and Total mixed.	Goods.	Total.	Total Engine hours (Columns 15+16+19).	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).		Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).			
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.										12	13	14	15	16	17	18	19	20	21	22	23
86.0	322.3	36.1	472.9	1,673.6	2.2	177.3	179.5	2,331.9	69	36	5' 6" Gauge.			
89.7	258.3	23.2	480.3	1,482.7	2.5	128.5	129.0	2,072.0	61	35				
66.3	49.1	3.2	332.7	465.1	2.2	64.0	66.2	864.9	67	46	Bengal-Nagpur.			
62.0	45.9	3.5	307.2	436.6	1.9	58.7	60.6	804.4	60	44				
88.3	44.0	28.6	433.6	478.7	4.0	40.2	44.2	956.5	63	39	Bombay, Baroda and Central India.			
89.7	39.8	28.5	418.8	435.8	3.8	35.8	39.6	894.2	60	30				
226.1	419.4	226.6	1,140.7	2,952.9	36.3	298.2	335.0	4,428.6	62	42	Eastern Bengal.			
273.0	371.9	211.9	1,150.8	2,751.1	43.2	264.6	307.8	4,309.7	61	42				
143.3	207.8	5.7	*844.9	1,340.1	9.3	222.5	231.3	*2,416.8	73	41	East Indian.			
127.2	177.6	5.4	787.1	1,250.2	6.2	163.4	169.6	2,206.9	73	43				
79.6	76.3	Nil	327.3	452.8	8.0	49.3	57.3	837.3	66	41	Great Indian Peninsula.			
81.9	64.8	Nil	330.3	401.4	8.9	38.1	47.0	778.7	65	40				
12.6	24.7	2	72.1	153.5	3	13.9	14.2	230.3	73	49	Madras and Southern Mahratta.			
14.5	29.0	4	73.5	167.5	3	19.8	20.1	261.1	73	44				
188.3	206.3	15.8	1,311.1	1,573.9	13.3	218.7	232.0	3,117.0	67	46	Nizam's State.			
190.7	185.2	12.0	1,240.0	1,454.6	14.1	204.7	218.8	2,913.4	65	45				
43.7	39.1	Nil	181.9	185.7	11.7	58.5	70.2	437.3	69	39	North Western.			
59.2	35.8	Nil	206.2	180.7	12.8	56.7	69.5	456.4	68	30				
974.6	1,390.0	316.2	*5,117.1	9,281.3	87.3	1,143.1	1,230.9	*15,629.3			South Indian.			
987.9	1,208.3	284.9	4,994.2	8,540.6	93.7	968.3	1,062.0	14,596.3						
											Total 5' 6" Gauge.			
											3' 3 1/2" Gauge.			
27.4	33.9	2	186.9	366.1	9	35.9	30.3	639.3	73	46	Assam Bengal.			
27.7	39.3	7	191.9	354.5	1.0	25.1	27.4	673.5	73	46				
104.5	76.0	Nil	452.7	606.1	8.9	64.3	73.2	1,162.0	69	45	Bengal and North Western.			
93.9	67.4	Nil	481.8	589.2	14.5	52.8	67.1	1,138.1	69	40				
79.4	75.1	3.6	475.1	679.7	5	75.9	76.4	1,231.3	72	50	Bombay, Baroda and Central India.			
76.8	69.6	3.1	459.6	629.0	3	77.7	78.0	1,166.6	73	49				
70.6	51.2	75.0	410.4	711.5	1.5	107.1	108.6	1,230.5	69	41	Burma.			
73.6	44.2	64.7	419.3	614.4	1.4	104.8	106.2	1,140.4	66	41				

† Other hours include Assisting required, Assisting not required, Light and siding engine hours.
* Revised figures.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic.	
			Passenger proportion.	Goods proportion.	Total.	Main Line.	Branch Line.	Total.	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½' Gauge—contd.										
Eastern Bengal	1929-30	129,7	61,7	19,2	80,9	118,2	9,1	127,3	42,3	173,1
	1930-31	126,3	40,3	15,5	55,8	98,8	8,5	107,3	42,9	151,9
Jodhpur	1929-30	24,8	27,1	38,5	65,6	27,7	1,5	29,2	23,4	48,4
	1930-31	23,5	29,3	41,3	70,1	26,7	1,9	28,6	26,3	49,3
Madras and Southern Mahratta	1929-30	187,8	60,2	79,1	139,3	245,8	77,3	326,6	27,4	184,7
	1930-31	184,3	62,1	86,1	148,2	208,4	67,4	275,8	24,8	168,1
Nizam's State	1929-30	68,8	3,7	2,8	6,5	*55,3	*Nil	65,3	8,1	24,4
	1930-31	65,7	5,8	3,8	9,6	50,1	Nil	50,1	8,2	24,8
Rohilkund and Kumaon	1929-30	26,9	30,5	32,3	62,8	17,1	1,0	18,1	6,8	40,1
	1930-31	38,2	28,2	28,4	56,6	28,2	1,3	29,5	7,2	43,6
South Indian	1929-30	276,5	23,5	32,7	120,3	132,5	65,3	197,8	51,3	169,1
	1930-31	308,7	69,9	20,8	90,7	118,5	61,3	179,8	46,6	153,1
Total 3' 3½' Gauge	1929-30	1,254,9	334,2	645,0	1,379,3	*1,076,3	*529,3	1,606,6	335,1	1,487,6
	1930-31	1,208,3	785,7	535,6	1,322,3	953,9	458,2	1,412,1	328,0	1,408,2
3' 6" & 2' 0" Gauges.										
Bengal Nagpur	1929-30	47,5			61,1			51,5	94,0	
	1930-31	52,8			61,0			41,7	94,1	
Bombay, Baroda and Central India.	1929-30	7,7			19,3			1	5,8	
	1930-31	9,7			22,4			2	5,9	
Eastern Bengal	1929-30	6,8			4,7			Nil	8	
	1930-31	6,6			5,1			Nil	6	
Great Indian Peninsula	1929-30	3,5			29,8			Nil	9,2	
	1930-31	1,6			29,2			Nil	8,7	
North-Western	1929-30	27,5			49,7			65,9	40,3	
	1930-31	26,4			49,9			67,3	38,0	
South Indian	1929-30	Nil			13,5			Nil	2,0	
	1930-31	Nil			13,5			Nil	3,2	
Total 3' 6" & 2' 0" Gauges	1929-30	93,1			174,1			117,5	152,8	
	1930-31	97,1			181,1			109,2	149,5	
Total Class I Railways	1929-30	4,423,2			*2,044,5			5,796,1	6,064,4	
	1930-31	4,365,7			1,965,4			5,262,9	5,776,6	

for the years 1929-30 and 1930-31 (In hundreds)—concl'd.

Service.			Total.					Departmental Engine hours.		Percentage of train Engine hours to Total Engine hours.			Railway.
† Other Hours.			Passenger and proportion of mixed. (Columns 3+4+10+13).	Goods and proportion of mixed. (Columns 5+9+11+13+14).	Passenger and Total mixed.	Goods.	Total.	Total Engine hours. (Columns 15+16+19).	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).			
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.									15	16	17	18	19	20	21	22
43.7	23.6	2.3	277.4	345.4	1.6	33.4	40.0	662.8	69	32	} Eastern Bengal.		
43.1	22.1	3.3	251.5	300.1	1.1	37.6	38.7	690.3	65	36			
24.5	24.7	2	99.6	141.0	1.0	14.3	15.3	254.9	52	43	} Jodhpur.		
23.1	25.1	1.3	101.0	145.6	6	17.7	18.3	268.9	51	39			
35.5	117.3	Nil	310.0	707.7	2.4	53.0	65.4	1,074.0	79	53	} Madras and Southern Mahratta.		
39.1	99.5	Nil	310.3	629.5	1.8	37.2	39.0	978.3	70	54			
15.7	13.3	Nil	96.2	96.3	9	11.0	12.5	208.3	74	44	} Mysore State.		
14.0	13.0	Nil	94.6	91.7	6	18.4	19.0	208.3	75	49			
17.0	17.3	2	81.2	103.0	2.0	32.7	34.7	313.0	69	39	} Rohilkhand and Kumaon.		
20.3	13.6	4	93.0	115.5	2.5	24.7	27.3	336.7	69	41			
166.3	59.5	5.5	573.3	464.5	16.0	166.4	132.4	1,234.5	63	37	} South India.		
174.1	52.0	5.4	590.3	411.1	18.0	183.5	202.4	1,312.0	61	34			
575.1	497.3	90.0	2,990.3	4,226.4	35.7	639.6	625.3	7,315.0			} Total 2 3/4" Gauge.		
591.6	445.8	78.0	3,004.6	3,880.5	42.3	680.3	623.1	7,503.3					
Total.											} 2' 6" & 2' 0" Gauge.		
25.3							13.6	392.7				} Bengal Nagpur.	
34.6							13.6	387.3					
11.0							3.0	46.0			} Bombay, Baroda and Central India.		
14.6							1.3	54.1					
5.9							Nil	16.3			} Eastern Bengal.		
4.5							1.3	18.1					
5.2							3.2	31.2			} Great Indian Peninsula.		
4.6							3.5	47.0					
36.7							13.5	231.2			} North Western.		
48.5							10.3	224.3					
6.0							5	21.0			} South India.		
8.5							Nil	24.3					
90.1							23.2	661.2			} Total 2' 6" & 2' 0" Gauge.		
102.2							20.9	670.1					
1,527.1		406.2					1,390.0	24,141.5			} Total Class I Railways.		
3,326.0		263.6					1,714.0	22,775.3					

* Figures not available.
 † "Other hours" include Assisting required, Assisting not required, Light and Siding engine hours.
 ** Revised Figures.

19.—Statement of vehicle *Miles of Class

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Col. 3+6)	Other Vehicles. (Col. 4+7)	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per-centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur . . .	1929-30	78,982	5,543	84,525	2,424	125	2,549	81,406	5,668	87,074	131,292	177,136	74.0
	1930-31	80,594	4,028	84,622	2,406	83	2,489	82,940	4,109	87,049	116,560	163,270	71.0
Bombay, Baroda and Central India.	1929-30	58,204	9,419	67,623	6,724	6,741	13,465	64,928	16,160	81,088	68,701	97,246	72.0
	1930-31	55,313	7,932	63,245	7,614	5,592	13,206	62,927	13,524	76,451	62,840	88,347	71.1
Eastern Bengal . . .	1929-30	73,994	5,956	79,950	3,182	Nil	3,182	77,176	5,956	83,132	48,907	64,649	76.0
	1930-31	72,884	6,399	79,283	2,559	Nil	2,559	75,442	6,399	81,842	45,058	60,560	74.0
East Indian . . .	1929-30	287,190	18,099	305,289	9,069	246	9,315	296,229	18,345	314,574	372,316	607,371	61.0
	1930-31	274,230	17,555	291,785	9,636	353	9,989	283,866	17,808	301,674	355,485	672,335	62.1
Great Indian Peninsula . . .	1929-30	190,266	3,625	194,111	4,315	Nil	4,315	194,001	3,625	198,626	186,696	247,426	76.5
	1930-31	189,101	3,905	193,006	4,150	Nil	4,150	193,251	3,905	197,156	178,707	243,164	73.5
Madras and Southern Mahratta.	1929-30	67,257	741	67,998	4,107	31	4,138	61,364	772	62,136	50,435	67,802	74.0
	1930-31	56,189	793	56,982	3,781	7	3,788	59,920	800	60,720	47,197	64,972	72.1
Nizam's State . . .	1929-30	12,674	357	13,031	285	6	290	12,969	362	13,321	17,914	25,802	69.1
	1930-31	12,556	473	13,029	724	13	737	13,280	496	13,776	18,858	26,806	70.1
North Western . . .	1929-30	223,181	24,151	247,332	35,316	1,171	36,487	258,497	25,322	283,819	221,089	300,212	73.1
	1930-31	236,581	7,518	244,099	31,791	338	32,129	268,372	7,656	276,028	215,194	296,730	78.1
South Indian . . .	1929-30	24,416	1,815	26,231	1,912	7	1,919	26,328	1,622	27,950	15,570	19,501	80.1
	1930-31	27,464	1,120	28,584	2,110	10	2,120	29,574	1,130	30,704	15,196	19,068	70.1
Total 5' 6" GAUGE	1929-30	1,006,184	89,716	1,076,900	67,334	3,326	76,660	1,073,518	78,042	1,151,560	81,112,970	1,006,445	69.1
	1930-31	1,004,853	49,721	1,054,572	64,721	6,299	71,017	1,069,873	56,017	1,125,890	1,055,095	1,535,752	69.1
3' 3½" GAUGE.													
Assam Bengal . . .	1929-30	100	34	134	40,351	1,978	42,329	40,651	2,012	42,663	5,922	8,623	69.0
	1930-31	38	22	60	40,839	2,799	43,638	40,877	2,821	43,698	3,185	4,668	68.2
Bengal and North-Western.	1929-30	63,030	687	63,717	25,700	187	25,887	53,730	854	54,584	37,417	47,774	73.0
	1930-31	64,514	445	64,959	25,872	248	26,120	50,366	694	51,060	39,630	51,210	77.0
Bombay, Baroda and Central India.	1929-30	70,238	5,841	76,079	25,714	3,276	28,990	55,953	9,117	65,070	40,716	71,108	71.0
	1930-31	70,815	6,183	76,998	21,739	1,549	23,288	62,554	7,732	70,286	51,189	72,266	70.8
Burma . . .	1929-30	25,393	26	25,419	63,582	23	63,605	59,275	47	59,322	64,830	85,510	76.6
	1930-31	25,363	37	25,400	62,710	28	62,738	58,073	65	58,138	58,217	76,501	76.1

* The figures are in terms of four-wheelers.

‡ Revised figures.

Railways for the years 1929-30 and 1930-31. (In thousands.)

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS. †			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			† Passenger and total mixed.	Goods.	Total.	Passenger and total mixed.	Goods.	Total.		
Branch lines.			Loaded.	Total.	Loaded (Cols. 15 + 16 + 18). 20	Total (Cols. 18 + 16 + 19). 21	Percentage loaded of total. 22								
Loaded. 15	Total. 16	Percentage loaded of total. 17													
18	19	20	21	22	23	24	25	26	27	28	29				
39,352	100,561	59.0	1,972	2,476	192,517	280,173	69.0	304	5,635	5,942	1,650	2,332	9,949	} 5' 6" GAUGE.	
51,217	91,853	56.0	1,749	2,253	160,526	257,376	66.0	400	4,220	4,620	1,500	7,808	9,328		} Bengal Nagpur
3,541	13,901	61.0	5,647	7,376	82,839	116,523	71.0	91	2,355	2,976	3,533	2,332	6,065	} Bombay, Baroda and Central India.	
7,681	12,666	60.6	8,647	11,686	79,168	112,679	70.2	71	3,409	3,490	3,340	2,310	5,550		
2,247	4,935	66.0	911	1,517	53,065	71,201	75.0	129	7,852	8,047	2,169	1,632	2,762	} Eastern Bengal.	
2,942	4,585	64.0	592	927	43,592	68,072	74.0	211	7,320	7,531	741	1,525	2,326		
44,120	71,044	65.0	1,732	2,421	420,174	631,196	62.0	2,200	24,571	26,171	4,199	14,489	19,679	} East Indian.	
48,941	72,462	64.8	1,522	2,199	403,948	647,496	62.4	2,229	19,847	22,176	4,272	14,694	18,966		
37,121	55,286	567.1	1,311	1,968	225,123	304,620	573.9	159	19,244	19,394	6,207	2,418	14,785	} Great Indian Peninsula.	
32,232	55,030	65.8	1,236	1,977	216,226	300,171	72.0	212	9,587	9,799	6,057	7,067	14,044		
12,650	16,163	73.0	3,871	5,099	67,006	89,064	76.0	677	3,522	4,409	2,204	2,529	5,232	} Madras and Southern Mahratta.	
14,123	18,927	74.7	1,687	2,251	63,016	86,150	73.2	915	2,742	3,658	1,234	2,722	4,566		
112	1262	445.2	720	1,329	12,752	27,292	163.5	127	1,292	919	202	726	1,121	} Nizam's State.	
138	294	46.9	1,011	1,687	20,007	28,787	69.5	34	1,532	1,567	354	621	1,175		
22,254	42,286	74.7	12,945	16,702	256,222	360,201	74.0	765	15,251	16,006	21,227	2,622	20,062	} North Western.	
21,121	42,490	73.2	10,672	13,609	256,997	352,229	72.8	1,065	12,274	14,229	16,669	6,227	25,046		
1,227	1,654	81.0	1,226	1,787	12,202	22,242	80.0	22	2,262	2,255	622	1,026	1,668	} South Indian.	
2,166	2,710	79.9	1,671	2,112	19,022	23,291	79.7	18	2,065	2,022	626	1,216	1,940		
1,901,240	1,207,792	565.4	20,511	40,226	1,244,721	1,964,072	68.8	55,216	575,222	60,249	41,206	69,712	91,217	} Total 5' 6" GAUGE.	
192,581	301,017	64.0	28,827	38,622	1,276,512	1,875,451	68.1	6,255	64,896	71,152	25,272	47,526	62,896		
2,297	4,452	66.0	22,255	27,545	27,124	50,626	72.0	121	4,254	4,225	NG	491	491	} Assam Bengal.	
3,147	4,297	73.2	30,826	42,159	27,158	51,124	72.7	120	4,170	4,200	522	590	1,112		
12,222	24,272	75.0	12,222	16,272	62,690	82,722	77.0	144	4,227	4,271	2,649	1,929	10,275	} Bengal and North-Western.	
17,121	22,681	75.0	12,579	16,245	60,220	90,226	77.0	121	4,720	4,841	2,418	1,901	10,216		
62,271	62,070	71.0	16,769	22,222	112,222	161,222	72.0	45	5,222	5,222	4,222	2,222	4,222	} Bombay, Baroda and Central India.	
45,662	67,474	68.1	11,440	16,547	106,587	156,227	69.4	24	4,871	4,905	2,752	2,716	7,469		
19,222	25,491	70.2	15,672	19,222	91,222	129,222	75.0	151	12,297	12,222	NG	2,222	2,222	} Burma.	
2,249	11,222	72.2	17,200	21,222	82,222	109,222	76.0	140	11,998	12,102	7	2,216	2,222		

† Including Departmental.
§ Revised figures.

19.—Statement of vehicle *Miles of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles.	Other Vehicles.	Total.	Coaching Vehicles. (Cols. 3+6).	Other Vehicles. (Cols. 4+7).	Total.	Goods.		
											Main Lines.		
											Loaded.	Total.	Per-centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3 1/2' GAUGE—contd.	1929-30	43,011	1,197	44,208	15,239	Nil	15,239	58,250	1,197	59,447	35,854	53,229	67.4
	1930-31	44,493	1,382	45,875	10,485	Nil	10,485	54,978	1,382	56,360	32,774	48,437	68.4
Eastern Bengal	1929-30	8,748	650	9,398	8,994	133	9,127	17,749	783	18,522	10,969	16,304	67.4
	1930-31	8,954	160	9,114	9,654	215	9,879	18,618	375	18,993	10,915	16,805	65.7
Jodhpur	1929-30	48,696	729	49,425	14,538	122	14,710	61,274	351	62,125	57,576	77,734	74.4
	1930-31	48,487	678	49,165	14,617	24	14,641	60,104	702	60,806	50,989	67,846	75.2
Madras and Southern Maharatta.	1929-30	12,748	596	13,344	497	4	501	13,245	599	13,844	12,783	17,680	75.7
	1930-31	13,015	650	13,665	800	6	806	13,815	656	14,471	13,542	17,654	76.7
Nizam's State	1929-30	6,542	124	6,666	9,295	70	9,365	16,837	194	17,031	3,615	5,589	65.4
	1930-31	8,928	141	9,069	7,147	41	7,188	16,075	182	16,257	5,887	8,742	67.4
Rohilkhand and Kumaon	1929-30	30,039	504	30,543	21,279	142	21,420	101,368	645	102,013	32,565	52,950	73.9
	1930-31	37,097	536	37,633	14,713	77	14,790	102,410	608	103,018	36,398	49,807	75.1
Total 3' 3 1/2' Gauge.	1929-30	359,443	10,365	369,808	225,739	6,984	232,723	682,322	16,299	698,621	318,097	435,701	75.4
	1930-31	369,304	10,225	379,529	208,586	4,987	213,573	677,890	16,213	694,103	302,776	412,736	73.1
3' 6" & 4' 6" Gauge.		Total.			Total.			Total.			Total— Main and Branch.		
											Loaded.	Total.	Per-centage loaded of Total.
Bengal Nagpur	1929-30	11,001			12,076			23,077			7,521	11,755	64.4
	1930-31	12,081			11,031			23,112			6,699	10,467	64.0
Bombay, Baroda and Central India.	1929-30	433			2,001			2,674			9	11	35.4
	1930-31	1,001			2,368			3,269			36	27	35.2
Eastern Bengal	1929-30	553			445			1,003			Nil	Nil	Nil
	1930-31	682			531			1,113			Nil	Nil	Nil
Great Indian Peninsula	1929-30	390			3,795			4,185			Nil	Nil	Nil
	1930-31	154			3,575			3,729			1	2	63.2
North-Western	1929-30	3,203			5,496			8,704			3,596	6,262	62.6
	1930-31	2,903			5,997			8,900			3,885	6,379	60.4
South Indian	1929-30	Nil			2,167			2,167			Nil	Nil	Nil
	1930-31	Nil			2,163			2,163			Nil	Nil	Nil
Total	1929-30	15,740			26,910			42,650			11,426	18,048	63.4
	1930-31	16,611			26,565			43,176			10,609	16,875	62.4
Total Class I Railways	1929-30	1,459,528			232,343			1,791,931			1,791,218	2,516,637	69.4
	1930-31	1,450,913			210,155			1,761,068			1,600,653	2,408,189	68.4

* The figures are in terms of four-wheeled.
 † Revised figures.

20.—Statement of speed of Goods Trains† of Class I Railways for the years 1929-30 and 1930-31.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	10.8	11.0	11.4	12.0	11.0	11.9	9.88	10.5	9.67	10.1	9.79	10.4
Bombay, Baroda and Central India	11.4	11.7	10.0	10.3	11.2	11.4	10.5	10.7	9.88	10.3	10.4	10.6
Eastern Bengal	11.8	12.1	9.18	8.25	11.5	11.8	9.47	9.69	6.63	6.52	9.14	9.32
East Indian	11.2	11.4	8.83	8.98	11.0	11.2	10.3	10.4	8.05	8.51	9.89	10.0
Great Indian Peninsula { Steam	11.9	12.9	12.3	12.5	12.7	12.8	11.3	11.4	10.2	10.5	11.0	11.1
{ Electric†.	15.2	15.7	Nil	Nil	15.2	15.7	12.5	13.0	Nil	Nil	12.5	13.0
Madras and Southern Mahratta	11.9	13.0	11.3	12.7	11.8	13.0	10.2	10.8	9.84	10.7	10.1	10.8
Nizam's State	10.28	9.36	10.3	11.9	9.27	9.39	8.56	8.84	10.2	11.9	8.57	8.86
North Western	13.4	14.1	Nil	Nil	13.4	14.1	10.3	10.7	9.49	9.81	10.1	10.6
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	10.5	10.6	8.37	9.02	10.3	10.4
Average for 5' 6" gauge { Steam	"	"	"	"	"	"	10.4	10.6	9.59	10.1	10.3	10.5
{ Electric†.	15.2	15.7	Nil	Nil	15.2	15.7	12.5	13.0	Nil	Nil	12.5	13.0
3' 3½" GAUGE.												
Assam Bengal	9.72	10.3	9.67	10.7	9.70	10.5	9.64	10.3	9.49	10.3	9.57	10.3
Bengal & North Western	10.0	10.6	8.87	6.93	9.75	9.31	8.76	9.78	7.16	8.70	8.09	9.32
Bombay, Baroda and Central India	13.1	12.8	13.0	12.1	12.6	12.5	11.7	11.9	10.5	10.8	11.0	11.3
Burma	9.64	10.3	10.1	11.0	9.83	10.9	9.64	10.3	10.1	11.0	9.73	10.5
Eastern Bengal	10.9	12.2	9.79	11.3	10.9	12.2	9.15	10.0	8.80	9.51	9.12	9.98
Jodhpur	10.7	15.0	10.7	9.28	10.7	14.9	10.3	11.0	10.7	11.0	10.7	11.0
Madras & Southern Mahratta	9.74	10.1	9.97	10.3	9.73	10.2	9.60	10.1	9.83	10.1	9.66	10.1
Nizam's State	8.43	8.49	Nil	Nil	8.43	9.49	7.84	8.72	Nil	Nil	7.84	8.72
Rohilkhand and Kumaon	9.51	8.88	9.07	8.80	9.70	8.90	9.51	8.88	9.07	8.80	9.70	8.90
South Indian	Nil	12.8	Nil	14.6	Nil	12.8	9.83	9.45	8.92	9.29	9.53	9.39
Average for 3' 3½" gauge	"	"	"	"	"	"	9.96	10.3	9.64	10.2	9.86	10.3

	All Goods Trains.	
	1929-30.	1930-31.
2' 6" AND 2' 0" GAUGES.		
Bengal Nagpur	9.42	9.66
Bombay, Baroda and Central India	9.16	10.7
Eastern Bengal	Nil	Nil
Great Indian Peninsula	Nil	9.43
North Western	7.90	7.65
South Indian	Nil	Nil
Average for 2' 6" & 2' 0" gauges	8.68	8.50

*Information not available.
 †Other than electric multiple unit suburban trains.
 Revised figures.

† Excluding Departmental.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1929-30 and 1930-31.

Railway.	* 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.	
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.
Year.	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	9.24	8.63	1.22	1.48	1.29	1.58	48.0	48.1	10.4	9.59	10.9	10.0
Bombay, Baroda and Central India	5.84	4.63	4.31	3.70	4.40	3.75	34.7	33.1	3.82	3.15	3.43	3.24
Eastern Bengal	7.19	8.01	0.21	0.65	0.31	0.65	23.7	20.7	4.54	4.84	4.25	5.02
East Indian	4.46	4.32	2.55	2.57	3.29	3.23	34.4	34.8	7.93	8.05	9.31	9.26
Great Indian Peninsula	3.02	2.12	1.46	1.35	2.10	1.75	32.0	33.1	4.73	3.08	5.65	4.51
Madras and Southern Mahratta	3.46	3.30	2.84	2.49	2.57	2.55	39.6	40.6	5.73	4.97	6.20	5.42
Nizam's State	3.10	2.32	1.74	2.00	1.94	2.03	22.2	34.7	9.99	10.4	10.3	10.5
North Western	6.75	7.20	1.35	1.48	2.11	2.21	21.7	21.5	3.06	7.93	3.23	3.28
South Indian	4.04	4.29	0.61	0.65	0.71	0.66	47.4	46.3	6.94	6.23	5.41	7.69
Average for 5' 6" gauge	15.23	5.31	1.85	1.85	12.36	2.29	37.7	37.5	7.23	7.02	3.24	7.77
3' 3 1/2" GAUGE.												
Assam Bengal	9.10	7.40	1.29	0.91	1.26	1.18	25.0	26.0	3.61	2.02	2.31	2.60
Bengal and North Western	3.70	3.81	0.69	0.72	1.03	1.05	47.0	49.3	1.60	1.53	2.47	2.84
Bombay, Baroda and Central India	4.65	4.37	1.13	0.99	2.09	1.65	25.0	25.5	1.64	1.90	4.08	4.27
Burma	7.10	6.92	0.59	0.55	0.60	0.65	29.7	30.3	3.22	5.20	3.94	5.85
Eastern Bengal	7.35	8.23	0.24	0.44	0.26	0.45	61.4	59.9	0.67	0.65	0.73	0.75
Jodhpur	14.0	15.4	0.53	0.63	0.87	0.65	29.0	28.2	1.64	0.49	1.09	0.82
Madras and Southern Mahratta	3.66	3.29	0.66	0.76	1.03	1.40	23.6	23.1	3.70	2.69	7.77	7.29
Nizam's State	3.18	3.27	3.34	3.70	3.36	3.78	25.2	25.8	3.79	10.4	3.91	10.5
Rohilkund and Kumaon	3.72	3.73	1.16	1.38	2.36	2.84	39.1	32.9	1.63	1.50	3.43	3.29
South Indian	4.54	3.86	0.59	0.53	1.14	1.05	35.0	37.0	1.21	1.20	1.94	2.48
Average for 3' 3 1/2" gauge	5.25	5.10	0.82	0.85	1.25	1.25	32.7	32.2	3.43	3.54	3.95	4.21
† Other engine miles per 100 train miles.												
2' 6" and 2' 0" gauges.												
Bengal Nagpur	1929-30.		1930-31.									
	28.0		27.6									
Bombay, Baroda and Central India	11.0		10.2									
Eastern Bengal	3.69		6.60									
Great Indian Peninsula	19.1		10.5									
North Western	24.8		27.1									
South Indian	5.79		6.15									
Average for 2' 6" and 2' 0" gauges	22.2		22.6									

* Excluding Departmental.
 † "Other" includes Shunting, Assisting required, Assisting not required, Light and Hiding, but not Departmental.
 ‡ Revised figures.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On 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	1929-30	769	698	49	649	Nil	Nil	104	12	253
	1930-31	762	702	160	642	Nil	Nil	109	14	236
Bombay, Baroda and Central India.	1929-30	416	378	69	269	Nil	Nil	87	21	67
	1930-31	385	379	85	263	Nil	Nil	82	23	61
Eastern Bengal	1929-30	340	327	46	266	25	1	103	9	46
	1930-31	340	329	52	262	20	1	112	8	44
East Indian	1929-30	1,639	1,585	249	1,326	40	Nil	325	26	477
	1930-31	1,592	1,615	262	1,341	82	Nil	333	25	454
Great Indian Peninsula.	1929-30	1,103	1,101	193	908	62	14	202	22	246
	1930-31	†1,046	†1,036	200	†836	123	7	183	20	195
	Steam									
	Electric									
Madras and Southern Mahratta.	1929-30	301	297	77	220	Nil	Nil	78	15	60
	1930-31	301	311	76	236	Nil	Nil	84	13	58
Nizam's State	1929-30	84	70	15	55	Nil	Nil	18	2	22
	1930-31	84	79	17	62	Nil	Nil	18	3	23
North Western	1929-30	1,409	1,284	301	983	9	2	312	37	298
	1930-31	1,389	1,265	234	1,031	27	Nil	308	73	296
South Indian	1929-30	149	148	23	126	6	2	45	11	27
	1930-31	149	151	27	124	2	Nil	49	11	25
Total 5' 6" GAUGE.	1929-30	6,210	5,888	1,122	4,791	142	19	1,279	205	1,496
	1930-31	6,048	5,867	1,112	4,697	254	8	1,278	190	1,392
	Steam									
	Electric									
1929-30	61	31	6	25	Nil	Nil	6	Nil	16	
	1930-31	65	57	6	51	Nil	Nil	16	Nil	31
3' 3½" GAUGE.										
Assam Bengal	1929-30	199	188	37	151	Nil	Nil	1	36	19
	1930-31	199	200	42	158	Nil	Nil	Nil	92	16
Bengal and North Western	1929-30	329	354	44	310	Nil	Nil	36	69	64
	1930-31	343	366	41	325	Nil	Nil	91	63	65
Bombay, Baroda and Central India.	1929-30	513	507	30	427	4	Nil	107	70	100
	1930-31	513	500	33	417	11	Nil	108	64	100

* Excluding Electric Multiple Unit Suburban Trains.

† Includes 8 engines used exclusively by Mechanical Department.

Railways for the years 1929-30 and 1930-31.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILE PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) loco notive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
34	39	492	57	519	144	94	91	106	75	15,512	21,994	11.6	5' 6" Gauge. B. N.
27	78	464	78	504	141	100	88	104	69	13,598	22,222	10.5	
14	47	236	33	258	145	120	96	110	68	14,553	20,630	8.30	B. B. & C. I.
14	44	224	39	235	139	123	96	108	64	12,918	22,45	8.38	
13	62	228	28	252	122	97	91	107	75	10,301	14,073	9.45	E. B.
10	52	226	26	240	116	87	91	103	71	10,030	15,326	9.34	
80	254	1,162	148	1,274	137	92	87	97	71	16,603	22,244	9.13	E. I.
73	267	1,142	171	1,244	137	95	86	96	68	15,966	24,147	8.00	
29	108	607	267	717	177	68	39	116	64	9,605	16,786	7.05	Steam. G. I. P.
130	103	1531	248	677	175	76	100	121	62	9,434	20,144	6.76	
NH	NH	22	3	34	257	NH	64	120	85	18,880	27,236	8.75	Eloc. G. I. P.
NH	NH	47	4	61	264	NH	64	134	111	19,605	23,761	8.70	
15	31	199	21	222	142	103	99	112	75	11,609	19,580	10.4	M. & S. M.
11	31	197	39	213	135	100	96	109	69	11,355	19,722	9.04	
2	6	50	5	59	169	119	96	125	90	16,555	23,061	12.0	N. B.
4	6	54	8	68	165	145	98	124	85	15,823	22,906	12.0	
44	150	891	87	937	138	110	81	102	71	10,636	16,998	8.69	N. W.
41	158	876	137	914	132	116	79	98	68	11,031	18,286	7.74	
14	11	108	16	125	124	75	85	101	73	6,416	11,296	9.60	S. I.
14	11	110	14	120	125	86	89	104	76	6,494	11,574	9.94	
245	748	3,973	662	..	144	101	88	105	71	13,133	19,980		Steam. Total 5' 6" gauge.
224	740	3,824	760	..	139	105	88	116	68	12,859	21,213		
NH	NH	22	3	34	257	NH	64	120	85	18,880	27,237		Eloc. Total 5' 6" gauge.
NH	NH	47	4	61	264	NH	64	134	111	19,605	23,761		
9	19	134	17	149	118	104	59	100	72	5,600	8,516	10.7	A. B.
7	22	137	21	144	155	100	88	95	65	5,454	8,516	9.94	
23	38	278	306	256	115	103	81	97	73	6,321	9,054	10.0	B. & N. W.
25	38	280	45	306	114	109	81	96	76	6,901	10,301	9.50	
18	51	346	79	360	116	87	102	97	66	7,464	12,062	7.90	B. B. & C. I.
18	50	340	72	353	111	72	100	93	64	7,537	11,870	7.65	

* Revised figures.

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.	On 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
3' 3½" GAUGE—concd.										
Burma	1929-30	427	397	39	358	Nil	Nil	24	101	39
	1930-31	429	429	40	390	Nil	Nil	24	109	83
Eastern Bengal	1929-30	230	221	35	177	19	1	40	27	41
	1930-31	229	222	30	192	37	5	43	21	37
Jodhpur	1929-30	104	108	16	92	Nil	Nil	10	25	8
	1930-31	105	108	15	98	Nil	Nil	10	26	8
Madras and Southern Maharatta.	1929-30	341	354	66	288	Nil	Nil	51	44	98
	1930-31	343	358	60	298	Nil	Nil	59	47	94
Nizam's State	1929-30	87	80	27	63	Nil	Nil	21	2	14
	1930-31	88	89	23	66	Nil	Nil	22	3	13
Rohilkund and Kumaon	1929-30	75	75	10	65	Nil	Nil	10	28	11
	1930-31	75	78	8	70	Nil	Nil	14	24	8
South Indian	1929-30	413	401	79	322	3	1	115	50	70
	1930-31	421	418	81	337	9	Nil	130	39	65
Total 3' 3½" Gauge.	1929-30	2,718	2,685	433	2,243	26	2	465	502	514
	1930-31	2,745	2,768	432	2,328	57	5	501	488	489
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1929-30	136	114	21	98	Nil	Nil	15	23	17
	1930-31	136	116	22	94	Nil	Nil	17	26	15
Bombay, Baroda and Central India.	1929-30	25	22	2	17	Nil	Nil	3	10	Nil
	1930-31	25	24	4	19	Nil	Nil	4	12	Nil
Eastern Bengal	1929-30	11	9	1	7	1	Nil	3	2	Nil
	1930-31	10	9	Nil	8	1	1	3	3	Nil
Great Indian Peninsula	1929-30	19	19	3	16	Nil	Nil	2	10	Nil
	1930-31	19	19	3	16	1	Nil	1	10	Nil
North Western	1929-30	100	98	21	77	1	1	11	12	26
	1930-31	100	98	19	79	1	Nil	10	14	27
South Indian	1929-30	11	11	2	8	2	1	Nil	6	Nil
	1930-31	11	11	3	8	Nil	Nil	Nil	7	Nil
Total 2' 6" and 2' 0" Gauges.	1929-30	303	273	50	218	4	2	34	63	43
	1930-31	301	277	51	224	3	1	35	72	42

Railways for the years 1929-30 and 1930-31—concl'd.

USE DAILY ON—				Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Per passenger engine.			Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on the line.	Per (goods) locomotive day on the line.	Per (goods) locomotive day in use.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	
20	53	287	72	317	139	110	93	106	77	8,536	13,356	9-41	} 3 3/4" Gauge —concl'd. Burma.	
22	48	286	94	317	138	108	83	103	68	7,061	12,111	8-23		
10	30	148	20	169	143	107	80	106	72	6,523	8,326	10-3	} E. B.	
11	29	141	22	163	136	102	82	101	65	6,455	9,578	8-89		
5	9	57	35	69	130	103	123	103	55	4,356	10,361	7-63	} Jodhpur.	
5	7	56	37	68	131	108	114	108	57	5,250	11,728	7-87		
16	32	240	48	267	166	109	104	116	77	5,353	9,458	10-3	} M. & S. M.	
11	31	242	56	267	143	109	94	106	72	5,819	8,668	9-00		
2	6	45	8	58	169	109	102	128	71	7,641	13,596	11-0	} N. B.	
4	7	49	17	63	153	107	108	118	65	7,899	14,171	9-00		
4	8	61	4	Nil	129	80	97	87	73	5,350	7,223	9-03	} R. & K.	
4	8	58	12	Nil	136	89	99	99	76	5,695	8,350	9-26		
41	24	300	22	325	109	99	90	98	73	4,695	8,600	10-4	} S. I.	
45	20	299	33	334	110	94	89	98	70	4,318	8,760	9-84		
147	268	1,896	337	..	128	102	94	102	73	6,460	8,373		} Total 3 3/4" Gauge.	
152	258	1,888	409	..	121	100	91	99	61	6,199	8,550			
4	11	70	23	81	117	87	88	94	57	2,146	3,498	8-63	} 2' 6" & 2' 0" Gauge. B. N.	
3	11	72	22	80	113	80	84	92	57	2,023	3,561	8-39		
1	Nil	14	3	17	101	68	Nil	75	48	2,920	2,920	7-66	} B., B. & C. I.	
Nil	Nil	16	3	18	90	66	Nil	74	49	2,507	2,507	7-80		
Nil	Nil	5	2	7	55	53	Nil	56	34	262	401	7-11	} E. B.	
Nil	Nil	6	2	8	56	55	Nil	56	36	172	560	6-26		
1	1	14	2	16	72	113	Nil	103	76	3,449	4,267	8-78	} G. L. P.	
1	1	13	3	16	61	110	Nil	103	71	2,962	4,739	8-16		
3	9	61	15	75	76	123	63	78	49	893	1,502	8-23	} N. W.	
3	9	63	16	75	82	116	65	77	50	1,003	1,674	8-26		
Nil	Nil	6	2	8	Nil	83	Nil	83	45	1,628	3,181	7-18	} S. I.	
Nil	Nil	7	1	8	Nil	76	Nil	76	47	1,608	2,608	8-29		
9	21	170	47	..	94	94	73	86	64	1,616	*5,216		} TOTAL 2' 6" AND 2' 0" Gauge.	
7	21	177	47	..	91	88	73	79	63	1,621	2,670			

* Revised figure.

23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31.

Railway.	Year.	AVERAGE LOAD PER TRAIN.†											
		PAS- SEN- GERS TRAINS.	PAS- S- EN- GERS IN- CLU- D- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				‡ Main lines.			‡ Branch lines.			Main and Branch lines.			
				‡ No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight exclud- ing weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
5' 6" GAUGE.			Tons.								Tons.	Tons.	Tons.
Bengal Nagpur .	1929-30	16.0	379.0	31.0	42.0	74.0	25.0	42.0	69.8	433.0	926.0	814.0	
	1930-31	15.0	391.0	30.0	42.0	71.0	23.0	41.0	58.0	398.0	890.0	779.0	
Bombay, Baroda and Central India.	1929-30	17.0	363.7	36.0	50.0	72.0	26.0	42.0	61.0	363.0	894.0	792.0	
	1930-31	17.4	376.9	36.0	50.0	71.0	25.0	42.0	60.0	346.0	881.0	761.0	
Eastern Bengal .	1929-30	17.0	373.0	35.0	50.0	76.0	27.0	41.0	66.0	364.0	830.0	792.0	
	1930-31	17.0	366.0	37.0	49.0	74.0	27.0	42.0	64.0	355.0	881.0	790.0	
East Indian .	1929-30	19.4	435.0	32.0	53.0	60.0	24.0	36.0	67.0	460.0	1,025.0	922.0	
	1930-31	18.1	408.0	33.1	53.4	62.0	23.5	36.2	64.9	470.0	1,043.0	940.0	
Great Indian Peninsula	Steam	1929-30	14.6	*374.0	*32.0	*43.8	75.0	*20.6	*30.7	*67.1	*328.0	*812.0	705.0
		1930-31	14.7	367.0	32.8	45.2	72.6	20.1	30.5	65.8	318.0	805.0	700.0
	Electric	1929-30	17.3	*463.0	*42.3	*51.4	*82.4	Nil	Nil	Nil	*487.0	*1,103.0	*977.0
		1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
Madras and Southern Mahratta.	1929-30	14.9	393.9	35.0	48.0	74.0	27.0	35.0	78.0	313.0	833.0	717.0	
	1930-31	14.1	385.0	36.2	49.8	72.6	28.7	38.4	74.7	326.0	875.0	756.0	
Nizam's State .	1929-30	12.0	318.0	*26.6	*38.3	*69.4	*20.6	*45.7	*45.1	334.0	769.0	664.0	
	1930-31	12.0	326.0	27.3	38.8	70.4	20.5	43.8	46.9	326.0	771.0	662.0	
North Western .	1929-30	16.2	389.6	35.3	47.9	73.6	23.6	31.5	74.7	323.6	810.2	701.8	
	1930-31	17.0	399.0	35.5	49.0	72.5	23.1	31.5	73.2	347.0	856.0	752.0	
South Indian .	1929-30	13.0	*312.0	*24.1	*30.2	*79.8	*24.9	*30.8	*80.9	217.0	534.0	491.0	
	1930-31	13.0	323.0	25.4	31.8	79.7	26.6	33.3	79.9	210.0	596.0	501.0	
Average for 5' 6" gauge	Steam	1929-30	*16.6	390.1	33.6	43.3	69.3	23.5	*36.1	*65.4	385.3	905.7	793.0
		1930-31	16.7	390.5	34.1	49.7	69.7	22.9	35.8	64.0	384.5	914.2	801.4
	Electric	1929-30	17.3	463.4	*42.3	*51.4	*82.4	Nil	Nil	Nil	*487.0	*1,103.0	*977.0
		1930-31	17.2	472.0	40.2	50.2	79.9	Nil	Nil	Nil	449.0	1,068.0	933.0
3' 3½" GAUGE.													
Assam Bengal .	1929-30	14.8	293.0	22.0	31.0	71.0	11.0	17.0	65.0	121.0	322.0	261.0	
	1930-31	22.1	307.0	19.0	28.0	67.9	12.0	17.0	70.6	125.0	305.0	277.0	
Bengal and North Western.	1929-30	18.0	223.6	34.0	43.0	78.0	23.0	37.0	75.0	150.0	374.0	327.0	
	1930-31	18.0	366.0	36.0	46.0	78.2	27.0	35.0	77.1	173.0	386.0	337.0	
Bombay, Baroda and Central India.	1929-30	19.5	224.7	32.0	45.0	71.0	26.0	36.0	71.0	173.0	393.0	346.0	
	1930-31	19.0	224.0	32.0	45.0	71.0	26.0	38.0	68.0	180.0	417.0	363.0	

* Revised figures.

† Excluding departmental trains.

** Excluding Electric multiple unit suburban trains.

‡ In terms of four-wheelers.

23.—Statement of Loads of Trains of Class I Railways for the years 1929-30 and 1930-31—concl'd.

Railway.	Year.	AVERAGE LOAD PER TRAIN.†										
		PASSENGER PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
			Gross weight including weight of engine.	‡ Main lines.			‡ Branch lines.			Main and Branch lines.		
				‡ No. of vehicles.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net of freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3½' GAUGE—concl'd.												
Burma	1929-30	20.9	Tons. 239.2	31.0	45.0	75.6	12.0	17.0	70.8	Tons. 204.0	Tons. 431.0	Tons. 364.0
	1930-31	21.3	240.0	35.0	46.0	76.1	13.0	18.0	73.8	197.0	436.0	361.0
Eastern Bengal	1929-30	21.0	352.0	33.0	49.0	67.0	18.0	29.0	63.0	174.0	446.0	378.0
	1930-31	22.0	267.0	33.0	49.0	68.0	20.0	31.0	64.0	178.0	401.0	410.0
Jodhpur	1929-30	22.0	281.0	26.0	54.0	67.0	13.0	23.0	66.0	136.0	360.0	303.0
	1930-31	20.0	283.0	37.0	56.0	66.0	11.0	22.0	60.0	140.0	364.0	306.0
Madras and Southern Mahratta.	1929-30	16.5	225.7	24.0	32.0	74.0	16.0	22.0	71.0	127.0	343.0	278.0
	1930-31	14.9	224.0	24.3	32.3	75.2	14.9	21.7	68.6	124.0	343.0	278.0
Siam's State	1929-30	10.8	177.0	*29.6	*38.9	*75.7	*16.3	*23.9	*64.0	205.0	474.0	409.0
	1930-31	11.6	189.0	31.0	40.4	76.7	Nil	Nil	Nil	216.0	517.0	441.0
Kohilkund and Kumson	1929-30	13.8	220.3	23.0	33.0	65.7	14.0	23.0	60.0	136.0	322.0	270.0
	1930-31	13.4	198.0	23.0	33.0	70.0	13.0	23.0	67.0	128.0	310.0	259.0
South Indian	1929-30	18.0	*216.0	23.0	*38.6	*73.8	*21.2	*25.7	77.6	134.0	364.0	302.0
	1930-31	17.3	210.0	30.6	41.9	73.1	21.7	28.4	76.6	142.0	389.0	327.0
Average for 3' 3½' gauge.	1929-30	17.4	231.2	29.9	40.9	73.1	20.9	28.9	*72.1	166.6	383.3	323.0
	1930-31	17.2	229.8	30.8	43.1	73.2	21.2	30.0	70.7	160.4	393.9	331.5
1' 6" AND 2' 0" GAUGES.												
Bengal Nagpur	1929-30									68.0	213.0	162.0
	1930-31									67.0	216.0	163.0
Bombay, Baroda and Central India.	1929-30									46.0	132.0	99.0
	1930-31									39.0	123.0	95.0
Eastern Bengal	1929-30									7.66	66.2	46.7
	1930-31									11.0	56.0	43.0
Great Indian Peninsula	1929-30									*50.0	*167.0	*110.0
	1930-31									48.0	166.0	108.0
North Western	1929-30									31.8	132.0	82.8
	1930-31									33.0	141.0	88.0
South Indian	1929-30									40.0	134.0	93.0
	1930-31									37.0	129.0	89.0
Average for 2' 6" and 2' 0" gauges.	1929-30									49.3	161.9	119.3
	1930-31									48.1	170.0	119.0

* Revised figures.

† Excluding departmental trains.

‡ In terms of four-wheelers.

21—Statement* of vehicles and wagons and their usage on Class I Railways for the years 1929-30 and 1930-31

Railway.	Year.	COACHING STOCK.							GOODS STOCK.					AVERAGE STOCKING WAGON LOAD (IN TONS).†			AVERAGE WAGON LOAD DURING THE RUN (IN TONS).‡		Net ton miles per wagon day.†
		‡AVERAGE AUTHORIZED STOCK.		AVERAGE NUMBER ON LINE.				Average authorized stock†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.‡	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day.‡			
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheelers.									
				In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
5' 6" Gauge.																			
Bengal Nagpur	1929-30	924	329	802	1,439	196	242	143.0	22,868	22,416	23,950	23,985	19.7	17.6	12.2	15.4	31.7	121.	
	1930-31	877	337	812	1,603	224	308	126.0	22,768	22,537	24,144	23,327	19.9	17.4	11.7	14.9	29.4	130.	
Bombay, Baroda and Central India.	1929-30	671	343	563	1,001	219	240	133.0	10,491	10,360	10,617	10,164	19.5	16.2	8.33	11.3	30.9	26.	
	1930-31	598	329	563	1,067	217	242	130.0	10,402	10,171	10,429	10,110	19.3	15.2	8.61	11.0	30.4	28.	
Eastern Bengal	1929-30	760	370	697	1,514	225	243	136.0	8,362	8,268	8,404	7,519	19.5	13.5	8.33	10.1	25.7	104.	
	1930-31	770	369	781	1,425	242	260	123.0	8,362	8,202	8,354	7,853	19.7	14.3	8.12	10.2	22.9	172.	
East Indian	1929-30	2,787	1,057	2,903	4,894	580	708	145.0	50,336	48,046	48,495	45,694	19.2	14.4	11.0	14.9	40.4	371.	
	1930-31	2,754	1,105	2,788	4,865	679	824	137.0	50,343	48,339	48,792	46,287	19.6	13.8	10.6	15.0	38.0	358.	
Great Indian Peninsula.	1929-30	1,299	320	1,194	2,170	626	761	157.0	17,443	17,995	19,280	16,141	20.2	15.1	12.7	11.2	51.4	(a) 421.	
	1930-31	1,407	363	1,414	2,706	649	789	153.0	17,382	17,537	18,328	10,089	20.5	15.5	11.0	11.0	50.8	407.	
Madras and Southern Mahratta.	1929-30	667	254	702	1,103	246	258	123.0	5,655	5,536	5,588	5,549	19.2	12.9	7.48	10.1	43.8	334.	
	1930-31	668	278	709	1,140	237	240	119.0	5,668	5,677	5,754	5,853	19.0	13.0	7.45	10.2	40.1	290.	
Nizam's State	1929-30	128	55	104	173	34	34	171.0	2,027	2,003	2,003	2,063	17.3	15.0	6.64	12.8	36.6	(a) 321.	
	1930-31	121	58	117	186	34	34	165.0	2,167	2,166	2,166	2,423	17.9	15.3	7.18	12.5	32.5	288.	
North Western	1929-30	2,456	1,398	2,510	4,706	855	941	125.4	30,337	29,559	30,423	27,086	18.8	13.6	8.19	10.6	36.1	234.	
	1930-31	2,644	1,425	2,488	4,730	914	976	120.0	30,005	29,117	30,062	27,146	18.6	14.3	8.07	11.1	35.0	237.	
South Indian	1929-30	279	102	252	418	69	73	122.0	1,845	1,846	1,853	1,943	21.0	14.4	8.93	9.47	32.2	244.	
	1930-31	287	98	279	563	80	88	125.0	1,848	1,847	1,859	1,858	18.8	14.0	8.74	8.88	35.0	249.	
Total 5' 6" Gauge and average.	1929-30	10,169	4,728	9,947	17,315	2,081	2,500	127.5	149,414	146,028	150,621	(a) 140,124				12.7	27.9	334.	
	1930-31	10,134	4,990	9,920	18,185	2,267	2,758	122.7	148,935	145,643	150,388	141,456				12.7	35.0	314.	
3' 3 1/2" Gauge.																			
Assam Bengal	1929-30	614	178	537	1,020	67	73	102.0	5,127	4,694	5,043	5,065	10.1	8.12	5.88	6.54	27.7	124.	
	1930-31	623	207	551	1,062	106	114	96.0	5,186	4,976	5,407	5,578	10.1	8.11	6.16	6.70	25.1	122.	
Bengal and North Western.	1929-30	1,293	339	1,273	1,780	239	240	120.0	9,967	11,190	11,474	11,413	9.69	8.67	6.21	6.98	21.3	90.	
	1930-31	1,315	344	1,285	1,802	195	196	124.0	9,967	11,028	11,370	11,310	9.82	8.66	6.28	6.63	21.7	112.	
Bombay, Baroda & Central India.	1929-30	1,615	343	1,414	2,496	124	154	99.0	9,872	9,557	11,105	10,991	9.29	9.18	6.71	6.85	30.9	160.	
	1930-31	1,608	320	1,411	2,621	126	161	95.0	9,787	9,597	11,142	11,189	9.57	9.21	6.52	6.74	27.9	179.	
Burma	1929-30	1,169	377	1,072	1,871	184	203	113.0	10,202	10,204	11,220	10,809	11.8	11.7	6.69	8.36	30.5	194.	
	1930-31	1,162	398	1,117	1,972	211	242	100.0	10,353	10,347	11,269	11,102	12.3	11.1	6.31	7.94	26.9	164.	

(a) Revised figures. † In units.

* Does not include electric multiple unit suburban service stock.

‡ In terms of 4-wheelers.

24. Statements of vehicles and wagons and their usage on Class I Railways for the years 1929-30 and 1930-31
—concd.

Railway.	Year.	COACHING STOCK.								GOODS STOCK.			AVERAGE STARTING WAGON LOAD (IN TONS).‡						
		AVERAGE AUTHORIZED STOCK.		AVERAGE NUMBER ON LINE.				Average authorized stock.†	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled.‡	Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load carrying per day.‡ (in tons).‡	Wagon miles per wagon day.‡	Net ton miles per wagon day.‡		
		Passenger carriages.	Other coaching vehicles.	Passenger Carriages.		Other Coaching Vehicles.			In units.	In terms of 4-wheeled.									
				In units.	In terms of 4-wheeled.	In units.	In terms of 4-wheeled.	In units.			In terms of 4-wheeled.								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
3' 3 1/2' Gauge— concd. Eastern Bengal	1929-30	739	343	700	1,173	216	226	118.0	5,133	5,106	6,333	6,336	8.97	7.81	6.64	6.07	35.5	105.0	
	1930-31	794	342	759	1,295	231	241	98.0	5,196	5,509	7,354	6,734	8.95	7.80	6.73	6.10	22.0	93.0	
Jodhpur	1929-30	227	63	231	390	27	35	114.0	2,297	2,264	2,644	2,639	10.4	8.31	3.31	5.34	30.8	124.0	
	1930-31	228	88	230	389	27	35	130.0	2,207	2,405	2,641	2,662	11.0	8.75	3.54	5.08	22.0	131.0	
Madras and Southern Mahratta.	1929-30	225	165	878	1,293	180	191	106.0	7,638	7,572	7,987	7,423	8.29	7.41	6.09	6.25	41.3	181.0	
	1930-31	933	172	866	1,337	168	178	105.0	7,053	7,819	8,261	8,115	8.80	7.20	6.07	6.23	34.4	159.0	
Nizam's State.	1929-30	164	47	163	226	16	16	150.0	1,697	1,053	1,059	1,053	(a)	10.1	9.76	8.93	7.24	44.3	(a)
	1930-31	171	51	161	225	16	16	168.0	1,497	1,307	1,313	1,181	10.7	9.71	8.48	7.36	30.7	234.0	
Rohilkhand & Kumaon.	1929-30	251	74	232	346	29	29	116.0	2,475	2,619	2,659	2,369	11.3	10.6	6.61	8.09	18.8	100.0	
	1930-31	251	74	231	346	29	29	117.0	2,475	2,612	2,659	2,375	12.3	10.4	6.93	9.74	18.8	98.0	
South Indian	1929-30	1,268	211	1,209	2,337	135	206	107.0	5,396	5,375	7,625	7,624	9.37	7.68	6.16	5.69	27.6	117.0	
	1930-31	1,284	211	1,222	2,438	130	198	106.0	5,405	5,534	7,820	7,790	9.77	7.71	6.99	5.82	34.7	103.0	
Total 3' 3 1/2' Gauge and Average.	1929-30	8,248	2,036	7,699	12,051	1,217	1,373	110.8	59,152	59,795	67,545	65,495	(a)			6.69	30.3	148.8	
	1930-31	8,359	2,117	7,933	12,427	1,238	1,410	108.8	59,206	61,125	69,080	67,326				6.65	22.0	127.4	
4' 6" & 5' 0" Gauge																			
Bengal Nagpur	1929-30	395	48	364	718	29	57	78.0	1,946	1,908	2,771	2,708				3.90	13.1	36.0	
	1930-31	395	48	371	733	27	51	77.0	1,950	1,943	2,846	2,795				3.76	11.7	31.0	
Bombay, Baroda and Central India.	1929-30	65	1	63	126	1	3		224	259	411	402				4.15	10.7	27.0	
	1930-31	65	1	65	120	1	3		295	296	457	454				3.81	10.2	24.0	
Eastern Bengal	1929-30	69	3	62	62	Nil	Nil	25.0	85	85	85	79	Nil	3.73	Nil	1.99	2.31	1.67	
	1930-31	69	3	62	62	Nil	Nil	49.0	80	73	78	61	Nil	Nil	3.10	1.33	1.97	1.84	
Great Indian Peninsula.	1929-30	44	3	44	83	2	2	135.0	179	179	253	253				3.99	24.9	(a)	
	1930-31	44	3	44	83	2	2	130.0	179	179	253	253				3.73	23.4	57.1	
North Western	1929-30	225	78	290	516	48	77	38.4	775	723	1,235	1,223	7.23	6.49	3.89	3.67	21.0	49.3	
	1930-31	335	80	314	664	53	85	28.0	835	763	1,300	1,255	7.22	6.21	4.09	3.81	21.4	80.9	
South Indian	1929-30	34	1	34	68	Nil	Nil	84.0	78	78	156	156	4.70	4.22	3.98	2.95	14.3	23.0	
	1930-31	34	1	34	68	Nil	Nil	67.0	78	78	156	156	Nil	4.04	3.09	3.89	16.0	24.0	
TOTAL 4' 6" & 5' 0" GAUGE AND AVERAGE.	1929-30	932	134	857	1,573	89	133	66.3	2,243	2,249	6,911	6,923				3.79	16.2	39.9	
	1930-31	942	136	800	1,640	93	140	63.2	2,417	2,377	6,190	6,104				3.68	14.3	29.7	

† Information not available.
‡ Does not include electric multiple unit suburban service stock.

† In units.

‡ In terms of 4-wheeled.

(a) Revised figures.

25.—Statement of Density of Traffic on Class I Railways for the years 1929-30 and 1930-31.

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 .	1929-30	436,302	482,623	1,177,837	1,306,057	3,431,932	3,806,994	14.0
	1930-31	364,496	402,967	951,070	1,049,823	2,997,926	3,310,422	12.7
Bombay, Baroda and Central India	1929-30	793,634	972,024	533,114	714,184	2,560,699	3,136,282	13.0
	1930-31	738,508	901,014	539,756	658,527	2,429,270	2,963,821	12.0
Eastern Bengal .	1929-30	355,518	1,069,298	524,074	654,101	3,180,937	3,970,611	18.0
	1930-31	732,078	908,439	500,363	620,903	2,979,287	3,697,010	16.8
East Indian .	1929-30	784,389	970,797	1,212,860	1,507,285	4,053,216	5,003,543	15.9
	1930-31	704,302	872,767	1,159,629	1,439,485	3,899,984	4,820,817	15.7
Great Indian Peninsula.	1929-30	507,017	633,223	585,289	730,978	2,772,304	3,462,383	15.3
	1930-31	429,350	536,476	553,066	691,060	2,753,993	3,441,135	15.4
Madras and Southern Mahratta.	1929-30	301,046	336,499	580,873	605,856	2,969,063	3,096,761	15.1
	1930-31	699,869	730,095	538,967	562,245	2,845,248	2,968,131	14.6
Nizam's State.	1929-30	329,766	329,766	417,077	417,077	1,615,863	1,615,863	8.68
	1930-31	318,792	318,792	438,241	438,241	1,738,357	1,738,357	9.50
North-Western .	1929-30	556,691	636,530	419,216	479,339	2,038,560	2,330,948	10.5
	1930-31	488,433	557,252	414,595	473,010	1,962,522	2,239,033	9.68
South Indian .	1929-30	462,476	462,476	(a)335,313	(a)335,313	(a)1,887,671	1,887,671	12.1
	1930-31	482,419	482,419	302,913	302,913	1,904,832	1,904,832	12.9
Total 5' 6" gauge	1929-30	622,367	730,881	(a)723,702	(a)549,835	2,851,206	3,348,334	13.5
	1930-31	540,130	644,797	667,944	793,712	2,663,699	3,165,251	12.6
3' 3½" Gauge.								
Assam Bengal .	1929-30	328,976	328,976	188,358	188,358	867,382	867,382	7.67
	1930-31	280,341	280,341	198,118	198,118	917,447	917,447	7.91
Bengal and North Western.	1929-30	673,919	677,058	216,632	217,641	493,645	495,944	10.1
	1930-31	643,661	546,151	210,704	211,668	478,714	480,906	9.93
Bombay, Baroda and Central India.	1929-30	486,317	487,173	317,819	318,051	1,252,465	1,253,382	11.4
	1930-31	455,350	455,917	307,831	308,194	1,228,627	1,230,075	10.9
Burma .	1929-30	336,640	370,669	353,344	389,062	1,241,592	1,367,099	10.7
	1930-31	279,631	307,967	351,632	386,987	1,179,493	1,298,088	10.3

(a) Revised figures.

* Including weight of engine.

† Including Departmental.

25.—Statement of Density of Traffic on Class I Railways for the years 1929-30 and 1930-31
—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 .	1929-30 .	616,164	620,623	241,473	263,220	1,391,399	1,403,455	12.0
	1930-31 .	454,956	458,217	236,298	236,985	1,292,321	1,301,586	10.8
Jodhpur . . .	1929-30 .	168,875	168,875	130,750	130,750	556,059	556,059	8.05
	1930-31 .	162,661	162,661	132,076	132,076	587,819	587,819	4.99
Madras and Southern Maharatta	1929-30 .	315,215	315,215	262,199	262,199	1,140,964	1,140,964	11.0
	1930-31 .	263,471	263,471	229,298	229,298	1,051,820	1,051,820	10.2
Nizam's State.	1929-30 .	321,542	330,225	144,823	145,734	655,392	703,900	7.05
	1930-31 .	299,935	306,035	157,727	161,941	748,837	769,068	7.27
Bohilkund and Kum- son .	1929-30 .	278,851	279,418	148,833	149,136	703,028	703,452	7.70
	1930-31 .	294,519	295,177	147,810	148,120	726,301	727,777	8.62
South Indian .	1929-30 (a)	775,851	776,661	204,734	204,948	1,291,825	1,293,173	14.8
	1930-31 .	710,442	711,176	186,864	187,067	1,258,724	1,260,024	14.0
Total 3' 3½" Gauge .	1929-30 .	459,738	467,366	(a) 247,571	(a) 251,679	1,101,445	1,110,720	10.5
	1930-31 .	394,211	403,421	231,216	235,582	1,064,818	1,064,616	10.0
1' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	1929-30 .	151,210	151,210	58,747	58,747	395,773	395,773	6.02
	1930-31 .	121,028	121,028	49,840	49,840	377,203	377,203	5.59
Bombay, Baroda and Central India.	1929-30 .	100,267	100,267	21,754	21,754	175,097	175,097	4.59
	1930-31 .	124,468	124,468	21,735	21,735	192,574	192,574	5.22
Eastern Bengal .	1929-30 .	223,464	223,464	1,909	1,909	154,614	154,614	8.00
	1930-31 .	205,517	205,517	2,593	2,593	167,332	167,332	6.56
Great Indian Peninsula	1929-30 .	(a) 117,284	(a) 117,284	48,916	48,916	324,333	324,333	6.53
	1930-31 .	80,097	80,097	46,136	46,136	298,006	298,006	6.04
North Western	1929-30 .	80,319	80,319	34,653	34,653	280,634	280,634	5.64
	1930-31 .	73,253	73,253	37,930	37,930	278,921	278,921	5.63
South Indian .	1929-30 .	119,015	119,015	19,763	19,763	198,683	198,683	4.79
	1930-31 .	102,905	102,905	19,455	19,455	203,465	203,465	4.94
Total 2' 6" and 2' 0" Gauges.	1929-30 .	118,383	118,383	(a) 43,089	(a) 43,089	306,718	306,718	5.64
	1930-31 .	101,891	101,891	40,398	40,398	306,142	306,142	5.58
Total Class I Railways	1929-30 .	536,636	591,287	(a) 514,177	(a) 556,541	2,078,954	2,290,672	11.9
	1930-31 .	464,791	518,271	477,196	529,571	1,962,205	2,178,800	11.2

* Including weight of engine.
† Including Departmental.
(a) Revised figures.

26 (a)—Statement of Repairs of Rolling Stock of Class I Railway

Railway.	Year.	ENGINES.				COACHING STOCK.				
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).				
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.				
		Number.	Percentage of column 3 to average total No. on line.	Number	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.	
1	2	3	4	5	6	7	8	9	10	
5' 6" GAUGE.										
Bengal-Nagpur	1929-30	59	8.44	90	12.9	77	20	9.63	10.4	
	1930-31	53	7.61	107	15.2	94	23	11.51	10.0	
Bombay, Baroda and Central India	1929-30	20	5.29	49	13.0	54	16	9.26	7.3	
	1930-31	27	7.12	58	15.3	63	18	11.2	8.2	
Eastern Bengal	1929-30	25	7.76	21	6.35	56	13	7.99	5.6	
	1930-31	20	6.06	32	9.85	69	14	9.18	5.9	
East Indian	1929-30	92	5.81	157	9.91	216	33	7.71	5.6	
	1930-31	81	5.02	181	11.2	194	52	6.96	7.6	
Great Indian Peninsula	Steam	1929-30	44	4.03	149	13.6	81	28	5.79	4.4
		1930-31	40	3.84	160	15.6	87	29	6.15	4.4
	Electric†	1929-30	1	3.23	5	16.1
		1930-31	2	3.51	4	7.02
Madras and Southern Mahratta	1929-30	24	8.08	53	17.8	49	11	6.96	4.3	
	1930-31	25	8.11	50	16.2	47	13	6.69	5.0	
Nizam's State	1929-30	8	11.4	7	10.0	11	7	10.0	21.0	
	1930-31	10	12.7	7	8.86	12	3	11.0	10.0	
North Western	1929-30	108	8.44	193	15.1	239	38	9.50	9.9	
	1930-31	85	6.74	149	11.8	221	92	8.89	10.1	
South Indian	1929-30	8	5.41	15	10.1	24	2	9.52	2.96	
	1930-31	11	7.28	16	10.4	20	4	7.17	5.00	
Total 5' 6" gauge	Steam	1929-30	388	6.59	734	12.5	807	218	8.37	7.04
		1930-31	352	6.00	760	13.0	807	248	8.14	7.59
	Electric†	1929-30	1	3.23	5	16.1
		1930-31	2	3.51	4	7.02
3' 3½" GAUGE.										
Assam-Bengal	1929-30	12	6.42	25	13.4	47	12	8.75	10.4	
	1930-31	14	7.04	28	14.1	60	11	10.9	5.71	
Bengal and North-Western	1929-30	24	7.00	20	5.83	161	15	12.6	6.27	
	1930-31	18	5.07	23	6.48	160	19	12.5	9.74	
Bombay, Baroda and Central India	1929-30	26	5.18	54	10.6	96	7	6.79	5.65	
	1930-31	24	4.76	59	11.9	77	5	5.46	3.97	
Burma	1929-30	16	4.02	23	5.74	50	4	4.54	2.33	
	1930-31	20	4.70	29	6.78	47	4	4.22	1.73	

† Excluding Electric multiple unit Suburban trains.

for the years ended 31st March 1930 and 1931.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4 wheelers).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num-ber.	Per 10,000, 000 Vehicle miles.	Num-ber.	Per 1,000, 000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					19	20	21	22
11	12	13	14	15	16	17	18	19	20	21	22	23
11	2	1.39	0.89	610	2.54	1,452	6.03	10	*	791	*	5' 6" GAUGE. Bengal-Nagpur.
11	2	1.29	0.76	753	3.16	1,169	4.99	10	13.8	644	23.7	
5	2	0.86	0.91	185	1.32	34	0.83	2	*	39	*	Bombay, Baroda and Central India.
4	2	0.71	0.92	184	1.82	95	0.94	1	1.33	108	11.0	
2	1	0.26	0.55	117	1.55	137	1.32	Nil	*	31	*	Eastern Bengal.
2	1	0.20	0.57	64	0.82	267	3.40	1	1.45	92	14.7	
55	7	1.95	1.21	621	1.14	2,457	5.44	30	*	1,104	*	East Indian.
61	7	2.19	1.03	414	0.90	1,404	3.04	22	8.54	988	17.4	
19	2	1.34	0.33	155	0.96	705	4.37	12	*	372	*	Great Indian Peninsula Steam. Electric.
25	3	1.77	0.42	173	1.08	653	4.06	14	8.21	461	17.0	
..
..
9	2	1.27	0.67	54	0.97	147	2.66	7	*	91	*	Madras and Southern Mahratta.
8	1	1.13	0.38	61	1.04	147	2.52	6	11.4	83	10.8	
Nil	Nil	0.15	0.41	75	(a)3.65	9	0.44	1	*	15	*	Nizam's State.
1	Nil	0.65	1.10	95	3.92	15	0.62	1	0.76	23	0.75	
30	26	3.19	2.98	403	1.49	1,435	5.30	28	*	505	*	North Western.
49	13	1.99	1.44	427	1.57	2,011	7.41	23	9.19	553	17.7	
12	2	4.72	3.35	53	2.73	24	1.24	4	*	21	*	South Indian.
15	3	5.20	3.30	36	1.04	23	1.24	5	18.9	28	11.9	
193	44	2.00	1.43	2,173	1.56	6,481	4.63	94		3,069		Total 5' 6" Gauge Steam. Electric.
176	32	1.77	0.98	2,207	1.56	5,804	4.10	83		2,970		
..
..
3	Nil	0.43	0.40	75	1.43	46	0.91	5	*	32	*	Assam-Bengal.
3	1	0.50	0.62	117	2.10	88	1.56	6	16.0	28	6.00	
13	1	1.02	0.42	379	3.32	133	1.17	7	*	44	*	Bengal and North-Western.
10	1	0.78	0.51	391	3.48	117	1.04	9	9.44	53	6.59	
12	1	0.32	0.71	161	1.46	109	0.99	18	*	112	*	Bombay, Baroda and Central India.
11	1	0.79	0.65	218	1.91	85	0.76	19	22.2	187	13.6	
24	4	2.15	2.13	40	0.37	252	2.34	2	*	33	*	Burma.
23	4	2.09	1.76	53	0.47	257	2.32	3	3.51	43	4.10	

(a) Revised figures.

* Figures not available.

†Excluding electric multiple unit suburban train.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railway.

Railway.	Year.	ENGINES.				COACHING STOCK.				
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).				
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.				
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.	
1	2	3	4	5	6	7	8	9	10	
3' 3½" Gauge—concl'd.										
Eastern Bengal	1929-30	16	7.34	19	8.66	51	11	7.33	5.18	
	1930-31	13	6.12	17	7.81	51	10	6.68	4.53	
Jodhpur	1929-30	10	9.25	6	5.55	19	5	8.22	18.5	
	1930-31	9	8.33	6	5.55	22	5	9.56	18.5	
Madras and Southern Mahratta	1929-30	31	8.81	35	10.0	74	8	8.41	4.41	
	1930-31	26	7.33	34	9.52	65	10	7.48	6.03	
Nizam's State	1929-30	10	12.5	17	21.3	14	1	10.0	6.00	
	1930-31	10	11.2	13	14.6	17	1	12.0	8.00	
Rohilkund and Kumaon	1929-30	5	7.02	5	6.49	11	3	4.54	10.6	
	1930-31	5	6.18	4	4.69	16	4	6.75	12.3	
South Indian	1929-30	29	7.23	50	12.5	117	8	9.68	5.93	
	1930-31	26	6.32	54	13.0	68	9	5.52	6.92	
Total 3' 3½" Gauge 2' 6" AND 2' 0" GAUGES.	1929-30	179	6.67	254	9.16	640	74	8.31	6.08	
	1930-31	165	5.97	267	9.65	583	78	7.35	6.30	
Bengal-Nagpur	1929-30	8	7.01	13	11.1	16	4	4.38	13.1	
	1930-31	9	7.99	13	11.4	16	5	4.33	17.9	
Bombay, Baroda and Central India	1929-30	Nil	Nil	2	9.09	1	Nil	1.69	Nil	
	1930-31	2	8.33	2	8.33	1	Nil	1.54	Nil	
Eastern Bengal	1929-30	Nil	4.78	1	8.00	5	Nil	3.39	..	
	1930-31	Nil	2.78	Nil	1.89	3	Nil	5.21	Nil	
Great Indian Peninsula	1929-30	1	5.26	2	10.5	Nil	Nil	Nil	Nil	
	1930-31	1	5.26	2	10.5	Nil	Nil	Nil	Nil	
North-Western	1929-30	6	6.12	15	15.3	8	1	2.37	2.91	
	1930-31	5	5.10	14	14.3	8	2	2.55	3.77	
South Indian	1929-30	Nil	2.27	2	13.2	..	..	..	..
	1930-31	1	7.55	2	20.4	Nil	Nil	Nil	Nil	
Total 2' 6" and 2' 0" Gauges	1929-30	15	5.19	35	12.8	30	5	5.50	6.25	
	1930-31	18	6.50	33	11.9	28	7	3.15	8.43	
TOTAL CLASS I RAILWAYS.	Steam	1929-30	582	6.58	1,023	11.6	1,477	297	8.11	6.78
		1930-31	535	8.00	1,060	11.9	1,418	333	7.57	7.26
	Electric†	1929-30	1	3.23	5	16.1
		1930-31	2	3.51	4	7.02

† Excluding electric multiple unit suburban trains.

for the years ended 31st March 1930 and 1931—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY)				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheeled).				Coaching.		Goods.		
In sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.						19	20	21	22
11	12	13	14	15	16	17	18	19	20	21	22	23
10	3	1.47	1.27	70	1.10	300	4.63	2	•	7	•	} 3' 3 1/2" GAUGE—concl'd. Eastern Bengal.
11	2	1.50	0.83	35	0.52	180	2.67	4	7.75	10	2.10	
NH	NH	NH	NH	42	1.67	13	6.52	1	•	11	•	} Jodhpur.
1	NH	0.52	0.44	50	1.95	8	0.31	1	5.00	9	3.00	
9	3	0.98	1.53	124	1.66	179	2.40	16	•	187	•	} Madras and Southern Maharatta.
7	1	0.82	0.67	61	0.75	170	2.10	6	11.4	124	13.2	
2	NH	1.00	0.49	37	(a)3.43	4	(a)0.33	5	•	4	•	} Nizam's State.
2	NH	1.00	0.08	41	3.47	8	0.67	3	1.91	4	0.19	
••	••	••	••	47	2.01	16	6.68	1	•	16	•	} Rohilkund and Kumaon.
NH	NH	NH	NH	16	0.67	13	0.55	27	15.0	130	6.63	
43	5	3.55	3.72	592	7.76	416	5.46	24	•	34	•	} South Indian.
47	4	3.85	3.42	227	2.91	272	3.49	16	18.2	35	4.65	
116	17	1.51	1.40	1,567	2.39	1,468	2.24	80	•	479	•	} Total 3' 3 1/2" Gauge.
116	14	1.45	1.13	1,209	1.78	1,198	1.77	93	•	623	•	
5	1	1.45	4.17	28	0.77	115	3.10	1	•	6	•	} 2' 6" AND 3' 0" GAUGES. Bengal-Nagpur.
9	1	2.39	2.47	19	0.61	102	2.69	2	7.70	2	1.38	
2	NH	3.17	NH	1	0.25	10	2.45	NH	NH	NH	NH	} Bombay, Baroda and Central India.
3	NH	4.62	NH	2	0.46	12	2.53	NH	NH	1	0.46	
NH	NH	0.37	••	NH	0.03	NH	••	NH	NH	NH	NH	} Eastern Bengal.
NH	NH	0.71	NH	NH	0.51	NH	0.06	NH	NH	NH	NH	
2	NH	3.98	NH	NH	NH	2	0.57	NH	NH	NH	NH	} Great Indian Peninsula.
2	NH	5.52	NH	NH	NH	10	2.83	NH	NH	NH	NH	
8	1	2.89	1.89	26	2.13	18	1.46	NH	NH	2	•	} North Western.
8	1	2.46	2.72	15	1.17	27	2.10	NH	3.85	5	5.13	
3	••	3.50	••	••	••	6	3.85	••	••	NH	NH	} South Indian.
3	NH	8.68	NH	NH	NH	6	3.85	NH	NH	NH	NH	
20	2	2.33	2.56	55	0.93	151	2.55	1	•	3	•	} Total 2' 6" and 3' 0" Gauges.
25	2	2.81	2.41	36	0.59	157	2.57	2	•	8	•	
329	63	1.81	1.44	3,795	1.79	3,100	3.83	175	•	3,556	•	} Steam ↑ Electric } TOTAL CLASS I RAILWAYS.
316	48	1.69	1.05	2,452	1.60	7,159	3.22	178	•	2,601	•	
••	••	••	••	••	••	••	••	••	••	••	••	
••	••	••	••	••	••	••	••	••	••	••	••	

(a) Revised figures.

* Figures not available.

† Excluding electric multiple unit suburban trains.

26 (b)—Statement of cost of Repairs and maintenance of Rolling Stock of

Railway. 1.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5' 6" GAUGE.			
Bengal Nagpur	2-01	1-25	3-26
Bombay, Baroda & Central India	2-92	1-46	4-38
Eastern Bengal	1-79	1-01	2-80
East Indian	2-08	1-35	3-43
Great Indian Peninsula	1-88	1-27	3-15
Madras and Southern Mahratta	2-90	1-61	4-51
Nizam's State	2-02	1-00	3-02
North-Western	2-14	1-84	3-98
South Indian	2-00	0-83	2-83
Averages			3-54
3' 3½" GAUGE.			
Assam Bengal	1-39	1-72	3-11
Bengal and North-Western	2-06	1-26	3-32
Bombay, Baroda & Central India	3-01	2-31	5-32
Burma	1-23	1-37	2-60
Eastern Bengal	2-15	1-31	3-46
Jodhpur	2-37	2-40	4-77
Madras and Southern Mahratta	2-03	1-84	3-87
Nizam's State	2-14	1-75	3-89
Rohilkund and Kumaon	1-56	1-55	3-11
South Indian	2-42	1-51	3-93
Averages			3-78

* Cost per equated engine mile = cost per engine mile $\times \frac{20,000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year ending 31st March 1931.

Cost per carriage on line. †			Cost per wagon on line. †			Railways.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
813.5	290.1	1,103.6	93.5	50.7	144.2	5' 6" GAUGE
692.2	159.0	851.2	70.7	41.9	112.6	Bengal Nagpur.
409.2	127.8	537.0	67.3	15.5	82.8	Bombay, Baroda & Central India.
570.6	120.6	691.2	58.6	48.7	107.3	Eastern Bengal.
844.0	155.3	999.3	55.3	81.0	136.3	East Indian.
657.5	112.7	770.2	107.5	54.7	162.2	Great Indian Peninsula.
790.6	146.2	936.8	106.8	36.6	143.4	Madras and Southern Mahratta.
438.6	89.6	528.2	81.8	54.5	136.3	Nizam's State
248.2	63.4	311.6	62.0	7.50	69.5	North-Western.
		724.7			123.9	South Indian.
						Averages.
						3' 3½" GAUGE.
269.5	40.0	309.5	36.2	11.6	47.8	Assam Bengal.
231.0	21.3	252.3	22.6	3.40	26.0	Bengal and North-Western.
387.8	62.3	450.1	41.9	26.0	67.9	Bombay, Baroda & Central India.
213.5	37.8	251.3	64.4	19.5	83.9	Burma.
317.4	107.9	425.3	44.6	15.6	60.2	Eastern Bengal.
460.3	54.5	514.8	51.6	15.6	67.2	Jodhpur.
303.7	44.7	348.4	43.2	18.0	61.2	Madras and Southern Mahratta.
835.7	100.0	935.7	60.4	25.9	86.3	Nizam's State.
290.1	38.5	328.6	22.7	7.72	30.4	Rohilkund and Kumaon.
216.2	43.2	259.4	43.0	7.48	50.5	South Indian.
		342.1			57.5	Averages.

† In terms of 4-wheelers.

27 (a).—Statement of coal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal)	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	1929-30	Nil	741,971	Nil	Nil	741,971	Nil	120,572
	1930-31	Nil	714,658	Nil	Nil	714,658	Nil	123,549
Bombay, Baroda and Central India.	1929-30	Nil	310,173	4,379	Nil	312,124	Nil	26,118
	1930-31	Nil	293,676	4,852	Nil	295,615	Nil	10,904
Eastern Bengal	1929-30	Nil	257,217	Nil	Nil	257,217	Nil	23,194
	1930-31	Nil	247,079	Nil	Nil	247,079	Nil	33,706
East Indian	1929-30	Nil	1,395,586	230	Nil	1,395,678	Nil	79,843
	1930-31	Nil	1,380,696	315	Nil	1,380,822	Nil	212,729
Great Indian Peninsula	1929-30	Nil	905,171	41	50,503	997,010	Nil	89,592
	1930-31	Nil	811,825	31	43,906	891,666	Nil	109,450
Madras and Southern Mahratta	1929-30	Nil	264,990	Nil	31	265,047	Nil	20,504
	1930-31	Nil	250,604	Nil	30	250,660	Nil	15,288
Nizam's State	1929-30	Nil	81,861	198	Nil	81,941	Nil	7,984
	1930-31	Nil	90,978	245	Nil	91,076	Nil	7,792
North Western	1929-30	306	1,020,767	Nil	65,359	1,139,896	21	116,785
	1930-31	Nil	978,077	Nil	58,594	1,084,612	Nil	141,416
South Indian	1929-30	Nil	105,172	32	14	105,210	172	6,169
	1930-31	Nil	108,212	172	25	108,318	Nil	6,032
Total 5' 6" Gauge	1929-30	306	6,082,898	5,380	115,907	6,296,094	193	490,761
	1930-31	Nil	4,875,805	5,615	102,555	5,064,506	Nil	660,866
8' 3½" GAUGE.								
Assam Bengal	1929-30	Nil	107,109	40	Nil	107,125	Nil	23,751
	1930-31	Nil	107,740	Nil	Nil	107,740	Nil	19,151
Bengal and North Western	1929-30	Nil	200,132	Nil	Nil	200,132	Nil	47,868
	1930-31	Nil	194,067	Nil	Nil	194,067	Nil	56,362
Bombay, Baroda and Central India.	1929-30	Nil	262,040	4,759	Nil	263,944	Nil	18,548
	1930-31	Nil	243,525	4,378	Nil	245,276	Nil	21,635
Burma	1929-30	Nil	222,513	19,967	Nil	230,499	Nil	13,532
	1930-31	Nil	216,237	16,936	Nil	223,011	Nil	14,012

* 2½ tons of wood =
0.55 ton of oil fuel =

on Class I Railways during the years 1929-30 and 1930-31.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STREAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	Nil	120,572	Nil	862,543	Nil	Nil	862,543	Bengal Nagpur.
Nil	Nil	123,549	Nil	838,207	Nil	Nil	838,207	
1,623	Nil	26,727	Nil	336,291	6,402	Nil	338,551	Bombay, Baroda and Central India.
1,502	Nil	11,505	Nil	304,580	6,354	Nil	307,120	
Nil	Nil	23,194	Nil	280,411	Nil	Nil	280,411	Eastern Bengal.
Nil	Nil	33,706	Nil	280,785	Nil	Nil	280,785	
1	Nil	79,843	Nil	1,476,429	231	Nil	1,476,821	East Indian.
364	86	213,031	Nil	1,593,425	679	89	1,593,853	
Nil	3,616	96,165	Nil	994,763	41	54,118	1,093,176	Great Indian Peninsula.
Nil	4,508	117,646	Nil	921,275	31	48,414	1,009,912	
Nil	1	20,506	Nil	285,494	Nil	33	285,653	Madras and Southern Mahratta.
Nil	1	15,290	Nil	265,892	Nil	31	265,949	
12	Nil	7,989	Nil	89,845	210	Nil	89,929	Nizam's State.
13	Nil	7,797	Nil	98,770	258	Nil	98,873	
2,529	9,318	134,760	327	1,137,542	2,529	74,677	1,374,856	North Western.
3,117	8,695	† 175,353	Nil	1,119,493	3,117	67,279	† 1,259,965	
Nil	113	6,547	172	111,341	32	137	111,707	South Indian.
Nil	178	6,355	Nil	114,244	172	203	114,673	
4,065	13,047	516,303	499	6,573,659	9,445	128,954	6,312,397	Total 5' 6" Gauge.
4,996	13,468	† 704,231	Nil	6,536,671	10,611	116,013	† 5,769,737	
								3' 3 1/2" GAUGE.
Nil	Nil	23,751	Nil	130,360	40	Nil	130,876	Assam Bengal.
Nil	Nil	19,151	Nil	126,891	Nil	Nil	126,891	
Nil	Nil	47,868	Nil	248,000	Nil	Nil	248,000	Bengal and North Western.
Nil	Nil	56,362	Nil	250,449	Nil	Nil	250,449	
616	Nil	18,794	Nil	280,538	6,374	Nil	283,738	Bombay, Baroda and Central India.
110	Nil	21,679	Nil	265,160	4,488	Nil	266,955	
24	Nil	15,942	Nil	236,045	25,991	Nil	246,441	Burma.
12,702	Nil	19,093	Nil	230,249	29,638	Nil	242,104	

1 ton of coal.
1 ton of coal.

Tons (in terms of coal).

† Includes	{	Cinders	..	11,096
		Soft coals	..	3,100
		Hard coals	..	2,703
		Total	..	16,909

27 (a) Statement of coal consumed

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS.)					FUEL CONSUMED FOR PUMPING ENGINES	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal)*	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—contd.								
Eastern Bengal	1929-30	Nil	126,553	Nil	Nil	126,553	Nil	21,005
	1930-31	Nil	122,428	Nil	Nil	122,428	Nil	19,213
Jodhpur	1929-30	Nil	46,445	268	Nil	46,713	Nil	5,916
	1930-31	Nil	46,600	221	Nil	46,821	Nil	5,196
Madras and Southern Mahratta	1929-30	Nil	215,035	Nil	25	215,060	Nil	15,615
	1930-31	Nil	207,822	Nil	28	207,850	Nil	16,273
Nizam's State	1929-30	Nil	63,006	106	Nil	63,112	Nil	3,537
	1930-31	Nil	64,997	156	Nil	65,153	Nil	3,567
Rohilkund and Kumaon	1929-30	Nil	34,523	Nil	Nil	34,523	Nil	8,061
	1930-31	Nil	36,952	Nil	Nil	36,952	Nil	9,041
South Indian	1929-30	Nil	182,601	338	32	182,971	473	19,922
	1930-31	Nil	178,363	553	27	178,943	Nil	16,491
Total 3' 3½" Gauge	1929-30	Nil	1,468,967	25,478	57	1,494,502	473	177,755
	1930-31	Nil	1,418,751	22,244	55	1,441,050	Nil	180,961
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	1929-30	Nil	63,784	Nil	Nil	63,784	Nil	9,667
	1930-31	Nil	63,468	Nil	Nil	63,468	Nil	11,000
Bombay, Baroda and Central India	1929-30	Nil	6,895	137	Nil	7,032	Nil	Nil
	1930-31	Nil	6,854	191	Nil	7,045	Nil	282
Eastern Bengal	1929-30	Nil	1,283	Nil	Nil	1,283	Nil	Nil
	1930-31	Nil	1,379	Nil	Nil	1,379	Nil	2
Great Indian Peninsula	1929-30	Nil	12,216	Nil	Nil	12,216	Nil	1,081
	1930-31	Nil	12,331	Nil	Nil	12,331	Nil	1,409
North-Western	1929-30	Nil	48,659	Nil	Nil	48,659	Nil	4,102
	1930-31	Nil	50,197	Nil	Nil	50,197	Nil	5,029
South Indian	1929-30	Nil	2,285	Nil	Nil	2,285	Nil	2
	1930-31	Nil	2,445	23	Nil	2,468	Nil	9
Total 2' 6" & 2' 0" Gauges	1929-30	Nil	134,122	137	Nil	134,259	Nil	14,852
	1930-31	Nil	136,674	214	Nil	136,888	Nil	17,781
TOTAL CLASS I RAILWAYS	1929-30	306	6,675,977	30,995	115,964	6,823,242	666	633,363
	1930-31	Nil	6,431,230	28,073	102,610	6,561,913	Nil	859,558

* 2½ tons of wood =
0.55 ton of oil fuel =

on Class I Railways during the years 1929-30 and 1930-31—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STRAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS.)					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
NH	NH	21,005	NH	147,558	NH	NH	147,558	3' 3½" GAUGE—contd. Eastern Bengal.
NH	NH	19,213	NH	141,641	NH	NH	141,641	
NH	NH	6,916	NH	51,361	268	NH	51,629	Jodhpur.
NH	NH	5,196	NH	51,796	221	NH	51,884	
NH	NH	15,616	NH	230,650	NH	26	230,697	Madras and Southern Mahratta.
NH	1	16,275	NH	224,095	NH	29	224,148	
23	NH	3,546	NH	66,543	129	NH	66,594	Nizam's State.
26	NH	3,597	NH	66,594	181	NH	66,656	
NH	NH	8,061	NH	42,584	NH	NH	42,584	Rohilkund and Kumaon.
NH	NH	9,041	NH	45,993	NH	NH	45,993	
NH	313	20,964	473	202,523	338	345	203,769	South Indian.
NH	576	17,528	NH	194,854	553	603	196,171	
6,662	313	121,463	473	1,636,712	32,140	371	1,650,715	TOTAL 3' 3½" GAUGE.
12,837	577	167,145	NH	1,599,712	35,081	632	1,614,891	
NH	NH	9,667	NH	73,451	NH	NH	73,451	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
NH	NH	11,000	NH	74,468	NH	NH	74,468	
NH	NH	NH	NH	6,895	137	NH	6,980	Bombay, Baroda and Central India.
NH	NH	282	NH	7,136	191	NH	7,214	
NH	NH	NH	NH	1,283	NH	NH	1,283	Eastern Bengal.
NH	NH	2	NH	1,381	NH	NH	1,381	
NH	NH	1,081	NH	13,297	NH	NH	13,297	Great Indian Peninsula.
NH	45	1,491	NH	13,740	NH	45	13,822	
NH	NH	4,102	NH	52,761	NH	NH	52,761	North Western.
NH	NH	5,383	NH	55,226	NH	NH	† 55,580	
NH	NH	2	NH	2,287	NH	NH	2,287	South Indian.
NH	NH	9	NH	2,454	23	NH	2,454	
NH	NH	14,852	NH	143,974	137	NH	146,029	TOTAL 2' 6" & 2' 0" GAUGES.
NH	45	† 19,167	NH	151,406	214	45	† 154,929	
10,723	13,360	712,618	972	7,359,345	41,722	129,323	7,512,141	TOTAL CLASS I RAILWAYS.
17,833	14,080	† 909,543	NH	7,290,788	45,700	116,090	† 7,538,567	

1 ton of coal.
1 ton of coal.

Tons (in terms of coal).

† Includes	{ Cinder	..	337
	{ Hard coals	..	17
	Total	-	354

27 (a).—Statement of Coal consumed on Class I Railways during the years 1929-30 and 1930-31
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
Bengal-Nagpur	1929-30	Nil	2.87	Nil	Nil	Nil	6.28	Nil	Nil
	1930-31	Nil	2.99	Nil	Nil	Nil	5.92	Nil	Nil
Bombay, Baroda and Central India	1929-30	Nil	4.68	5.54	Nil	Nil	15.7	6.98	Nil
	1930-31	Nil	5.13	4.89	Nil	Nil	15.9	6.60	Nil
Eastern Bengal	1929-30	Nil	3.63	Nil	Nil	Nil	7.99	Nil	Nil
	1930-31	Nil	3.91	Nil	Nil	Nil	8.04	Nil	Nil
East Indian	1929-30	Nil	3.59	31.3	Nil	Nil	7.45	35.1	Nil
	1930-31	Nil	3.67	23.1	140.9	Nil	7.14	24.6	140.9
Great Indian Peninsula	1929-30	Nil	4.01	7.62	39.4	Nil	13.1	7.62	39.6
	1930-31	Nil	4.06	7.62	39.4	Nil	11.7	7.62	39.4
Madras and Southern Mahratta	1929-30	Nil	6.50	Nil	146.6	Nil	15.2	Nil	146.6
	1930-31	Nil	6.81	Nil	167.5	Nil	15.5	Nil	167.5
Nizam's State	1929-30	Nil	6.01	6.00	Nil	Nil	7.30	6.86	Nil
	1930-31	Nil	5.76	6.00	Nil	Nil	7.18	6.67	Nil
North Western	1929-30	Nil	4.25	7.00	34.0	Nil	14.5	7.00	39.0
	1930-31	Nil	4.62	10.0	34.0	Nil	17.5	10.0	39.0
South Indian	1929-30	18.9	4.27	2.63	71.6	35.5	19.7	2.63	71.6
	1930-31	Nil	4.68	8.13	77.6	Nil	19.3	8.13	77.6
3' 3½" GAUGE.									
Assam Bengal	1929-30	Nil	3.42	Nil	Nil	Nil	12.4	Nil	Nil
	1930-31	Nil	3.96	Nil	Nil	Nil	13.2	Nil	Nil
Bengal and North Western	1929-30	Nil	4.21	Nil	Nil	Nil	10.4	Nil	Nil
	1930-31	Nil	4.43	Nil	Nil	Nil	10.5	Nil	Nil
Bombay, Baroda and Central India	1929-30	Nil	4.13	4.37	Nil	Nil	14.2	4.95	Nil
	1930-31	Nil	4.73	4.37	Nil	Nil	14.7	4.95	Nil
Burma	1929-30	Nil	4.60	5.86	Nil	Nil	18.3	3.32	Nil
	1930-31	Nil	4.91	4.11	Nil	Nil	18.7	5.26	Nil

27 (a).—Statement of Coal consumed on Class I Railways during the years 1929-30 and 1930-31
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT FIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
		21	22	23	24	25	26	27	28
19	20								
		Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Eastern Bengal . . .	1929-30	Nil	3-63	Nil	Nil	Nil	8-32	Nil	Nil
	1930-31	Nil	3-91	Nil	Nil	Nil	9-57	Nil	Nil
Jodhpur	1929-30	Nil	4-32	5-00	Nil	Nil	15-6	5-00	Nil
	1930-31	Nil	4-09	5-00	Nil	Nil	15-0	5-00	Nil
Madras and Southern Mahratta.	1929-30	Nil	6-80	Nil	167-8	Nil	15-0	Nil	167-8
	1930-31	Nil	6-82	Nil	167-4	Nil	15-1	Nil	167-4
Nizam's State.	1929-30	Nil	6-01	6-00	Nil	Nil	10-0	6-00	Nil
	1930-31	Nil	5-76	6-00	Nil	Nil	9-22	6-07	Nil
Rohilkund and Kumaon	1929-30	Nil	4-42	Nil	Nil	Nil	12-6	Nil	Nil
	1930-31	Nil	4-47	Nil	Nil	Nil	12-1	Nil	Nil
South Indian	1929-30	12-9	4-31	2-52	69-7	24-7	19-7	2-52	69-7
	1930-31	Nil	4-66	2-12	65-6	Nil	19-6	2-12	65-6
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	1929-30	Nil	5-25	Nil	Nil	Nil	8-11	Nil	Nil
	1930-31	Nil	5-48	Nil	Nil	Nil	7-03	Nil	Nil
Bombay, Baroda and Central India.	1929-30	Nil	4-52	5-57	Nil	Nil	16-6	5-57	Nil
	1930-31	Nil	4-96	4-89	Nil	Nil	16-0	5-16	Nil
Eastern Bengal	1929-30	Nil	3-63	Nil	Nil	Nil	8-32	Nil	Nil
	1930-31	Nil	3-91	Nil	Nil	Nil	8-01	Nil	Nil
Great Indian Peninsula .	1929-30	Nil	2-96	Nil	Nil	Nil	12-6	Nil	Nil
	1930-31	Nil	2-83	Nil	Nil	Nil	12-5	Nil	30-4
North Western	1929-30	Nil	Nil	Nil	Nil	Nil	22-1	Nil	Nil
	1930-31	Nil	4-62	Nil	Nil	Nil	19-0	Nil	Nil
South Indian	1929-30	Nil	4-28	Nil	Nil	Nil	19-1	Nil	Nil
	1930-31	Nil	4-70	2-12	207-0	Nil	19-0	2-12	207-0

27 (b).—Statement of Coal Consumption on Class I Railways for the years 1929-30 and 1930-31.

Railway.	Year.	Passenger and Total Mixed.		Goods.	Goods and proportion of Mixed.		Shunting including riding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.			Total tons consumed.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total (columns 11+12+13+14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
5' 6" GAUGE.														
Bengal-Nagpur	1929-30	207,508	213.0	421,663	150.0	63,721	62.7	23,891	741,971	.	.	.	.
	1930-31	218,119	215.5	396,491	159.8	75,956	63.1	23,940	714,658	29,608	32,406	61,555	123,549	
Bombay, Baroda and Central India.	1929-30	156,623	185.0	107,511	103.6	24,765	69.3	13,222	312,124	.	.	.	.
	1930-31	161,538	189.5	98,696	105.2	23,987	72.0	11,194	298,615	9,859	1,608	38	11,506	
Eastern Bengal	1929-30	149,523	183.4	65,953	115.6	34,116	44.0	7,600	257,217	.	.	.	.
	1930-31	143,114	180.6	62,725	116.1	31,864	45.9	7,751	247,079	5,333	13,227	15,146	33,706	
East Indian	1929-30	430,516	151.4	638,295	110.3	176,455	60.6	41,046	1,395,678	.	.	.	.
	1930-31	502,062	161.6	659,132	109.8	173,944	61.9	40,172	1,330,822	57,185	64,570	91,276	213,031	
Great Indian Peninsula	1929-30	417,631	186.9	437,037	169.2	99,946	84.7	47,969	997,010	.	.	.	.
	1930-31	364,264	174.2	366,604	164.2	96,099	67.0	39,701	891,666	37,068	45,691	34,887	117,646	
Madras and Southern Mahratta.	1929-30	134,125	170.6	99,410	135.9	21,432	53.3	10,030	265,947	.	.	.	.
	1930-31	126,543	165.9	92,343	127.0	19,768	52.0	9,176	250,660	4,106	Nil	11,183	15,289	
Nizam's State	1929-30	35,179	206.2	36,960	167.3	7,432	82.6	2,319	31,949	.	.	.	.
	1930-31	38,683	212.6	40,904	164.9	7,307	73.7	3,982	91,076	2,618	Nil	5,179	7,797	
North Western	1929-30	632,633	161.3	431,774	143.2	129,120	74.9	45,839	1,139,396	.	.	.	.
	1930-31	498,222	160.2	396,009	134.2	140,093	61.6	43,780	1,024,612	35,982	16,749	122,622	175,353	
South Indian	1929-30	69,566	184.6	30,119	158.2	7,074	54.3	7,351	105,310	.	.	.	.
	1930-31	64,912	172.3	22,663	145.7	7,324	53.9	7,420	108,318	1,260	47	5,048	6,355	
TOTAL 5' 6" GAUGE	1929-30	2,175,354	172.3	2,318,779	124.5	594,630	60.4	204,917	5,296,094	.	.	.	.
	1930-31	2,107,648	172.2	2,162,357	131.6	588,342	66.1	187,116	5,064,506	183,019	174,298	346,914	704,231	
3' 3 1/2" GAUGE.														
Assam Bengal	1929-30	70,345	173.7	15,704	150.6	15,341	50.0	5,641	107,126	.	.	.	.
	1930-31	75,904	174.1	12,063	164.0	14,365	49.0	4,623	107,740	3,072	4,232	9,797	19,151	
Bengal and North-Western	1929-30	123,367	205.4	56,256	166.2	15,487	24.0	7,072	220,132	.	.	.	.
	1930-31	130,968	205.4	50,743	164.0	12,897	23.7	7,999	194,087	9,699	4,213	42,450	56,363	
Bombay, Baroda and Central India.	1929-30	140,504	210.9	92,414	139.9	21,775	39.4	3,479	263,944	.	.	.	.
	1930-31	126,771	199.2	87,475	142.0	21,302	41.3	8,834	245,376	10,705	4,651	6,323	21,679	
Barma	1929-30	103,364	195.7	54,983	143.5	24,542	25.7	12,630	230,499	.	.	.	.
	1930-31	111,555	193.7	76,590	147.3	23,839	26.6	12,937	223,011	10,674	Nil	9,419	119,023	

* Information not available.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.
[Coal includes oil fuel and firewood @ 2½ Tons of wood = 1 ton of coal and 0.55 ton of oil fuel = 1 ton of coal.
Includes issues for Lamin and Myittha workshops.]

28.—Statement of Efficiency of Class 1 Railways for the years 1929-30 and 1930-31.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		† per hunting engine hour.	‡ per engine hour.		(a) per engine hour.	(b) per train engine hour.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1929-30	426.0	161.0	1,596.0	3,549.0	3,410.0
	1930-31	423.0	162.0	1,585.0	3,657.0	3,606.0
Bombay, Baroda and Central India	1929-30	652.0	220.0	1,762.0	4,454.0	3,678.0
	1930-31	626.0	227.0	1,761.0	4,618.0	3,699.0
Eastern Bengal	1929-30	235.0	137.0	1,029.0	2,788.0	7,647.0
	1930-31	294.0	140.0	1,047.0	2,848.0	7,694.0
East Indian	1929-30	724.0	210.0	1,929.0	4,462.0	9,212.0
	1930-31	722.0	215.0	2,007.0	4,604.0	9,521.0
Great Indian Peninsula	1929-30	632.0	195.0	1,613.2	4,097.8	8,362.6
	1930-31	643.0	210.0	1,673.0	4,331.0	8,509.0
Madras and Southern Mahratta	1929-30	522.0	177.0	1,342.0	3,715.0	7,552.0
	1930-31	540.0	196.0	1,454.0	4,043.0	8,382.0
Nizam's State	1929-30	590.0	164.0	1,435.0	3,452.0	6,824.0
	1930-31	541.0	154.0	1,335.0	3,360.0	6,123.0
North Western	1929-30	662.2	201.2	1,573.3	4,122.3	7,464.8
	1930-31	665.0	213.0	1,712.0	4,470.0	8,293.0
South Indian	1929-30	303.0	94.0	710.0	2,097.0	5,539.0
	1930-31	322.0	101.0	710.0	2,194.0	5,677.0
Average for 5' 6" gauge	1929-30	584.6	187.6	1,628.6	3,962.0	8,250.9
	1930-31	594.6	197.2	1,677.6	4,122.1	8,599.7
3' 3½" GAUGE.						
Assam Bengal	1929-30	359.0	132.0	621.0	1,722.0	2,939.0
	1930-31	368.0	145.0	653.0	1,833.0	3,132.0
Bengal and North Western	1929-30	345.0	132.0	613.0	1,596.0	3,271.0
	1930-31	342.0	141.0	715.0	1,644.0	3,466.0
Bombay, Baroda and Central India	1929-30	735.0	214.0	1,005.0	2,400.0	3,992.0
	1930-31	754.0	221.0	1,036.0	2,505.0	4,227.0
Burma	1929-30	542.0	148.0	932.0	2,166.0	3,784.0
	1930-31	526.0	152.0	924.0	2,267.0	4,087.0
Eastern Bengal	1929-30	348.0	157.0	640.0	1,742.0	3,802.0
	1930-31	362.0	163.0	669.0	1,854.0	4,239.0
Jodhpur	1929-30	617.0	192.0	732.0	1,940.0	3,727.0
	1930-31	636.0	192.0	748.0	2,028.0	3,826.0
Madras and Southern Mahratta	1929-30	616.0	150.0	635.0	1,905.0	2,810.0
	1930-31	612.0	154.0	707.0	2,007.0	2,915.0
Nizam's State	1929-30	713.0	161.0	886.0	2,184.0	3,279.0
	1930-31	740.0	167.0	937.0	2,439.0	3,929.0
Rohilkhand and Kumaon	1929-30	398.0	122.0	651.0	1,705.0	3,357.0
	1930-31	377.0	117.0	603.0	1,621.0	2,954.0
South Indian	1929-30	464.0	124.0	615.0	1,497.0	3,164.0
	1930-31	470.0	121.0	493.0	1,482.0	3,362.0
Average for 3' 3½" gauge	1929-30	495.5	153.0	739.8	1,905.4	3,411.2
	1930-31	499.1	157.6	763.4	1,979.1	3,613.5
3' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1929-30	211.0	98.0	268.0	911.0	1,622.0
	1930-31	194.0	96.0	253.0	879.0	1,673.0
Bombay, Baroda and Central India	1929-30	275.2	33.9	88.6	666.4	1,098.8
	1930-31	290.0	35.0	74.0	630.0	970.0
Eastern Bengal	1929-30	"	"	"	"	"
	1930-31	963.0	25.0	21.0	199.0	396.0
Great Indian Peninsula	1929-30	464.1	122.4	356.3	1230.9	1,505.6
	1930-31	460.0	129.0	337.0	1,194.0	1,456.0
North Western	1929-30	323.4	63.0	148.0	682.4	704.6
	1930-31	378.0	65.0	154.0	709.0	735.0
South Indian	1929-30	756.0	122.0	284.0	980.0	1,254.0
	1930-31	418.0	120.0	254.0	896.0	1,169.0

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

* Figures not available.
 † Excluding departmental.
 ‡ Including departmental.

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1930-31 (IN
HUNDREDS).**

H50RAccts

29.—Statement of Principal Commodities carried by Class

Railway.	I.—Fuel.											
	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	13
5' 6" GAUGE.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur . . .	4,339.8	4,947.2	95,79.3	1,153.3	1,281.0	53,06.7	5,493.1	6,228.2	1,48,86.0	1.5	2.9	28.0
Bombay, Baroda and Central India . . .	1.1	345.8	19,41.8	Nil	17.2	3,55.1	1.1	363.0	22,96.9	14.6	14.7	2,77.1
Eastern Bengal . . .	9.9	1,356.3	29,30.6	4	67.7	2,81.9	10.3	1,424.0	32,12.5	13.5	13.6	50.0
East Indian . . .	8,475.0	9,108.7	3,44,82.9	2,671.5	3,117.2	1,75,63.8	11,146.5	12,225.9	5,20,46.7	5	10.6	1,99.6
Great Indian Peninsula . . .	604.9	1,133.0	44,98.1	Nil	213.2	8,53.9	604.9	1,346.2	53,52.0	17.2	17.8	2,77.8
Madras and Southern Mahratta, Nizam's State . . .	11.5	196.6	12,82.3	Nil	128.7	9,83.2	11.5	325.3	22,65.5	8.8	8.8	1,81.1
North Western . . .	80.7	992.6	30,40.2	4.6	4.6	2.9	85.3	997.2	30,43.1	39.2	39.2	7,91.1
South Indian . . .	Nil	17.2	2,45.1	5	5	29.7	5	17.7	2,74.8	2.5	4.4	2,83.3
Total	13,877.3	18,456.4		4,076.2	5,076.0		17,953.5	23,532.4		97.8	112.6	
3' 3 1/2" GAUGE.												
Assam Bengal] . . .	33.2	166.6	5,08.6	8.0	18.5	26.2	41.2	180.1	5,34.8	2.7	4.8	40.6
Bengal and North-Western . . .	7.3	330.7	9,19.5	2.1	3.6	4.1	9.4	334.3	9,23.6	Nil	Nil	Nil
Bombay, Baroda and Central India . . .	1.8	149.6	*	Nil	115.3	*	1.8	264.9	*	1	5.2	*
Burma . . .	71.9	71.9	7,78.1	1.3	1.3	6.0	73.2	73.2	7,84.1	17.9	17.9	3,26.3
Eastern Bengal . . .	9	295.0	*	Nil	47.6	*	9	342.6	*	Nil	1.3	*
Jodhpur . . .	1	10.2	16.5	Nil	Nil	Nil	1	10.2	16.5	1	1.5	22.7
Madras and Southern Mahratta, Nizam's State . . .	15.3	35.9	*	19.4	50.8	*	34.7	86.7	*	6	4.8	*
Rohilkund and Kumaon . . .	4	19.5	15.5	Nil	Nil	Nil	4	19.5	15.5	Nil	Nil	Nil
South Indian . . .	42.0	54.0	*	4	4	*	42.4	54.4	*	20.2	20.5	*
Total	173.0	1,202.8		31.2	1232.5		204.2	1,435.3		41.6	157.7	
3' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . . .	53.1	77.5	*	5	7	*	53.6	78.2	*	Nil	2	*
Bombay, Baroda and Central India . . .	2	7.4	*	Nil	Nil	Nil	2	7.4	*	Nil	1	*
Eastern Bengal . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula . . .	Nil	9.2	*	Nil	Nil	Nil	Nil	9.2	*	3	3	*
North Western . . .	18.7	34.7	*	Nil	Nil	Nil	18.7	34.7	*	Nil	1.1	*
South Indian . . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	72.0	1128.8		5	17		72.6	1129.6		3	1.7	
Total, 1930-31 . . .	14,122.3	19,788.0	6,19,44.7	4,107.9	5,309.2	2,62,58.5	18,230.2	25,097.2	8,82,03.2	139.7	172.0	25,09.7
Total, 1929-30 . . .	15,419.3	21,578.4	6,74,83.0	4,256.8	5,608.5	2,76,80.9	19,676.0	27,186.9	9,51,63.9	115.5	149.7	20,48.1
Increase . . .	..	..	..	..	..	..	..	..	..	24.2	22.3	4,61.6
Decrease . . .	1,296.0	1,790.4	55,38.3	148.9	299.3	14,22.4	1,445.8	2,089.7	69,60.7	..	..	..

*Show under
 †In these totals consignments passing over two or more
 ‡Included under "Other Commodities"

Railways and the earnings therefrom for 1930-31. (In hundreds.)

Fuel—contd.			II.—Heavy Merchandise.						Railway.
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
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.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	5' 6" GAUGE.
141.1	147.8	4,60.1	89.4	93.6	6,51.8	399.7	423.2	43,90.1	Bengal Nagpur,
89.5	127.3	4,92.7	9.2	10.8	58.2	76.0	87.9	16,30.5	Bombay, Baroda and Central India.
9.0	40.5	55.4	70.0	111.1	5,82.1	80.2	170.2	11,54.6	Eastern Bengal.
65.9	84.0	2,22.7	125.6	134.8	4,18.0	255.5	350.7	21,78.4	East Indian.
138.3	153.3	3,81.9	4.4	5.7	39.8	62.1	168.1	13,98.5	Great Indian Peninsula.
101.7	125.1	7,82.6	41.4	61.0	5,45.5	230.6	274.8	45,50.7	Madras and Southern Mahratta.
51.4	51.4	1,80.6	†	†	†	50.4	84.5	11,17.6	Nizam's State.
397.1	398.2	11,69.7	33.7	35.2	1,90.1	268.6	290.2	33,98.6	North Western.
34.6	43.5	4,17.2	11.2	77.4	10,96.6	29.9	114.5	23,48.5	South Indian.
1,028.6	‡1,171.1		384.9	‡529.6		1,453.0	‡1,964.1		Total.
									3' 3½" GAUGE.
1.7	1.7	5.1	79.3	81.0	4,81.6	100.6	115.5	9,16.1	Assam Bengal.
47.7	48.2	1,14.8	44.6	53.0	2,27.7	156.6	224.4	10,72.1	Bengal and North Western.
61.9	72.9	*	1	7	*	2.6	72.8	*	Bombay, Baroda and Central India.
99.6	99.6	3,42.8	486.6	486.6	22,47.6	787.0	787.0	55,81.7	Burma.
1.0	1.0	*	51.3	64.0	*	34.9	84.1	*	Eastern Bengal.
7.2	8.0	19.8	2	3	1.5	1.5	17.2	1,82.9	Jodhpur.
89.3	20.6	*	35.7	40.8	*	111.4	167.6	*	Madras and Southern Mahratta.
8.7	8.9	*	†	†	†	11.4	23.0	*	Nizam's State.
160.9	161.0	3,21.3	8.1	8.2	39.1	6.6	9.0	41.4	Rohilkund and Kumaon.
75.6	76.1	*	149.6	154.9	*	197.1	211.0	*	South Indian.
653.6	‡568.0		855.5	‡889.5		1,409.7	‡1,711.6		Total.
									2' 6" AND 2' 0" GAUGES.
49.8	49.9	*	7.4	8.2	*	20.6	44.4	*	Bengal-Nagpur.
17.0	17.5	*	1.0	1.1	*	4	6.7	*	Bombay, Baroda and Central India.
NH	NH	NH	NH	NH	NH	NH	NH	NH	Eastern Bengal.
1	1	*	NH	1	*	1	6.1	*	Great Indian Peninsula.
2.3	8.0	*	1.6	1.8	*	24.4	31.2	*	North Western.
8.2	8.2	*	1.1	1.2	*	2	3.5	*	South Indian.
77.4	‡83.7		11.1	‡12.4		55.7	‡91.9		Total.
1,659.6	‡1,822.8	49,82.7	1,251.5	‡1,431.5	65,79.6	2,918.4	‡2,767.6	3,00,84.7	Total, 1930-31.
1,667.0	‡1,831.9	50,35.6	1,502.0	‡1,715.8	86,52.6	3,039.2	‡2,993.7	2,30,24.5	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
7.4	11.1	52.9	250.5	284.3	20,73.0	120.9	223.1	29,59.8	Decrease.

5' 6" gauge.
 ranges or railways are considered as two or more separate consignments
 being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class

Railway.	II—Heavy								
	(3) Gram and pulses.			(4) Wheat.			(5) Jowar and Bajra.		
	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.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	104,7	138,4	15,94,2	70,2	80,4	9,55,9	1,6	1,8	17,0
Bombay, Baroda and Central India	45,4	98,8	23,72,2	21,6	69,4	32,17,7	19,4	59,1	14,17,0
Eastern Bengal	52,9	64,3	6,54,7	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	336,1	410,6	33,22,6	239,2	386,0	43,53,3	29,2	34,0	1,77,0
Great Indian Peninsula	205,0	329,6	51,25,0	88,3	216,8	25,14,6	119,3	155,6	15,01,4
Madras and Southern Mahratta	29,4	113,3	16,94,0	4,2	16,5	4,83,1	13,6	29,7	6,88,6
Nizam's State	23,1	60,4	7,52,2	7	13,3	2,37,2	18,7	20,6	3,12,9
North Western	268,7	306,4	29,96,4	1,230,3	1,245,7	1,34,45,1	60,6	67,1	6,44,6
South Indian	26,8	49,9	11,30,4	3,4	6,3	1,32,1	9,8	27,5	2,00,2
Total	1,092,1	1,571,7		1,657,9	1,203,4		272,2	1,395,4	
3' 3½" GAUGE.									
Assam Bengal	8,8	28,3	2,26,3	2,0	8,0	69,2	†	†	†
Bengal and North Western	164,5	175,9	10,26,5	89,8	104,1	7,90,3	†	†	†
Bombay, Baroda and Central India	68,4	125,1	*	82,1	208,2	*	41,6	84,9	*
Burma	6,38	63,8	7,85,6	8,5	8,5	1,46,7	3	3	2,1
Eastern Bengal	19,4	67,9	*	Nil	Nil	Nil	Nil	Nil	Nil
Jodhpur	3,1	21,9	1,55,8	13,8	60,9	3,87,2	2,2	44,6	3,75,9
Madras and Southern Mahratta	20,8	91,6	*	23,1	35,2	*	45,9	59,9	*
Nizam's State	16,0	34,9	*	3,0	10,4	*	15,6	15,8	*
Rohilkund and Kumaon	40,9	44,1	2,14,6	48,4	49,8	1,68,7	8,7	8,9	39,1
South Indian	120,6	131,9	*	11,1	12,7	*	6,2	6,7	*
Total	526,3	786,4		231,8	1,497,8		120,5	1,221,1	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	21,6	28,1	*	14,7	18,6	*	9	1,2	*
Bombay, Baroda and Central India	1,3	2,3	*	4	3,0	*	7	2,2	*
Eastern Bengal	Nil	Nil	*	Nil	Nil	Nil	Nil	Nil	Nil
Great Indian Peninsula	2,9	7,1	*	2	7,2	*	8,3	8,5	*
North Western	15,3	19,9	*	3,6	20,3	*	1,6	2,0	*
South Indian	3,3	4,7	*	3	3	*	3,8	3,8	*
Total	44,4	162,1		19,1	1,49,5		15,3	17,7	
Total, 1930-31	1,662,8	1,2,420,2	2,20,50,5	1,958,8	1,2,581,7	2,69,01,1	408,0	1,634,2	53,75,6
Total, 1929-30	1,608,4	1,2,389,3	2,14,88,3	1,832,2	1,2,173,6	2,03,09,2	417,6	1,675,9	55,64,3
Increase	54,4	30,9	5,62,2	126,6	408,1	65,91,9	..	..	..
Decrease . . . . .	..	..	..	..	..	..	9,6	41,7	1,85,5

* Shown under "Other Commodities" being below
 † In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

standing—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
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
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	
2.2	3.1	24.8	80.3	57.4	1,42.0	94.7	144.0	16,53.2	5' 6" GAUGE.
15.5	45.4	15,18.4	177.1	200.6	14,00.4	187.2	206.1	34,12.9	Bengal Nagpur.
11.5	24.3	2,77.3	3.2	34.0	92.6	76.7	100.5	9,28.3	Bombay, Baroda and Central India.
68.6	83.3	5,38.8	539.4	657.9	14,44.0	268.0	343.3	24,86.2	Eastern Bengal.
25.8	57.0	5,91.7	278.5	367.1	13,24.2	116.9	249.2	29,76.0	East Indian.
21.3	41.5	5,21.7	45.8	49.2	4,75.5	59.3	71.5	12,30.7	Great Indian Peninsula.
†	†	†	76.9	77.3	3,19.9	1.0	39.2	5,97.5	Madras and Southern Mahratta.
208.5	225.4	21,59.7	863.4	880.2	15,21.6	185.7	212.1	10,34.2	Nizam's State.
4.3	11.2	1,13.7	2.5	4.6	4,84.6	41.3	48.7	11,64.1	North Western.
357.7	491.2		2,037.1	2,328.3		1,000.8	1,414.6		South Indian.
									Total.
									3' 3 1/2" GAUGE.
5	7	4.3	89.8	90.0	3,27.3	39.7	43.6	3,10.3	Assam Bengal.
101.1	110.2	5,50.9	6.3	11.1	46.9	6.1	150.8	8,35.2	Bengal and North Western.
39.5	106.6	*	142.3	222.5	*	125.0	215.9	*	Bombay, Baroda and Central India.
6.8	6.8	58.6	592.4	592.4	2,47.8	36.8	36.8	5,53.2	Burma.
3.7	26.3	*	1.8	5.9	*	3.7	73.0	*	Eastern Bengal.
3.5	36.2	2,61.2	150.0	156.9	3,66.1	56.6	58.1	2,62.9	Jodhpur.
15.6	23.8	*	49.0	53.0	*	12.8	79.5	*	Madras and Southern Mahratta.
†	†	†	4	9.4	*	1.1	23.8	*	Nizam's State.
33.2	33.4	1,54.9	2.2	4.0	10.2	9	27.0	1,63.3	Rohilkund and Kumaon.
3.4	5.3	*	205.8	207.5	*	133.9	135.8	*	South Indian.
207.3	349.3		1,240.0	1,357.7		418.6	1,844.3		Total.
									3' 6" AND 3' 0" GAUGE.
4	5	*	5.7	6.9	*	3.6	24.0	*	Bengal Nagpur.
1.4	3.3	*	1.1	6.9	*	NU	2.3	*	Bombay, Baroda and Central India.
NU	NU	NU	NU	NU	NU	NU	NU	NU	Eastern Bengal.
4	1.6	*	1.1	3.9	*	1	3.3	*	Great Indian Peninsula.
5.4	8.5	*	2.8	3.0	*	9	3.1	*	North Western.
3.8	3.8	*	NU	NU	NU	NU	3.3	*	South Indian.
									Total.
11.4	17.9		10.7	120.7		4.6	126.5		Total, 1930-31.
576.4	1,868.4	67,74.0	3,287.8	3,706.7	89,05.1	1,424.0	1,228.4	1,85,06.0	Total, 1929-30.
716.0	1,120.7	82,93.1	3,452.2	3,927.4	98,44.0	1,472.2	1,241.3	1,96,32.0	Increase.
..	..	..	..	..	..	..	..	..	Decrease.
139.6	262.3	15,19.1	164.4	220.7	9,39.9	45.2	118.4	11,24.0	

5' 6" gauge.
the "prescribed minima".
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class

II.—Heavy ma-

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	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.
	44	46	47	48	49	50	51	52	53
5' 6" GAUGE.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur	33,1	36,7	6,46,7	68,4	77,8	4,60,9	2,102,3	2,178,4	51,07,8
Bombay, Baroda and Central India	27,3	70,4	35,99,2	72,3	131,0	9,15,3	11,5	76,1	4,62,9
Eastern Bengal	49,4	54,3	6,84,0	14,5	30,2	2,31,5	Nil	Nil	Nil
East Indian	127,3	158,6	25,61,7	119,1	184,5	7,72,5	1	1,8	10,7
Great Indian Peninsula	112,2	141,0	22,31,1	107,1	138,5	5,63,7	1,5	138,6	13,02,1
Madras and Southern Mahratta	25,7	29,0	6,27,4	19,9	50,4	6,46,7	Nil	8,7	8,20,7
Nizam's State	2	7,7	1,57,0	13,8	15,3	1,82,4	†	†	†
North Western	207,3	264,0	76,68,6	190,5	230,3	9,28,2	Nil	15,7	2,25,1
South Indian	4,3	10,7	3,46,9	50,9	56,6	8,02,8	Nil	1	3,7
Total	586,8	772,4		656,5	914,6		2,115,4	2,419,3	
3' 3½" GAUGE.									
Assam Bengal	5,2	12,6	93,0	9,8	11,0	64,6	†	†	†
Bengal and North-Western	103,3	116,2	12,42,2	62,9	67,4	3,65,5	†	†	†
Bombay, Baroda and Central India	5,6	181,8	*	4,3	71,8	*	5	5	*
Burma	8,7	8,7	1,38,4	222,5	222,5	11,74,2	121,1	121,1	13,45,9
Eastern Bengal	2,4	30,9	*	14,8	24,5	*	Nil	Nil	Nil
Jodhpur	4	12,5	1,13,7	7	5,1	29,8	Nil	Nil	Nil
Madras and Southern Mahratta	2,2	27,7	*	31,1	49,1	*	152,4	153,4	*
Nizam's State	7	8,9	*	3,3	8,2	*	†	†	†
Rohilkund and Kumaon	32,7	41,3	1,97,9	100,5	100,8	3,38,2	Nil	Nil	Nil
South Indian	25,1	31,5	*	47,2	60,1	*	1	2	*
Total	186,3	471,1		497,1	620,5		274,1	275,2	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	2,2	7,1	*	26,6	27,5	*	90,7	90,7	*
Bombay, Baroda and Central India	5	2,0	*	22,2	25,0	*	64,6	64,6	*
Eastern Bengal	Nil	Nil	Nil	Nil	1	*	Nil	Nil	Nil
Great Indian Peninsula	8	5,1	*	1,4	2,3	*	Nil	Nil	Nil
North Western	4	9,9	*	1,8	4,1	*	15,7	15,7	*
South Indian	Nil	4	‡	4	8	*	Nil	Nil	Nil
Total	3,9	24,5		52,5	59,8		171,0	171,0	
Total, 1930-31	777,0	1,263,0	2,03,07,8	1,208,1	1,594,9	74,76,3	2,560,5	2,865,6	92,63,9
Total, 1929-30	818,1	1,291,3	2,03,16,8	1,346,2	1,761,6	84,81,8	3,418,7	3,939,4	1,48,94,8
Increase	..	..	..	..	..	..	..	..	..
Decrease	41,1	28,3	8,0	140,1	166,7	10,05,5	858,2	1,073,9	54,25,

* Shown under
† Included under " Other Commodities " being
‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
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.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	5' 6" GAUGE.
114.6	167.9	21,07.1	7	10.3	3,88.8	4.1	4.1	1,40.6	Bengal Nagpur.
106.8	210.5	38,68.6	113.1	202.9	66,97.1	11.4	11.5	3,39.3	Bombay, Baroda and Central India.
9.3	22.3	2,67.7	1	3	2.5	26.8	30.9	2,34.4	Eastern Bengal.
277.4	483.1	44,04.3	16.2	39.9	6,35.1	Nil	13.8	7,10.0	East Indian.
387.7	698.6	91,94.2	265.0	442.5	1,74,19.6	21.4	22.4	6,04.6	Great Indian Peninsula.
222.1	519.9	1,05,17.3	20.8	34.1	15,15.6	25.9	20.0	6,22.2	Madras and Southern Mahratta.
109.6	138.0	22,71.5	5.2	15.3	15,87.7	Nil	3.0	80.8	Nizam's State.
290.6	335.9	31,70.0	219.2	244.4	90,92.2	13.7	13.7	6,43.6	North Western.
47.2	100.0	26,48.0	15.7	17.5	3,76.6	3	11.3	7,51.1	South Indian.
1,565.3	2,676.2		656.0	1,007.2		103.6	113.7		Total.
									3' 3 1/2" GAUGE.
7.2	8.5	60.0	†	†	†	30.1	30.6	6,26.0	Assam Bengal.
188.9	197.7	12,27.4	†	†	†	1.5	4.6	1,09.1	Bengal and North Western.
115.5	240.2	*	81.9	104.5	*	4	4.4	*	Bombay, Baroda and Central India.
28.8	28.8	2,33.5	Nil	Nil	Nil	1.9	1.9	1,10.1	Burma.
25.8	40.0	*	Nil	Nil	Nil	3	4.8	*	Eastern Bengal.
17.2	24.5	1,80.9	10.8	21.3	4,46.3	4	1.5	62.1	Jodhpur.
365.9	458.6	*	49.1	59.4	*	5.2	5.2	*	Madras and Southern Mahratta.
161.6	162.1	*	70.2	70.3	*	Nil	Nil	Nil	Nizam's State.
25.8	26.4	1,24.9	6	1.5	8.0	Nil	1.2	21.5	Rohilkund and Kumaon.
168.4	229.2	*	18.2	24.7	*	15.1	15.1	*	South Indian.
1,105.1	1,416.0		230.8	281.7		54.9	100.3		Total.
									3' 6" AND 2' 0" GAUGES.
22.2	23.7	*	2.6	3.2	*	Nil	6	*	Bengal Nagpur.
16.6	19.4	*	11.9	12.0	*	Nil	Nil	Nil	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Eastern Bengal.
42.9	43.4	*	62.6	62.7	*	Nil	1	*	Great Indian Peninsula.
2.2	4.1	*	Nil	Nil	Nil	Nil	Nil	Nil	North Western.
5.8	6.1	*	Nil	Nil	Nil	Nil	Nil	Nil	South Indian.
89.7	96.7		77.1	77.9		Nil	17		Total.
2,760.1	14,188.9	4,00,75.4	963.9	1,136.8	3,81,69.5	158.5	202.7	52,56.3	Total, 1930-31.
2,787.8	14,205.6	3,94,66.3	1,048.3	1,498.2	4,29,32.8	124.8	172.8	40,91.8	Total, 1929-30.
..	..	5,89.1	..	..	..	23.7	29.9	11,63.5	Increase.
27.7	16.7	..	84.4	131.4	47,73.2	..	..	..	Decrease.

5' 6" gauge, below the "prescribed minima."
Gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class

Railway.	II. Heavy Merchandise—contd.								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise (Items 1 to 16)		
	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.
64	65	66	67	68	69	70	71	72	73
8' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	24.0	27.8	5,42.0	Nil	4	8.2	3,160.0	3,444.8	1,87,31.1
Bombay, Baroda and Central India	10.5	10.6	2,18.8	1	1	9.4	904.4	1,491.2	3,11,37.8
Eastern Bengal	63.2	63.2	2,43.2	Nil	Nil	28.1	457.8	701.6	53,91.0
East Indian	Nil	37.8	8,08.0	3	3	5.2	2,402.0	3,320.4	2,48,23.8
Great Indian Peninsula	28.6	28.8	5,81.4	1.6	1.8	11.6	1,825.4	3,161.2	4,73,79.5
Madras and Southern Mahratta	34.2	34.2	6,44.2	Nil	1	4	794.2	1,359.9	2,57,84.3
Nizam's State	1	4.2	59.2	Nil	Nil	Nil	299.7	478.8	78,75.9
North Western	10.1	10.1	2,46.7	5	5	4.4	4,051.4	4,376.9	4,82,58.1
South Indian	7.9	12.4	5,27.1	Nil	Nil	Nil	225.5	549.7	1,21,26.4
Total	178.6	1228.6		2.5	13.2		14,120.4	18,883.5	
3' 3 1/2" GAUGE.									
Assam Bengal	12.1	14.1	1,83.2	4.7	5.4	45.6	390.8	449.3	34,10.5
Bengal and North Western	14.9	53.3	5,09.3	10.7	10.7	71.5	953.2	1,279.4	80,76.6
Bombay, Baroda and Central India	2	2.6	*	1	1.4	*	710.1	1,643.9	*
Burma	9	9	14.5	Nil	Nil	Nil	2,366.1	2,366.1	1,33,39.9
Eastern Bengal	1	7.3	*	7.3	7.3	*	165.5	435.9	*
Jodhpur	Nil	6	11.3	Nil	Nil	Nil	260.4	461.6	28,37.6
Madras and Southern Mahratta	12.8	13.4	*	Nil	Nil	Nil	933.0	1,323.2	*
Nizam's State	Nil	7	*	Nil	Nil	Nil	283.3	367.5	*
Rohilkhand and Kumaon	Nil	Nil	Nil	Nil	Nil	Nil	308.6	355.6	15,21.8
South Indian	38.4	38.4	*	Nil	Nil	Nil	1,140.2	1,265.0	*
Total	80.4	1131.2		22.8	124.8		7,511.2	19,947.5	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1	3.4	*	Nil	Nil	Nil	229.3	288.1	*
Bombay, Baroda and Central India	Nil	Nil	Nil	Nil	Nil	Nil	122.2	150.8	*
Eastern Bengal	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	*
Great Indian Peninsula	Nil	Nil	Nil	Nil	Nil	Nil	120.8	152.2	*
North Western	Nil	Nil	Nil	Nil	Nil	Nil	75.7	123.6	*
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	18.6	27.9	*
Total	1	13.4		Nil	Nil		566.6	742.7	
Total, 1930-31	259.1	1363.2	45,68.9	25.3	128.0	1,84.4	22,198.2	129,573.7	25,04,76.3
Total, 1929-30	243.8	1334.6	41,05.5	25.7	134.4	2,30.5	23,663.3	131,650.1	26,11,47.3
Increase	15.3	28.6	4,63.4	..	..	..	..	..	..
Decrease	..	..	..	4	6.4	46.1	1,465.1	2,076.4	1,06,72.0

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
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.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	
3	6	10.4	18.3	59.3	15,36.8	27.7	35.5	1,83.5	5' 6" Gauge.
8.5	11.6	2,74.9	88.7	97.2	67,27.2	149.4	165.9	10,33.0	Bengal Nagpur.
7	2.4	35.5	18.2	19.8	5,02.3	34.6	53.3	1,90.6	Bombay, Baroda and Central India.
9.8	12.9	1,63.8	65.2	97.9	23,57.4	140.1	162.5	8,00.0	Eastern Bengal.
15.8	18.6	2,38.0	121.3	160.8	45,59.7	89.2	127.6	7,69.5	East Indian.
4.8	8.8	2,93.1	20.7	49.4	13,12.5	21.6	41.1	4,47.8	Great Indian Peninsula.
1.6	1.6	15.6	1.4	17.4	4,15.1	†	†	†	Madras and Southern Mahratta.
33.3	37.3	4,30.5	58.9	91.8	31,50.3	116.2	159.0	8,59.6	Nizam's State.
4.9	7.6	1,54.0	13.9	22.3	7,64.5	5.5	13.0	2,08.0	North Western.
79.7	†101.4		406.6	†615.9		594.3	†759.9		South Indian.
									Total.
									3' 3½" Gauge.
3.0	3.0	48.0	8	6.5	89.6	6.2	7.7	30.5	Assam Bengal.
†	†	†	19.9	50.5	10,83.3	29.4	30.6	1,33.9	Bengal and North Western.
12.2	20.3	*	74.6	108.9	*	16.6	30.2	*	Bombay, Baroda and Central India.
NH	NH	NH	16.1	16.1	4,25.2	78.3	78.3	3,14.5	Burma.
7	1.0	*	3	10.9	*	11.9	17.0	*	Eastern Bengal.
11.8	12.0	82.9	8	10.1	1,68.3	5.4	7.2	38.4	Jodhpur.
15.5	16.4	*	17.8	32.0	*	36.8	42.6	*	Madras and Southern Mahratta.
5	5	*	2.8	6.5	*	†	†	†	Nizam's State.
6	1.0	4.4	2.3	10.5	88.6	10.0	10.8	46.1	Rohilkund and Kumaon.
9.0	9.9	*	32.2	39.7	*	21.1	24.6	*	South Indian.
53.3	†64.1		167.6	†291.7		215.7	†248.8		Total.
									3' 6" and 2' 6" Gauge.
1	1	*	2.6	7.5	*	2.9	4.5	*	Bengal Nagpur.
2.1	2.7	*	3	8	*	3.0	3.4	*	Bombay, Baroda and Central India.
NH	NH	NH	NH	1	*	NH	NH	NH	Eastern Bengal.
1	1	*	1.0	2.9	*	8	4.8	*	Great Indian Peninsula.
NH	2	*	2	3.4	*	2.5	6.6	*	North Western.
1	1	*	NH	3	*	7	7	*	South Indian.
2.4	†3.2		4.1	†15.0		9.9	†20.0		Total.
135.4	† 168.7	17,51.1	578.3	† 922.6	2,31,79.8	809.9	†1,029.7	50,27.4	Total, 1930-31.
169.9	† 202.3	20,76.4	605.0	†949.7	2,40,57.3	953.2	†1,232.0	61,20.4	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
34.5	33.6	3,25.3	26.7	27.1	8,77.5	143.3	203.2	10,93.0	Decrease.

5' 6" gauge.
gauge or railways are considered as two or more separate consignments.
†Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class I

Railway.	III. Light								
	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk)			(6) 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.
85	86	87	88	89	90	91	92	93	
	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
5' 6" GAUGE.									
Bengal Nagpur	19,1	43,0	6,35,3	4,4	18,4	2,35,3	14,1	36,5	3,81,5
Bombay, Baroda and Central India	26,2	38,9	9,22,2	5,5	53,4	18,00,4	Nu	Nu	Nu
Eastern Bengal	8,2	34,5	4,89,3	22,3	26,4	3,52,8	355,1	813,1	1,19,00,2
East Indian	103,8	147,9	13,80,0	139,5	154,2	12,56,6	19,9	63,4	3,40,6
Great Indian Peninsula	69,4	99,7	11,61,9	30,1	122,8	11,38,5	Nu	Nu	Nu
Madras and Southern Mahratta	53,9	83,4	10,74,2	40,1	51,6	8,61,8	Nu	Nu	Nu
Nizam's State	2,2	8,5	1,23,1	5	13,1	2,49,8	†	†	†
North Western	67,5	92,7	11,45,9	139,0	179,2	14,78,4	†	†	†
South Indian	44,7	48,8	8,67,3	7,3	9,2	2,86,5	Nu	1	4,8
Total	395,0	597,4		388,7	628,3		389,1	1913,1	
3' 3½" GAUGE.									
Assam Bengal	23,8	31,8	2,32,4	4,6	11,5	76,2	135,4	139,4	9,56,8
Bengal and North Western	572,9	578,3	8,95,1	119,1	125,3	10,01,6	†	†	†
Bombay, Baroda and Central India	45,7	57,6	*	3,4	143,8	*	Nu	Nu	Nu
Burma	101,7	101,7	12,16,6	23,0	23,0	2,98,4	Nu	Nu	Nu
Eastern Bengal	4,0	50,9	*	5,3	28,3	*	464,0	507,1	*
Jodhpur	2,1	5,8	43,8	5	13,5	1,03,3	Nu	1	2
Madras and Southern Mahratta	31,1	37,6	*	58,2	68,0	*	Nu	Nu	Nu
Nizam's State	8	3,0	*	8	9,7	*	†	†	†
Rohilkund and Kumaon	21,9	22,4	88,0	79,6	79,8	4,73,9	Nu	Nu	Nu
South Indian	51,4	72,2	*	26,9	30,7	*	1	2	*
Total	655,4	1961,3		321,4	533,6		599,5	1646,8	
2' 6" AND 2' 0" GAUGE.									
Bengal Nagpur	2,3	4,2	*	1,0	3,8	*	Nu	Nu	Nu
Bombay, Baroda and Central India	1,0	1,8	*	2	2,1	*	Nu	Nu	Nu
Eastern Bengal	1	1	*	Nu	Nu	Nu	Nu	Nu	Nu
Great Indian Peninsula	4	1,2	*	13,4	15,1	*	Nu	Nu	Nu
North Western	18,4	20,3	*	7	4,3	*	Nu	Nu	Nu
South Indian	3	1,0	*	2	2	*	Nu	Nu	Nu
Total	22,5	128,6		15,5	125,5		Nu	1Nu	
Total, 1930-31	1,272,9	1,587,3	1,02,75,1	725,6	1,187,4	96,13,5	98 8,6	1,559,9	1,35,84,1
Total, 1929-30	1,279,5	1,595,6	1,07,95,1	693,2	1,129,2	93,29,5	1,036,1	1,669,3	1,46,35,6
Increase . . . . .	..	..	..	32,4	58,2	284,0	..	..	..
Decrease	6,6	8,3	5,20,0	..	..	..	47,5	109,4	10,51,5

* Shown under
† In these totals consignments passing over two or more
† Included under " Other Commodities " being below the " prescribed minima."

railways and the earnings therefrom for 1930-31. (In hundreds.)

merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	Total. 98	Earnings. 99		100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	3' 6" GAUGE.
298,7	323,0	16,72,7	28,2	31,8	4,92,1	Bengal-Nagpur.
93,2	104,0	29,16,0	45,6	46,0	2,29,6	Bombay, Baroda and Central India.
46,0	116,5	7,54,7	139,9	143,1	10,01,8	Eastern Bengal.
172,5	331,3	35,49,0	6,1	96,3	18,71,3	East Indian.
130,0	216,4	29,86,8	60,5	64,2	12,36,0	Great Indian Peninsula.
54,6	89,3	14,79,4	40,8	40,9	8,50,0	Madras and Southern Mahratta.
2,5	21,9	3,75,7	4	6,3	1,33,8	Nizam's State.
157,9	203,4	43,43,7	69,2	69,8	17,37,9	North Western.
3,7	23,4	6,36,3	3,4	20,5	4,06,6	South Indian.
959,1	1,428,2		394,1	1,618,9		Total.
						3' 3½" GAUGE.
24,2	33,5	3,76,9	84,8	94,9	10,60,9	Assam Bengal.
15,3	34,4	3,06,5	2,1	6,4	61,9	Bengal and North Western.
13,2	77,3	*	2,3	21,8	*	Bombay, Baroda and Central India.
37,3	37,3	4,72,4	33,0	33,0	4,24,1	Burma.
3,9	21,8	*	6,5	50,2	*	Eastern Bengal.
1,4	14,3	2,60,1	Nil	6,9	1,31,1	Jodhpur.
10,7	49,2	*	25,7	34,3	*	Madras and Southern Mahratta.
2,1	12,4	*	2	6,3	*	Nizam's State.
3,4	10,4	52,7	1,7	4,9	24,1	Rohilkund and Kumaon.
38,5	49,4	*	38,4	38,6	*	South Indian.
150,0	1,340,0		194,7	1,297,3		Total.
						2' 6" AND 2' 0" GAUGES.
3,2	8,7	*	1,6	6,6	*	Bengal-Nagpur.
4	3,1	*	2	2,4	*	Bombay, Baroda and Central India.
Nil	2	*	Nil	Nil	Nil	Eastern Bengal.
2,4	6,1	*	2,0	4,7	*	Great Indian Peninsula.
1,0	8,5	*	1	3,2	*	North Western.
Nil	4	*	1	1,3	*	South Indian.
7,0	127,0		3,9	118,3		Total.
1,116,1	1,795,2	2,06,82,7	592,7	634,4	1,03,90,1	Total, 1930-31.
1,306,1	1,2,076,6	2,46,72,8	671,9	1,966,3	1,28,09,3	Total, 1929-30.
..	..	..	..	..	..	Increase.
190,0	281,4	39,40,1	79,2	131,8	24,29,2	Decrease.

2' 6" gauge.
 gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class 1

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.
101	102	103	104	105	106	107
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.						
Bengal-Nagpur	5.0	5.0	94.4	10.7	28.2	5,82.8
Bombay, Baroda and Central India	6.0	6.1	2,14.8	33.7	39.2	10,29.8
Eastern Bengal	10.0	27.4	6,45.9	10.9	28.4	7,44.9
East Indian	4.3	9.3	2,49.9	22.1	46.5	7,35.4
Great Indian Peninsula	12.9	14.1	3,06.5	8.4	34.1	7,00.5
Madras and Southern Mahratta	10.9	11.0	3,72.5	30.7	45.6	10,90.8
Nizam's State	5	1.9	61.1	6	4.3	1,34.7
North Western	30.7	30.7	13,04.8	24.4	32.0	6,39.9
South Indian	2.3	6.4	2,23.6	16.8	20.4	4,79.5
Total	82.6	111.9		158.3	1278.7	
3' 3½" GAUGE.						
Assam Bengal	3.3	4.0	62.2	1.9	9.5	1,33.5
Bengal and North Western	4	5	5.3	36.1	39.3	5,18.7
Bombay, Baroda and Central India	5.5	8.5	*	11.3	25.0	*
Burma	11.9	11.9	4,12.6	19.9	19.9	2,11.9
Eastern Bengal	3	21.6	*	21.7	36.5	*
Jodhpur	3	1.4	49.1	5	3.5	62.6
Madras and Southern Mahratta	6.0	9.0	*	22.4	26.8	*
Nizam's State	3	1.6	*	1.1	3.3	*
Rohilkund and Kumaon	6	1.6	13.5	2.6	3.8	36.5
South Indian	9.6	10.1	*	11.6	20.7	*
Total	38.2	170.3		129.1	1168.3	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	4	3	*	1.5	4.3	*
Bombay, Baroda and Central India	<i>Nil</i>	3	*	1	3	*
Eastern Bengal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	2	*
Great Indian Peninsula	<i>Nil</i>	7	*	1	6	*
North Western	2	2.7	*	1	1.4	*
South Indian	<i>Nil</i>	3	*	<i>Nil</i>	7	*
Total	6	14.8		1.8	17.5	
Total, 1930-31	121.4	1186.9	40,16.2	289.3	1474.5	71,01.3
Total, 1929-30	126.6	1165.7	35,70.2	331.9	1553.7	61,36.6
Increase . . . . .	..	21.2	4,46.0	..	..	..
Decrease	5.2	..	..	42.0	79.2	10,35.3

* Shown under
 † In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31 (In hundreds)—contd.

SERVANTS OF INDIA SOCIETY'S
BRANCH LIBRARY
BOMBAY

(II) Provisions.			(12) Manures (all kinds).			(13) Total light merchandises. (Items 1 to 13)			Railway. 117
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.	
108	109	110	111	112	113	114	115	116	
Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.	
80,0	127,5	20,85,4	22,7	25,3	96,7	529,2	734,1	80,06,9	5' 6" GAUGE.
70,9	108,1	28,78,6	5,0	7,4	55,3	532,7	677,8	1,87,83,6	Bengal-Nagpur.
27,3	82,3	22,58,2	8,1	8,6	65,5	681,3	1,357,8	1,89,11,7	Bombay, Baroda and Central India.
86,4	147,5	29,94,4	12,7	17,5	1,09,0	782,4	1,287,2	1,58,07,3	Eastern Bengal.
111,6	196,2	36,08,0	13,1	17,3	65,4	662,3	1,070,8	1,67,70,6	East Indian.
62,0	139,1	30,68,8	17,1	20,2	86,2	357,2	580,4	1,09,37,1	Great Indian Peninsula.
7,4	32,8	5,85,4	†	†	†	17,1	107,8	20,94,3	Madras and Southern Mahratta.
84,5	105,2	28,35,6	†	†	†	781,8	1,001,1	1,84,26,6	Nizam's State.
79,9	114,1	28,80,6	14,6	25,5	3,49,4	197,0	311,3	72,61,1	North Western.
610,0	†1,052,8		93,3	†121,8		4,540,8	†7,128,3		South Indian.
									Total.
									3' 3½" GAUGE.
91,5	116,8	21,00,0	1,9	13,1	1,26,3	381,4	471,7	53,21,3	Assam Bengal.
79,9	96,2	10,68,8	6,6	8,0	49,3	881,7	969,5	51,14,4	Bengal and North Western.
32,1	81,3	*	2,4	3,8	*	219,3	578,5	*	Bombay, Baroda and Central India.
94,2	94,2	19,82,2	9	9	2,5	416,3	416,3	57,60,4	Burma.
28,1	91,4	*	3	7,0	*	547,0	843,7	*	Eastern Bengal.
4,3	13,6	1,84,2	NH	1	9	27,1	88,8	11,24,9	Jodhpur.
75,0	118,6	*	2,4	5,2	*	301,8	439,7	*	Madras and Southern Mahratta.
5,5	13,5	*	†	†	†	14,1	56,8	*	Nizam's State.
4,9	8,2	61,8	1,3	1,3	4,3	128,9	154,5	8,93,9	Rohilkund and Kumaon.
106,4	147,7	*	27,5	48,0	*	372,7	491,8	*	South Indian.
521,9	†781,5		43,3	†87,4		2,290,1	†4,511,0		Total.
									3' 6" AND 3' 0" GAUGES.
9,2	14,9	*	4	6	*	25,1	56,0	*	Bengal-Nagpur.
4,0	5,8	*	NH	NH	NH	11,3	22,7	*	Bombay, Baroda and Central India.
9	9	*	NH	NH	NH	1,0	1,5	*	Eastern Bengal.
4	4,1	*	NH	NH	NH	20,6	40,3	*	Great Indian Peninsula.
3,7	7,1	*	NH	NH	NH	26,9	57,7	*	North Western.
4,4	5,3	*	8	8	*	6,8	11,1	*	South Indian.
22,6	†38,1		1,2	†1,4		91,5	†199,3		Total.
1,154,5	†1,872,4	2,85,92,0	137,8	†210,6	†10,10,8	7,922,4	†11,828,6	12,52,14,1	Total, 1930-31.
1,173,4	†1,899,4	2,89,03,2	182,4	†274,8	13,65,1	8,528,5	†12,714,5	14,84,21,5	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
18,9	27,0	3,11,2	44,6	64,2	3,54,3	606,1	886,9	1,12,07,4	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

† Included under "Other Commodities" being below the "prescribed minima."

29.—Statement of Principal Commodities carried by Class 1

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise). (Heads II, III and IV).			VI.—Military Traffic.		
	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.
118	119	120	121	122	123	124	125	126	127
5' 6" GAUGE.									
Bengal-Nagpur	Tons. 1,218.1	Tons. 1,402.6	Rs. 89,75.4	Tons. 4,907.3	Tons. 5,591.5	Rs. 3,57,13.4	Tons. 2.5	Tons. 6.1	Rs. 69.7
Bombay, Baroda and Central India	539.4	652.8	1,11,08.1	1,976.5	2,821.8	6,10,19.5	1.9	2.7	77.4
Eastern Bengal	372.9	542.0	27,07.1	1,512.0	2,601.4	2,69,99.8	7.3	10.9	17.3
East Indian	1,410.3	1,907.0	1,58,77.2	4,594.7	6,514.6	5,65,08.3	58.7	82.2	5,79.0
Great Indian Peninsula	1,296.8	1,631.7	1,56,18.4	3,784.5	5,863.7	7,97,68.5	35.8	60.0	6,75.8
Madras and Southern Mahratta	248.4	502.5	77,72.9	1,399.8	2,442.8	4,44,94.3	2.4	5.7	97.1
Nizam's State	61.9	148.5	18,68.7	378.7	735.1	1,16,38.9	2.1	13.7	96.2
North Western	1,282.3	1,586.2	1,76,20.7	6,115.3	6,964.2	8,43,06.4	160.0	192.1	15,01.9
South Indian	170.8	299.0	61,21.6	593.3	1,159.0	2,55,09.1	7	2.0	51.5
Total	6,600.9	18,672.3		25,262.1	134,684.1		271.4	1375.4	
3' 3½" GAUGE.									
Assam Bengal	65.7	97.8	10,60.4	837.9	1,018.8	97,92.2	1	9	1.5
Bengal and North Western	181.2	302.8	21,22.8	2,016.1	2,551.7	1,58,13.8	2.0	2.0	5.2
Bombay, Baroda and Central India	166.8	333.8	*	1,096.2	2,606.2	*	1.4	8.4	*
Burma	535.3	535.3	52,48.3	3,317.7	3,317.7	2,43,48.6	8.8	8.8	41.8
Eastern Bengal	38.7	130.4	*	751.2	1,410.0	*	<i>NH</i>	7	*
Jodhpur	67.6	116.9	9,95.6	355.1	667.0	49,68.1	<i>NH</i>	5	16.7
Madras and Southern Mahratta	191.4	293.6	*	1,426.0	2,056.5	*	3.6	5.3	*
Nizam's State	40.1	63.7	*	337.5	498.0	*	1.7	4.6	*
Roilkund and Kumaon	62.6	89.9	4,29.7	500.1	600.0	28,45.4	2.9	3.1	16.0
South Indian	285.8	371.3	*	1,798.7	2,128.1	*	4.2	5.5	*
Total	1,635.2	12,385.5		12,436.5	116,844.0		24.7	139.8	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	69.4	97.3	*	323.8	441.4	*	3	7	*
Bombay, Baroda and Central India	10.1	15.7	*	143.6	189.2	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Eastern Bengal	1	2	*	1.1	1.8	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Great Indian Peninsula	4.9	16.8	*	146.3	209.3	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
North Western	63.3	116.7	*	165.9	298.0	*	12.2	27.6	*
South Indian	4.4	8.6	*	29.6	47.6	*	<i>NH</i>	<i>NH</i>	<i>NH</i>
Total	162.2	1255.3		810.3	11,187.3		12.5	128.3	
Total, 1930-31	8,368.3	111,313.1	9,75,26.9	38,508.9	152,715.4	48,32,16.3	308.6	1443.5	32,47.0
Total, 1929-30	9,443.4	112,649.8	10,63,78.9	41,635.2	157,014.4	51,39,47.7	340.1	1481.3	37,93.3
Increase . . . . .	..	..	..	..	..	..	..	..	..
Decrease	1,055.1	1,336.7	88,52.0	3,126.3	4,299.0	3,07,31.4	31.5	37.8	5,45.3

* Shown under
‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for 1930-31. (In hundreds.)

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
Originating on Home line whether local or Foreign.	Total.	Earnings.	Originating on Home line whether local or Foreign.	Total.	Earnings.	(1) Fuel.		137	
128	129	130	131	132	133	Originating on Home line whether local or Foreign.	Total.		Earnings.
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
10.1	12.0	1,51.5	350.4	384.2	17,14.2	821.9	821.3	23,37.8	5° 6' GAUGE.
27.4	45.1	20,56.7	190.8	203.4	6,54.4	23.4	269.7	11,84.3	Bengal-Nagpur.
8	1.0	42.2	174.3	202.0	3,89.6	7.8	319.1	9,11.2	Bombay, Baroda and Central India.
26.6	36.2	13,46.0	656.8	673.2	9,78.9	1,622.8	1,622.8	54,06.2	Eastern Bengal.
15.0	16.8	2,90.3	816.3	856.5	9,01.0	279.0	842.7	26,90.8	East Indian.
7.6	7.8	2,50.7	46.3	88.0	4,21.2	110.2	383.7	11,87.3	Great Indian Peninsula.
Nil	2	11.4	73.5	86.0	1,51.8	171.4	171.4	4,17.4	Madras and Southern Mahratta.
25.8	27.0	4,44.3	2,187.4	2,194.3	15,64.8	94.3	1,322.2	47,20.1	Nizam's State.
2.2	2.4	1,35.8	210.3	215.2	1,86.7	39.2	106.9	3,67.0	North Western.
115.5	148.5		4,706.1	4,902.8		3,170.0	15,859.8		South Indian.
									Total.
									5° 3½' GAUGE.
2.8	2.9	34.1	240.4	250.0	2,48.3	72.3	112.0	1,82.2	Assam Bengal.
5.8	8.1	1,10.9	60.5	62.6	82.9	42.0	282.8	5,90.4	Bengal and North Western.
26.6	28.6	"	178.8	200.3	"	10.1	277.1	"	Bombay, Baroda and Central India.
12.3	12.3	3,87.4	58.5	58.5	1,09.8	302.8	302.8	7,62.2	Burma.
1.5	2.9	"	106.2	113.3	"	13.0	147.2	"	Eastern Bengal.
2.2	2.2	18.9	76.9	85.2	1,13.9	3.0	62.4	1,27.6	Jodhpur.
4.0	4.2	"	14.6	37.5	"	194.1	196.9	"	Madras and Southern Mahratta.
3	3	"	68.7	72.1	"	8	46.0	"	Nizam's State.
6	8	8.5	73.9	75.5	2,20.5	45.5	45.5	16.9	Rohilkund and Kumaon.
3.3	3.7	"	696.1	699.1	"	217.4	217.4	"	South Indian.
59.4	66.0		1,871.6	1,854.1		900.9	1,690.1		Total.
									5° 6' AND 5° 0' GAUGES.
1	1	"	21.2	23.4	"	53.7	53.7	"	Bengal-Nagpur.
2	2	"	2.3	3.2	"	2	3	"	Bombay, Baroda and Central India.
Nil	Nil	Nil	3.7	3.7	"	Nil	Nil	Nil	Eastern Bengal.
Nil	Nil	Nil	6.8	6.8	"	Nil	Nil	Nil	Great Indian Peninsula.
2	3	"	37.0	38.5	"	27.0	27.1	"	North Western.
Nil	Nil	Nil	Nil	Nil	Nil	1	1	"	South Indian.
5	16		71.0	176.6		81.0	181.2		Total.
175.4	216.1	52,88.7	6,348.7	6,832.5	77,38.0	4,181.9	17,631.1	2,08,00.4	Total, 1930-31.
200.8	246.8	62,55.7	6,382.3	6,831.1	94,13.4	4,404.2	17,992.5	2,21,80.3	Total, 1929-30.
..	..	..	..	..	..	..	..	..	Increase.
25.4	31.7	9,67.0	33.6	198.6	16,75.4	252.3	261.4	12,79.9	Decrease.

5° 0' gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for 1929-30 (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. (Heads I (3) to (5). and V to IX).		
	(2) General Stores and materials.			(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.			
138	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.									
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	723,1	726,0	3,79,2	1,545,0	1,547,3	27,17,0	12,451,0	13,910,0	5,57,39,9
Bombay, Baroda and Central India.	533,1	540,7	5,49,9	556,5	810,4	17,34,2	2,858,3	4,388,4	6,86,08,9
Eastern Bengal	323,0	395,9	8,35,0	330,8	715,0	17,46,2	2,058,0	5,008,4	3,25,13,0
East Indian	1,034,8	1,085,9	12,40,6	2,657,6	2,708,7	66,46,8	19,207,3	22,335,4	11,85,34,0
Great Indian Peninsula	1,143,2	1,143,2	7,52,7	1,422,2	1,985,9	33,43,5	6,834,2	10,300,2	9,09,90,8
Madras and Southern Mahratta	337,3	339,2	4,08,5	447,5	722,9	15,95,8	2,025,6	3,726,4	5,00,88,3
Nizam's State	85,2	85,8	1,39,7	256,6	257,2	5,57,1	1,362,6	1,749,1	1,52,12,4
North Western	1,963,5	1,980,5	20,17,4	2,057,8	3,302,7	67,37,5	11,067,9	14,114,9	9,95,58,8
South Indian	452,5	467,5	3,98,9	491,7	574,4	7,65,9	1,335,8	2,018,6	2,76,29,3
Total	6,595,7	6,764,7		9,765,7	12,624,5		59,200,7	77,551,4	
3' 3½" GAUGE.									
Adam Bengal	101,3	105,2	1,64,2	173,5	217,2	3,46,4	1,300,3	1,676,4	1,10,03,0
Bengal and North Western	119,3	135,0	1,67,6	161,3	417,8	7,58,0	2,302,8	3,424,7	1,73,09,2
Bombay, Baroda and Central India.	300,6	307,8	*	310,7	584,9	*	1,675,5	3,771,4	*
Burma	1,05,41	1,05,41	8,30,3	1,356,9	1,356,9	15,92,5	4,944,9	4,944,9	2,79,35,2
Eastern Bengal	187,6	200,1	*	200,6	347,3	*	1,061,4	2,219,1	*
Jodhpur	175,2	179,2	64,3	178,2	241,6	1,91,9	619,8	1,016,2	53,57,5
Madras and Southern Mahratta	158,9	162,5	*	353,0	359,4	*	1,925,8	2,645,0	*
Nizam's State	173,8	174,8	*	174,6	220,8	*	591,6	865,8	*
Rohilkund and Kumaon	147,5	147,5	75,2	193,0	193,0	91,1	931,8	1,052,9	35,29,2
South Indian	900,0	917,9	*	1,117,4	1,135,3	*	3,758,9	4,122,7	*
Total	3,318,3	3,884,1		4,219,2	6,074,2		19,110,8	25,739,1	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	75,9	75,0	*	129,6	128,7	*	578,4	722,6	*
Bombay, Baroda and Central India.	17,1	17,3	*	17,3	17,6	*	180,6	235,2	*
Eastern Bengal	8	1,1	*	8	1,1	*	5,6	6,6	*
Great Indian Peninsula	39,2	39,2	*	39,2	39,2	*	192,7	264,9	*
North Western	86,1	95,1	*	113,1	122,2	*	349,4	530,4	*
South Indian	7	1,3	*	8	1,4	*	38,6	57,2	*
Total	219,8	229,0		300,8	310,2		1,345,3	1,816,9	
Total, 1930-31	10,133,8	10,377,8	80,23,5	14,285,7	18,008,9	2,88,23,9	79,656,8	105,107,4	62,40,09,5
Total, 1929-30	11,538,0	11,714,9	89,76,4	15,942,2	19,707,4	3,11,56,7	85,959,1	113,451,5	66,68,14,4
Increase . . . . .	..	..	..	..	..	..	..	..	..
Decrease	1,404,2	1,337,1	9,52,9	1,656,5	1,698,5	23,32,8	6,302,3	8,344,1	4,28,04,9

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1930-31.**

H50CRACOTS

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	GENERAL ADMINISTRATION.—(A. I.).					TRACK (RUNNING LINES).	
	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.
	2	3	4	5	6	7	8
5' 6" GAUGE.	Ra.	Ra.	Ra.	As.		Ra.	Ra.
Bengal-Nagpur	21,80,832	909.4	641.4	2.82	3.67	32,79,088	1,367.3
Bombay, Baroda and Central India	12,45,670	920.7	584.3	2.76	2.93	20,07,054	1,483.5
Eastern Bengal	11,35,626	1,351.9	693.6	2.84	3.65	18,24,278	2,171.7
East Indian	39,29,848	919.3	551.8	2.05	3.23	50,67,284	1,185.4
Great Indian Peninsula	34,28,897	980.2	620.2	2.23	3.26	58,38,400	1,669.0
Madras and Southern Mahratta	8,88,569	773.1	596.4	2.21	3.37	12,63,614	1,099.4
Nizam's State	2,78,817	483.0	422.3	2.23	4.34	3,50,878	607.9
North Western	39,76,613	634.4	486.8	2.52	3.06	91,42,561	1,458.7
South Indian	3,50,762	584.5	481.0	1.63	3.43	4,05,117	675.1
3' 3½" GAUGE.							
Assam-Bengal	5,97,061	466.9	386.6	2.57	4.61	11,30,173	832.0
Bengal and North Western	5,94,997	281.4	228.1	1.19	3.83	*19,38,114	*916.7
Bombay, Baroda and Central India	10,90,239	443.1	372.0	1.77	3.28	18,32,743	744.9
Burma	14,43,185	701.5	509.7	2.71	4.60	29,92,470	1,454.6
Eastern Bengal	5,46,224	537.2	410.9	2.17	3.32	12,27,949	1,207.7
Jodhpur	1,70,553	174.6	149.7	1.53	3.12	5,09,150	521.3
Madras and Southern Mahratta	7,39,883	355.7	312.2	1.52	3.47	22,60,491	1,056.9
Nizam's State	2,43,953	369.7	320.7	2.17	4.02	4,36,128	660.9
Bohilkund and Kumaon	1,13,889	199.5	167.4	1.01	3.80	2,79,023	488.9
South Indian	11,07,841	629.2	518.7	1.92	4.30	11,66,502	662.5
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	2,41,031	265.0	239.4	2.08	5.36	6,59,186	724.7
Bombay, Baroda and Central India	34,403	167.5	147.3	1.41	4.31	1,26,852	617.6
Eastern Bengal	2,908	76.1	70.0	0.39	1.61	18,983	514.6
North Western	3,50,357	510.1	455.1	3.97	3.88	13,86,915	2,019.5
South Indian	49,405	500.7	467.9	4.44	10.9	40,637	411.3

* Including Replacement
 † The figures for A. B., B. N., Burma, E. I.,
 those of other Railways

Class I Railways for the year 1930-31.

WORKS.

WORKS AND YARDS.— (A-IL 1 (a)).			BRIDGES AND TUNNELS AND CONSERVANCY OF RIVERS—(A-IL 1 (b) AND A-IL 3).					OTHER STRUCTURAL WORKS—(A-IL 1. (c) to (g)).					Railway.
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	22
Ra.	As.		Ra.	Ra.	Ra.	As.		Ra.	Ra.	Ra.	As.		8° 6' GAUM.
964.4	4.25	6.52	2,97,537	124.1	87.5	0.38	0.50	26,30,108	1,093.8	770.8	3.39	4.41	B. N.
941.5	4.44	4.72	2,13,648	157.9	100.2	0.47	0.50	10,97,008	810.8	514.8	2.43	2.58	B., B. & C. I.
1,114.1	4.56	6.86	2,88,318	343.2	176.1	0.73	0.93	17,93,161	2,134.8	1,095.1	4.46	5.76	E. B.
711.5	2.65	4.17	5,28,196	123.6	74.2	0.27	0.44	38,66,728	909.2	545.7	2.03	3.19	E. L.
1,056.1	3.79	5.56	3,54,232	101.3	64.1	0.23	0.34	28,43,376	812.8	514.3	1.84	2.71	G. I. P.
848.1	3.18	4.79	1,93,954	168.7	130.2	0.48	0.74	6,87,000	597.8	461.0	1.69	2.61	M. & S. M.
531.4	2.80	5.46	12,013	20.8	18.2	0.10	0.19	1,25,962	218.2	190.8	1.00	1.96	N. S.
1,004.3	5.79	7.06	8,30,662	132.6	91.3	0.53	0.64	38,59,178	615.8	424.0	2.44	2.98	N. W.
555.6	1.88	3.96	64,774	108.0	88.8	0.30	0.63	1,42,254	237.1	195.1	0.85	1.39	S. I.
													8° 31' GAUM.
731.9	4.87	8.55	1,09,270	85.3	70.8	0.47	0.82	5,31,875	415.1	344.4	2.29	4.02	A. B.
*743.1	*3.88	*12.5	*1,50,905	*71.4	*57.9	*0.30	*0.97	*4,03,012	*190.8	*154.5	*0.80	*2.60	B. & N. W.
625.4	2.98	5.52	76,062	30.9	26.0	0.12	0.23	7,08,262	287.9	241.7	1.16	2.13	B., B. & C. I.
1,056.8	5.63	9.53	3,22,925	157.0	114.1	0.61	1.03	9,97,415	484.9	352.3	1.87	3.17	Burma.
923.7	4.89	7.45	1,29,505	127.4	97.4	0.51	0.79	6,46,456	635.9	486.3	2.56	2.92	E. B.
447.0	4.58	9.31	43,040	44.1	37.8	0.39	0.79	1,31,955	135.1	115.9	1.19	2.42	Jodhpur
953.8	4.65	10.6	48,212	23.2	20.2	0.10	0.23	5,70,851	274.5	240.8	1.18	2.65	M. & S. M.
573.4	3.88	7.19	11,032	16.7	14.5	0.10	0.18	91,547	138.7	120.4	0.61	1.52	N. S.
410.1	2.48	8.07	68,768	120.5	101.1	0.61	1.99	1,03,585	181.5	152.3	0.92	3.00	R. & K.
546.2	2.02	4.52	65,962	37.5	30.9	0.11	0.26	5,32,346	302.2	249.2	0.92	2.07	S. I.
													8° 0' & 8° 0' GAUM.
654.6	5.68	14.7	41,705	45.9	41.4	0.36	0.93	1,48,247	163.0	147.2	1.27	3.30	B. N.
543.3	5.18	15.9	3,671	17.9	15.7	0.15	0.46	11,998	58.5	51.4	0.50	1.48	B., B. & C. I.
473.2	2.63	12.2	189	5.12	4.71	0.03	0.12	5,577	151.2	139.1	0.77	2.59	E. B.
1,801.3	15.7	15.4	1,78,004	289.2	31.2	2.02	1.97	4,56,559	664.8	593.0	5.18	5.05	N. W.
384.9	3.66	8.93	1,752	17.8	16.6	0.16	0.39	8,119	82.3	77.0	0.73	1.79	S. I.

and Renewals
Jodhpur and R. & K. Railways exclude while
include credits on account of value of stores returned to stock.

TABLE A.—MAINTENANCE OF STRUCTURAL

Railway.	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.
	23	24	25	26	27	28	29	30	31	32	33
5' 6" GAUGE—contd.										
Bengal Nagpur	Rs. 88,049	Ra. 26.7	Ra. 26.9	As. 0.11	0.15	†68,60,152	†2,860.6	†2,017.7	†8.88	†11.8
Bombay, Baroda and Central India	51,186	37.9	34.0	0.10	0.12	34,18,724	2,526.9	1,603.7	7.56	8.04
Eastern Bengal	82,200	97.9	50.2	0.21	0.26	†34,54,561	†4,112.4	†2,109.7	†8.63	†11.1
East Indian	2,87,068	67.2	40.3	0.15	0.24	†79,27,637	†1,854.5	†1,113.1	†4.15	†6.53
Great Indian Peninsula	2,41,128	68.9	43.6	0.16	0.23	†81,16,474	†2,320.2	†1,468.1	†5.27	†7.73
Madras and Southern Mahratta	70,870	61.7	47.6	0.18	0.27	19,06,326	1,658.6	1,279.4	4.75	7.23
Nizam's State	29,640	51.4	44.9	0.24	0.46	5,42,389	939.7	821.5	4.32	8.44
North Western	1,18,464	18.9	13.0	0.07	0.08	†1,27,57,756	†2,035.5	†1,401.5	†8.08	†7.84
South Indian	23,462	39.1	32.2	0.11	0.23	6,61,799	1,102.9	907.6	3.07	6.47
3' 3½" GAUGE—contd.										
Assam-Bengal	85,510	27.7	23.0	0.15	0.27	17,45,199	1,361.9	1,130.1	7.52	13.2
Bengal and North Western	33,613	15.9	12.9	0.07	0.22	*27,88,175	*1,318.7	*1,069.1	*5.58	*18.0
Bombay, Baroda and Central India	54,261	22.1	18.5	0.09	0.16	27,69,728	1,125.7	945.1	4.50	8.34
Burma	55,796	27.1	19.7	0.10	0.18	†40,56,296	†1,971.7	†1,432.4	†7.63	†12.9
Eastern Bengal	29,674	29.0	22.4	0.12	0.18	†19,21,673	†1,889.9	†1,445.6	†7.64	†11.7
Jodhpur	38,249	39.2	33.6	0.34	0.70	7,82,765	801.4	687.2	7.05	14.3
Madras and Southern Mahratta	75,546	36.3	31.9	0.15	0.35	28,66,885	1,378.5	1,209.6	5.90	13.4
Nizam's State	27,603	41.8	36.3	0.25	0.45	5,94,008	900.2	781.0	5.28	9.79
Rohilkund and Kumaon	6,922	12.1	10.2	0.06	0.20	5,43,659	952.5	799.1	4.84	15.7
South Indian	33,829	19.2	16.8	0.06	0.13	18,89,516	1,073.1	864.7	3.27	7.33
2' 6" AND 2' 0" GAUGES—contd.										
Bengal-Nagpur	17,379	19.1	17.3	0.15	0.38	†9,12,831	†1,003.5	†908.5	†7.87	†20.3
Bombay, Baroda and Central India	1,534	7.47	6.57	0.06	0.19	1,52,992	744.9	655.3	6.25	19.1
Eastern Bengal	624	16.9	15.6	0.09	0.40	†25,425	†689.2	†633.7	†8.53	†16.4
North Western	10,302	15.0	13.4	0.12	0.11	†20,95,499	†3,051.3	†2,721.6	†23.8	23.2
South Indian	1,586	16.1	15.0	0.14	0.35	51,291	519.8	486.8	4.61	11.2

* Includes Replacements

† The figures include credits for replacement

** Included in the

‡ The figures for A. B., B. N., Burma, E. I., to be Jodhpur and R. & K. Railways exclude while those of

Class I Railways for the year 1930-31—contd.

WORKS—contd.

REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND. (A. IV.)					TOTAL MAINTENANCE OF STRUCTURAL WORKS—LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT A.)					Railway.
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.	
34	35	36	37	38	39	40	41	42	43	44
Ra.	Ra.	Ra.	As.		Ra.	Ra.	Ra.	As.		
56,45,201	2,353.9	1,660.3	7.32	9.49	1,42,50,405	5,942.2	4,191.3	18.5	24.0	5' 6" GAUGE— contd. B. N.
25,97,226	1,919.7	1,218.4	5.75	6.11	72,61,620	5,367.3	3,406.4	16.1	17.1	B., B. & C. I.
30,58,510	3,640.9	1,867.9	7.65	9.83	73,62,903	8,764.9	4,496.8	18.4	23.7	E. B.
1,16,90,563	2,707.5	1,661.1	6.19	9.72	2,27,48,411	5,321.4	3,193.9	11.9	18.7	E. I.
92,50,491	2,644.4	1,673.3	6.01	8.81	2,07,95,863	5,944.9	3,761.6	13.5	19.8	G. I. P.
21,25,091	1,849.0	1,426.3	5.30	8.06	49,19,976	4,280.7	2,302.1	12.2	18.7	M. & S. M.
5,53,016	958.1	837.6	4.41	8.60	13,74,222	2,380.3	2,061.3	11.0	21.4	N. A.
1,84,06,607	2,617.6	1,802.3	10.4	12.7	3,31,40,976	5,237.5	3,640.6	21.0	25.6	N. W.
7,97,603	1,329.2	1,093.8	3.70	7.80	18,10,164	3,016.6	2,482.4	8.40	17.7	S. I.
10,88,943	849.9	705.1	4.68	8.24	34,31,193	2,677.7	2,221.8	14.8	25.9	5' 3 1/2" GAUGE— contd. A. B.
22	22	22	22	22	33,83,172	1,600.1	1,297.2	6.77	21.8	B. & N. W.
26,40,349	1,073.0	900.9	4.30	7.94	65,00,316	2,641.8	2,218.0	10.6	19.6	B., B. & C. I.
29,23,820	1,450.4	1,053.7	5.61	9.51	64,63,301	4,123.6	2,996.8	16.0	27.0	Burma.
18,00,801	1,771.0	1,354.7	7.16	10.9	41,91,900	4,123.3	3,153.4	16.7	25.5	K. B.
1,48,858	152.4	130.7	1.24	2.72	9,35,513	957.8	821.3	8.43	17.1	Jodhpur.
5,40,904	260.1	228.2	1.11	2.54	41,47,672	1,994.3	1,750.0	8.53	19.4	M. & S. M.
10,71,267	1,623.4	1,408.4	9.53	17.7	19,09,228	2,893.2	2,510.1	17.0	21.5	N. S.
2,40,124	420.7	353.0	2.14	6.95	8,85,001	1,550.5	1,300.9	7.87	25.6	R. & K.
32,06,650	1,821.1	1,501.4	5.54	12.4	62,04,007	3,523.4	2,904.8	10.7	24.0	S. I.
3,21,725	353.7	319.5	2.77	7.16	14,74,050	1,620.5	1,463.8	12.7	22.8	5' 6" & 5' 0" GAUGES— contd. B. N.
41,095	200.1	176.0	1.68	5.15	2,28,490	1,112.5	978.6	9.24	28.6	B., B. & C. I.
22,610	612.9	563.6	3.14	14.6	50,843	1,378.2	1,207.3	7.06	22.7	E. B.
14,16,143	2,062.1	1,839.2	16.0	15.7	39,61,999	5,623.5	5,016.0	43.8	42.8	N. W.
14,517	147.1	137.5	1.31	3.20	1,15,213	1,167.6	1,091.2	10.4	25.3	S. I.

and Renewal.
Materials whereas the details do not
respective heads.
other Railways include credits on account of value of stores returned to stock.

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	GENERAL ADMINISTRATION—(B. L.)					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.
	46	47	48	49	50	51	52
5' 6" GAUGE—contd.							
Bengal-Nagpur	Ra. 14,42,815	Ra. 0.08	Ra. 0.18	As. 1.87	2.43	Ra. 19,37,472	Ra. 0.11
Bombay, Baroda and Central India	7,52,564	0.09	0.19	1.67	1.76	10,08,558	0.12
Eastern Bengal	7,44,970	0.09	0.24	1.86	2.39	6,22,276	0.07
East Indian	32,66,957	0.08	0.16	1.71	2.68	37,10,122	0.09
Great Indian Peninsula	20,50,171	0.09	0.20	1.70	1.96	23,00,335	0.10
Madras and Southern Mahratta	6,49,191	0.08	0.19	1.62	2.46	9,60,289	0.12
Nizam's State	1,53,492	0.06	0.15	1.22	2.39	1,59,088	0.07
North Western	21,84,421	0.07	0.16	1.38	1.69	44,57,999	0.14
South Indian	2,26,054	0.05	0.17	1.04	2.21	2,98,084	0.08
3' 3½" GAUGE—contd.							
Assam Bengal	3,12,600	0.06	0.26	1.33	2.36	3,57,099	0.07
Bengal and North Western	3,12,310	0.03	0.14	0.62	2.01	..	..
Bombay, Baroda and Central India	10,62,306	0.09	0.35	1.73	3.20	11,87,522	0.10
Burma	8,58,641	0.08	0.32	1.61	2.73	7,53,589	0.07
Eastern Bengal	3,41,729	0.07	0.26	1.36	2.08	3,25,694	0.06
Jodhpur	1,29,662	0.06	0.23	1.17	2.37	2,28,850	0.10
Madras and Southern Mahratta	5,17,588	0.05	0.24	1.06	2.43	8,31,918	0.19
Nizam's State	1,41,970	0.07	0.28	1.26	2.34	1,38,587	0.07
Rohilkund and Kumaon	86,281	0.04	0.20	0.77	2.50	*2,61,580	*0.12
South Indian	5,91,191	0.06	0.28	1.02	2.29	6,96,633	0.07
2' 6" AND 2' 0" GAUGE—contd.							
Bengal-Nagpur	1,33,754	0.06	0.39	1.15	2.98	1,87,717	0.06
Bombay, Baroda and Central India	11,857	0.03	0.30	0.48	1.49	42,675	0.10
Eastern Bengal	924	0.01	0.15	0.12	0.59	4,048	0.04
North Western	1,44,032	0.09	0.75	1.76	1.61	5,76,319	0.34
South Indian	15,254	0.06	0.76	1.37	3.35	14,799	0.08

† Includes running Repairs and

* Includes workshop

‡ The figures for A. B., B. N., Burma, E. I.

Class I Railways for the year 1930-31—contd.

LOCOMOTIVE POWER.

Running Repairs—[B. II-1 (a)]			Locomotives—(b) Workshop Repairs [B. II-1 (b)]					Railway.
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.	
53	54	55	56	57	58	59	60	61
Ra.	As.		Ra.	Ra.	Ra.	As.		
0.24	2.50	3.26	30,64,839	0.17	0.38	3.97	5.15	5' 6" GAUGE— —contd. B. N.
0.25	2.23	2.37	20,18,762	0.23	0.50	4.47	4.75	B., B. & C. I.
0.20	1.56	2.00	2,30,877	0.11	0.30	2.32	2.99	E. B.
0.18	1.94	3.05	57,43,232	0.14	0.28	3.01	4.72	E. I.
0.23	1.91	2.19	33,13,225	0.14	0.32	2.76	3.16	G. I. P.
0.28	2.39	3.64	18,02,934	0.23	0.53	4.49	6.84	M. & S. M.
0.16	1.27	2.47	2,66,117	0.11	0.26	2.12	4.14	N. S.
0.32	2.82	3.44	55,39,455	0.18	0.40	3.57	4.36	N. W.
0.23	1.38	2.92	4,94,036	0.12	0.29	2.29	4.83	S. I.
0.30	1.52	2.70	3,00,864	0.06	0.25	1.28	2.28	3' 3 1/2" GAUGE— —contd. A. B.
..	..	..	14,43,981	10.15	10.64	12.89	19.31	B. & N. W.
0.39	1.93	3.68	15,25,023	0.13	0.51	2.46	4.57	B., B. & C. I.
0.28	1.42	2.40	6,75,506	0.06	0.25	1.27	2.15	Burma.
0.25	1.38	1.98	5,11,552	0.10	0.29	2.04	3.11	E. B.
0.40	2.06	4.18	2,13,253	0.09	0.37	1.92	3.90	Jodhpur.
0.33	1.71	3.90	9,65,976	0.10	0.44	1.99	4.53	M. & S. M.
0.28	1.24	2.28	1,92,269	0.09	0.33	1.71	3.17	N. S.
*0.59	*2.33	*7.57	..	..	..	..	..	R. & K.
0.32	1.21	2.70	3,89,997	0.08	0.43	1.54	3.45	S. I.
0.55	1.62	4.18	3,20,577	0.13	0.93	2.76	7.13	3' 6" & 2' 6" GAUGES— —contd. B. N.
1.06	1.74	5.35	58,478	0.14	1.48	2.38	7.23	B., B. & C. I.
0.65	0.56	2.60	3,785	0.08	0.61	0.53	2.43	E. B.
3.02	7.05	6.44	1,35,758	0.08	0.71	1.66	1.51	N. W.
0.74	1.33	3.25	23,037	0.18	1.64	2.97	7.26	S. I.

Replacement and Renewal.

pairs. Jodhpur and R. & K. Railways exclude, while those of

other Railways include credits on account of value of stores returned to stock.

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. IL 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.
62	63	64	65	66	67	68	69	70
5' 6" GAUGE—contd.								
Bengal-Nagpur	Rs. 6,82,616	Rs. 0.04	Rs. 0.08	As. 0.89	1.15	Rs. †54,74,001	Rs. †0.31	Rs. †0.68
Bombay, Baroda and Central India	2,04,493	0.02	0.05	0.45	0.48	30,66,585	0.35	0.76
Eastern Bengal	2,88,923	0.03	0.09	0.72	0.93	†20,03,411	†0.24	†0.64
East Indian	7,45,038	0.01	0.03	0.39	0.61	†90,14,282	†0.22	†0.43
Great Indian Peninsula	5,26,751	0.02	0.05	0.44	0.49	†61,17,766	†0.26	†0.80
Madras and Southern Mahratta	4,77,725	0.06	0.13	1.19	1.82	31,00,460	0.40	0.90
Nizam's State	10,537	0.00	0.01	0.08	0.17	4,36,495	0.18	0.43
North Western	10,41,391	0.03	0.07	0.66	0.81	†1,03,83,082	†0.33	†0.74
South Indian	11,214	0.00	0.00	0.05	0.11	8,03,532	0.20	0.62
3' 3½" GAUGE—contd.								
Assam-Bengal	1,05,027	0.02	0.08	0.44	0.79	7,17,445	0.15	0.60
Bengal and North-Western	66,894	0.01	0.03	0.13	0.43	*15,10,875	*0.16	*0.67
Bombay, Baroda and Central India	4,06,657	0.04	0.14	0.66	1.23	28,94,249	0.25	0.96
Burma	97,023	0.01	0.04	0.18	0.31	†15,24,157	†0.14	†0.57
Eastern Bengal	1,26,989	0.02	0.10	0.50	0.77	†10,49,659	†0.20	†0.80
Jodhpur	18,425	0.01	0.03	0.16	0.34	4,67,034	0.20	0.81
Madras and Southern Mahratta	1,88,570	0.02	0.09	0.39	0.88	19,49,695	0.21	0.89
Nizam's State	6,933	0.00	0.01	0.06	0.11	3,38,189	0.16	0.67
Rohilkund and Kumaon	20,266	0.01	0.05	0.18	0.59	2,82,004	0.13	0.64
South Indian	1,38,314	0.01	0.06	0.24	0.54	17,32,358	0.16	0.80
2' 6" AND 2' 0" GAUGES—contd.								
Bengal-Nagpur	5,389	0.00	0.01	0.05	0.12	†5,06,579	†0.21	†1.47
Bombay, Baroda and Central India . . . . .	..	..	..	..	..	99,468	0.24	2.52
Eastern Bengal	156	0.00	0.03	0.02	0.10	†7,989	†0.07	†1.29
North-Western	59,050	0.04	0.31	0.72	0.66	†7,05,588	†0.42	†3.70
South Indian	434	0.00	0.02	0.04	0.11	48,321	0.26	2.40

* Includes Replacement

† The figures

‡ The figures for A. B., B. N., Burma, E. I. those of other Railways include credits on

Class I Railways for the year 1930-31—contd.

POWER—contd.

MAINTENANCE— (B-II.)		RUNNING STAFF—(B. III-1).					FUEL—(B. III-2).					Railway.	
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.		
71	72	73	74	75	76	77	78	79	80	81	82		83
As.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.			5' 6" Gauge— contd.
†7-09	†9-20	36,56,873	0-22	0-46	4-74	6-15	44,05,115	0-25	0-56	5-70	7-41		B. N.
6-79	7-21	25,82,416	0-30	0-64	5-73	6-07	50,82,900	0-57	1-37	11-2	11-9		B., B. & C. I.
†5-01	†6-44	13,49,010	0-16	0-43	3-38	4-36	22,38,954	0-28	0-73	5-59	7-20		E. B.
†4-72	†7-41	72,41,691	0-18	0-35	3-79	5-96	1,02,56,446	0-26	0-49	5-37	8-42		E. I.
†5-09	†5-82	71,48,760	0-32	0-71	5-96	6-81	1,18,29,676	0-60	1-17	9-84	11-3		G. I. P.
7-73	11-8	15,60,385	0-21	0-45	3-89	5-92	37,25,753	0-47	1-03	9-30	14-1		M. & S. M.
3-48	6-79	3,53,331	0-13	0-35	2-81	5-50	6,09,721	0-28	0-67	5-34	10-4		N. S.
†6-57	†8-01	61,03,322	0-19	0-43	3-86	4-73	1,90,88,355	0-60	1-36	12-1	14-7		N. W.
3-72	7-86	7,58,414	0-18	0-59	3-52	7-43	23,91,657	0-57	1-87	11-2	23-4		S. I.
3-05	5-43	4,57,633	0-10	0-28	1-94	3-47	15,74,422	0-33	1-31	6-69	11-9		3' 3½" Gauge— contd.
*3-02	*9-74	5,92,413	0-06	0-26	1-19	3-82	16,23,258	0-16	0-72	3-25	10-4		A. B.
4-71	8-71	23,96,485	0-21	0-80	3-90	7-21	37,51,082	0-31	1-24	6-10	11-8		B. & N. W.
†2-87	†4-86	18,32,446	0-18	0-68	3-45	5-83	44,73,162	0-43	1-68	8-41	14-2		B., B. & C. I.
†4-18	†6-37	6,78,990	0-13	0-51	2-70	4-12	13,29,617	0-25	1-02	5-29	8-07		Burma.
4-20	8-54	2,10,872	0-09	0-37	1-90	3-86	7,09,603	0-22	1-24	6-38	13-0		E. B.
4-01	9-14	15,55,257	0-16	0-71	3-20	7-30	30,92,824	0-33	1-41	6-37	14-5		Jodhpur.
3-01	5-57	2,92,813	0-14	0-58	2-61	4-83	6,47,736	0-30	1-28	5-76	10-7		M. & S. M.
2-51	8-16	1,32,717	0-06	0-21	1-18	3-84	4,21,731	0-20	0-97	3-76	12-2		N. S.
3-00	6-73	19,92,567	0-19	0-92	3-44	7-73	22,64,222	0-30	1-52	5-67	12-7		R. & K.
†4-36	†11-2	2,81,501	0-11	0-82	2-43	6-25	4,61,360	0-20	1-35	3-98	10-2		S. I.
4-05	12-5	50,992	0-12	1-29	2-08	6-28	90,571	0-21	2-30	3-70	11-3		2' 6" & 2' 0" Gauges— contd.
†1-11	†5-13	17,583	0-15	2-85	2-43	11-2	6,784	0-05	1-10	0-96	4-26		B. N.
†8-63	†7-88	4,28,900	0-25	2-24	5-24	4-99	10,57,972	0-62	5-54	13-0	11-6		B., B. & C. I.
4-34	10-6	39,277	0-21	1-95	3-68	8-56	80,454	0-43	4-00	7-21	17-6		E. B.
													N. W.
													S. I.

and Renewals.
include credits for released materials.
Jodhpur and R. & K. Railways exclude, while
account of value of stores returned to stock.

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	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.
84	85	86	87	88	89	90	91	92
5' 6" GAUGE—contd.	Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.
Bengal-Nagpur	5,78,373	0-03	0-07	0-75	0-97	86,09,736	0-49	1-08
Bombay, Baroda and Central India	5,31,358	0-06	0-13	1-17	1-25	82,78,793	0-93	2-06
Eastern Bengal	2,08,337	0-02	0-06	0-52	0-66	37,91,974	0-45	1-22
East Indian	18,00,413	0-04	0-09	0-94	1-48	1,94,54,365	0-48	0-94
Great Indian Peninsula	13,56,767	0-06	0-13	1-12	1-29	2,05,29,919	0-89	2-03
Madras and Southern Mahratta	2,82,637	0-04	0-08	0-71	1-07	55,21,062	0-71	1-61
Nizam's State	1,09,901	0-06	0-11	0-87	1-71	11,98,140	0-48	1-19
North Western	17,60,186	0-06	0-13	1-12	1-35	2,74,99,745	0-87	1-96
South Indian	2,01,928	0-05	0-16	0-96	1-97	34,15,193	0-81	2-67
3' 3½" GAUGE—contd.								
Assam-Bengal	1,57,647	0-03	0-13	0-67	1-19	21,89,852	0-46	1-83
Bengal and North Western	3,03,175	0-03	0-13	0-61	1-96	30,68,711	0-31	1-35
Bombay, Baroda and Central India	4,61,082	0-04	0-15	0-74	1-39	66,23,005	0-56	2-19
Burma	4,89,178	0-04	0-19	0-92	1-55	68,26,203	0-64	2-56
Eastern Bengal	1,44,490	0-03	0-10	0-57	0-88	21,92,553	0-42	1-65
Jodhpur	1,45,489	0-07	0-26	1-31	2-06	11,88,790	0-53	2-07
Madras and Southern Mahratta	3,31,885	0-04	0-15	0-68	1-55	48,72,926	0-52	2-23
Nizam's State	1,12,281	0-05	0-22	0-99	1-85	10,82,016	0-50	2-13
Rohilkund and Kumaon	79,272	0-03	0-17	0-70	2-29	6,54,211	0-30	1-49
South Indian	3,87,524	0-04	0-19	0-61	1-51	56,85,798	0-53	2-64
2' 6" AND 2' 0" GAUGES—contd.								
Bengal-Nagpur	97,511	0-04	0-29	0-84	2-17	8,35,080	0-35	2-44
Bombay, Baroda and Central India	17,346	0-04	0-43	0-71	2-18	1,59,159	0-37	4-02
Eastern Bengal	3,741	0-03	0-61	0-52	2-41	28,181	0-23	4-57
North Western	1,30,272	0-08	0-68	1-59	1-45	16,68,811	0-99	8-73
South Indian	9,543	0-05	0-48	0-80	2-10	1,29,980	0-69	6-47

‡ The figures for A. B., B. N., Burma and other Railways include credits

Class I Railways for the year 1930-31—contd.

POWER—contd.

B. III.)		REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION FUND B. IV.					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT III.)					Railway.
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.	
93	94	95	96	97	98	99	100	101	102	103	104	105
Rs.		Rs.	Rs.	Rs.	As.		Rs.	Rs.	Rs.	As.		
11.2	14.5	19,83,763	0.11	0.25	2.57	3.34	1,74,18,261	0.98	2.18	22.6	29.3	5' 6" GAUGE— contd. B. N.
18.3	19.5	14,14,012	0.16	0.36	3.13	3.32	1,35,11,954	1.53	3.37	29.9	31.8	B., B. & C. I.
9.48	12.2	10,48,271	0.12	0.34	2.62	3.37	75,42,834	0.89	2.43	18.9	24.2	E. B.
10.2	16.0	38,15,636	0.09	0.17	1.89	2.97	3,48,07,375	0.86	1.67	18.2	28.6	E. I.
17.1	19.5	30,34,004	0.13	0.30	2.51	2.89	3,17,31,860	1.37	3.13	26.4	30.2	G. I. P.
13.8	20.9	11,12,523	0.14	0.33	2.77	4.22	1,09,83,236	1.33	3.03	25.9	29.4	M. & S. M.
9.56	18.6	1,56,186	0.06	0.16	1.25	2.43	19,44,313	0.78	1.93	15.5	30.2	N. B.
17.4	21.2	29,83,876	0.10	0.21	1.89	2.30	4,30,61,259	1.37	3.07	27.3	33.2	N. W.
15.8	33.4	-7,057	-0.01	-0.00	-0.03	-0.07	44,37,722	1.05	3.46	20.6	43.4	S. I.
9.30	16.6	58,374	0.01	0.04	0.24	0.43	32,74,046	0.68	2.73	13.9	24.8	3' 3½" GAUGE— contd. A. B.
6.15	19.7	"	"	"	"	"	48,93,385	0.50	2.16	9.79	31.5	B. & N. W.
10.8	20.0	9,55,918	0.08	0.31	1.55	2.88	1,15,40,478	0.96	3.81	18.8	24.7	B., B. & C. I.
12.8	21.7	7,84,700	0.07	0.29	1.48	2.50	99,93,701	0.93	3.74	18.8	31.8	Burma.
8.72	13.3	5,13,352	0.10	0.39	2.04	3.11	40,80,712	0.79	3.08	16.3	24.8	E. B.
10.7	21.8	44,356	0.02	0.08	0.39	0.81	18,10,999	0.80	3.16	16.3	33.1	Jodhpur.
10.0	22.8	1,71,645	0.02	0.07	0.35	0.80	75,11,834	0.80	3.43	15.4	35.2	M. & S. M.
9.62	17.8	1,07,682	0.05	0.21	0.96	1.78	16,69,857	0.78	3.29	14.9	27.5	N. B.
5.82	18.9	73,926	0.03	0.17	0.65	2.14	10,96,388	0.50	2.50	9.75	31.7	R. & K.
9.83	22.0	2,29,791	0.02	0.11	0.40	0.88	82,39,138	0.77	3.83	14.3	31.9	S. I.
7.20	18.6	4,279	0.00	0.01	0.04	0.09	14,75,950	0.62	4.30	12.7	22.8	2' 6" & 2' 0" GAUGES— contd. B. N.
6.50	19.9	1,619	0.00	0.04	0.07	0.20	2,72,103	0.64	6.88	11.1	24.1	B., B. & C. I.
3.91	18.1	4,443	0.04	0.72	0.62	2.86	41,255	0.25	6.70	5.74	26.6	E. B.
20.4	18.6	1,88,844	0.11	0.99	2.31	2.11	27,82,501	1.56	14.5	21.6	30.8	N. W.
11.7	28.6	-1,122	-0.01	-0.05	0.10	-0.25	1,92,433	1.02	9.58	17.2	42.3	S. I.

* Included in the respective heads.

E. I., Jodhpur & R. & K. Railways exclude, while those of on account of value of stores returned to stock.

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.
	106	108	109	110	111	112
<i>5' 6" GAUGE—contd.</i>						
	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,84,593	1-39	0-63	0-81	5,49,634	6-29
Bombay, Baroda and Central India	2,87,497	1-49	0-64	0-68	3,96,597	5-18
Eastern Bengal	3,56,822	2-30	0-89	1-15	2,33,274	2-84
East Indian	12,87,026	1-32	0-67	1-06	7,41,397	2-43
Great Indian Peninsula	8,55,891	1-69	0-65	0-82	5,90,233	2-99
Madras and Southern Mahratta	2,62,266	1-74	0-65	0-99	1,54,027	2-50
Nizam's State	63,273	1-43	0-50	0-98	6,125	0-44
North Western	11,02,671	1-72	0-70	0-85	6,69,994	2-42
South Indian	76,041	1-30	0-35	0-73	49,754	1-62
<i>3' 3½" GAUGE—contd.</i>						
Assam-Bengal	1,23,556	1-25	0-52	0-93	49,429	1-13
Bengal and North Western	1,16,144	0-62	0-23	0-75	..	..
Bombay, Baroda and Central India	4,87,187	1-86	0-79	1-46	1,70,876	1-70
Burma	3,31,188	1-58	0-62	1-05	92,388	1-05
Eastern Bengal	1,71,347	1-50	0-68	1-04	1,80,692	3-20
Jodhpur	1,05,201	2-02	0-95	1-92	26,097	1-37
Madras and Southern Mahratta	1,66,782	1-00	0-34	0-78	67,033	1-10
Nizam's State	56,125	1-64	0-50	0-92	16,001	1-10
Rohilkund and Kumaon	35,460	1-00	0-31	1-03	..	..
South Indian	1,97,379	1-04	0-34	0-77	1,17,676	1-14
<i>2' 6" AND 2' 0" GAUGES—contd.</i>						
Bengal-Nagpur	44,889	1-10	0-39	1-00	46,899	2-03
Bombay, Baroda and Central India	3,418	0-66	0-14	0-43	23,228	6-76
Eastern Bengal	889	0-76	0-12	0-57	1,386	1-24
North Western	41,640	2-09	0-47	0-46	85,030	9-43
South Indian	5,084	1-65	0-46	1-12	6,437	2-98

‡ The figures for A. B., B. N., Burma, those of other Railways include

Class I Railways for the year 1930-31—contd.

AND WAGON STOCK.

RUNNING REPAIRS— [C. II-1 (a).]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C. II-1 (b)].				GOODS VEHICLES—(c) RUNNING REPAIRS— [C. II-3 (a).]				Railway.
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.	
113	114	115	116	117	118	119	120	121	122	123
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge— contd.
0.71	0.92	15,32,272	17.5	1.93	2.58	5,53,066	2.13	0.72	0.94	B. N.
0.88	0.94	11,24,830	14.6	2.49	2.64	5,49,423	4.73	1.21	1.20	B., B. & C. I.
0.58	0.75	6,95,559	7.98	1.74	2.24	1,25,063	1.70	0.31	0.40	E. B.
0.39	0.61	35,13,458	11.5	1.84	2.89	13,72,049	2.06	0.72	1.13	E. I.
0.45	0.56	29,09,085	14.7	2.20	2.77	14,93,628	4.82	1.13	1.42	G. I. P.
0.38	0.58	9,52,956	15.5	2.37	3.61	1,75,035	1.97	0.44	0.66	M. & S. M.
0.05	0.09	2,01,689	14.6	1.61	3.14	70,818	2.34	0.57	1.10	N. S.
0.42	0.52	27,02,351	9.74	1.71	2.09	11,26,223	3.08	0.71	0.87	N. W.
0.23	0.49	1,64,674	5.36	0.76	1.61	9,862	0.37	0.04	0.10	S. I.
0.21	0.38	3,36,287	7.68	1.43	2.54	70,500	1.27	0.20	0.63	3' 3 3/4" Gauge— to —contd.
..	..	*6,99,339	*7.67	*1.40	*4.31	..	..	..	..	A. B.
0.28	0.51	10,88,303	10.9	1.76	3.27	2,05,229	1.90	0.50	0.62	B. & N. W.
0.17	0.30	5,18,958	5.88	0.98	1.65	2,33,302	1.93	0.44	0.74	B., B. & C. I.
0.72	1.10	5,06,561	6.97	2.01	3.08	85,491	1.48	0.34	0.52	Burma.
0.23	0.48	2,14,161	11.2	1.93	3.92	42,154	1.28	0.38	0.77	E. B.
0.13	0.32	4,94,874	8.13	1.01	2.32	1,54,145	1.45	0.31	0.72	Jodhpur.
0.14	0.28	2,02,480	14.4	1.87	3.45	41,601	2.11	0.27	0.69	M. & S. M.
..	..	†1,38,754	†8.50	†1.23	†4.01	..	..	..	..	N. S.
0.20	0.46	5,20,157	5.05	0.90	2.02	72,445	0.85	0.13	0.28	R. & K.
0.40	1.04	2,11,401	9.13	1.82	4.70	56,697	3.21	0.49	1.26	S. I.
0.95	2.91	504	0.15	0.02	0.06	22,046	12.7	0.90	2.76	2' 6" & 2' 0" Gauge— contd.
0.19	0.89	6,093	5.48	0.84	3.92	244	4.14	0.04	0.16	B. N.
0.96	0.94	78,000	8.55	0.89	0.86	1,28,491	17.4	2.14	2.09	B., B. & C. I.
0.58	1.40	16	0.01	0.00	0.00	721	0.79	0.06	0.16	E. B.
										N. W.
										S. I.

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

E. I., Jodhpur and R. & K. Railways exclude, while credits on account of value of stores returned to stock.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— (C. II-3 (b)).				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train miles.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train miles.
124	125	126	127	128	129	130	131
5' 6" GAUGE—contd.	Rs.	Rs.	Aa.		Rs.	Rs.	Aa.
Bengal-Nagpur	21,79,180	8.33	2.82	3.66	1,75,579	0.50	0.22
Bombay, Baroda and Central India	7,95,842	6.86	1.76	1.87	1,21,666	0.63	0.27
Eastern Bengal	5,54,700	7.56	1.39	1.78	1,28,330	0.83	0.32
East Indian	30,37,572	4.55	1.59	2.50	4,58,344	0.46	0.24
Great Indian Peninsula	11,22,455	3.62	0.85	1.07	3,10,735	0.61	0.23
Madras and Southern Mahratta	6,55,106	7.37	1.63	2.48	83,583	0.56	0.21
Nizam's State	2,24,992	7.42	1.79	3.50	6,356	0.15	0.05
North Western	26,80,320	7.32	1.70	2.07	3,09,462	0.48	0.20
South Indian	1,24,952	4.65	0.58	1.22	3,460	0.08	0.02
3' 3½" GAUGE—contd.							
Assam-Bengal	2,22,205	4.01	0.95	1.68	7,508	0.08	0.03
Bengal and North Western	*6,87,253	*7.24	*1.38	*4.43	32,428	0.17	0.06
Bombay, Baroda and Central India	5,00,112	3.10	0.81	1.51	1,39,049	0.53	0.23
Burma	7,74,487	6.39	1.46	2.47	1,20,211	0.57	0.22
Eastern Bengal	3,16,024	5.46	1.26	1.92	11,932	0.11	0.05
Jodhpur	1,48,636	4.50	1.34	2.72	17,849	0.35	0.16
Madras and Southern Mahratta	3,30,559	3.11	0.70	1.55	35,240	0.21	0.07
Nizam's State	85,883	4.86	0.76	1.41	5,333	0.15	0.05
Rohilkund and Kumaon	‡82,458	‡4.29	‡0.73	‡2.39	12,340	0.34	0.11
South Indian	2,74,517	3.19	0.47	1.07	47,719	0.25	0.09
2' 6" AND 3' 0" GAUGES—contd.							
Bengal-Nagpur	1,05,079	5.96	0.91	2.34	2,128	0.05	0.02
Bombay, Baroda and Central India	1,363	0.80	0.06	0.17	..	..	..
Eastern Bengal	-1,554	-26.4	-0.22	-1.00	4	0.00	0.00
North Western	55,000	5.08	0.62	0.61	12,063	0.60	0.13
South Indian	71	0.08	0.01	0.02	159	0.05	0.01

* Includes Running Repairs and Replacement and Renewal.

‡ Includes Running Repairs.

§ The figures for A. B., B. N., Burma, of other Railways include credits on account

Class I Railways for the year 1930-31—contd.

AND WAGON STOCK—contd.

G. II-5).	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				OPERATING EXPENSES—(C-III).				Railway.
	Percentage of total working expenses.	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.
132	133	134	135	136	137	138	139	140	141
	Ra.	Ra.	As.		Ra.	Ra.	As.		
0-30	†57,71,041	†16-5	†7-47	†9-71	8,20,192	2-35	1-06	1-38	B. N.
0-29	27,67,182	14-4	6-12	6-51	3,29,506	1-71	0-73	0-77	B., B. & C. L.
0-41	†18,01,813	†11-6	†4-50	†5-79	5,56,283	2-58	1-39	1-79	E. B.
0-37	†1,09,28,862	†11-2	†5-72	†8-98	17,88,936	1-84	0-94	1-47	E. I.
0-29	†70,70,823	†13-9	†5-34	†6-73	19,26,001	3-80	1-45	1-83	G. I. P.
0-32	21,29,612	14-2	5-31	8-08	2,39,097	1-59	0-59	0-91	M. & S. M.
0-10	5,62,833	12-8	4-49	8-75	78,933	1-79	0-63	1-23	N. B.
0-24	†78,33,432	†12-2	†4-96	†6-05	34,64,628	5-39	2-19	2-67	N. W.
0-03	3,61,104	6-28	1-67	3-53	1,50,715	2-62	0-70	1-48	S. I.
0-06	6,79,701	6-86	2-89	5-14	1,17,484	1-18	0-50	0-80	3' 3½" GAUGE— —contd. A. B.
0-21	†14,21,057	†15-1	†2-84	†9-16	1,27,743	0-73	0-26	0-82	B. & N. W.
0-42	21,13,827	8-08	3-44	6-36	4,52,818	1-73	0-74	1-36	B., B. & C. L.
0-38	†18,86,028	†9-01	†3-55	†6-01	2,04,524	0-98	0-39	0-65	Durma.
0-07	†11,52,654	†10-1	†4-58	†7-00	2,04,855	1-70	0-82	1-24	E. B.
0-32	4,60,241	8-83	4-14	8-42	1,74,432	3-35	1-57	3-19	Jodhpur.
0-16	11,00,780	6-58	2-26	5-16	1,59,081	0-90	0-31	0-70	M. & S. M.
0-09	3,63,394	10-6	3-23	5-99	53,900	1-58	0-48	0-80	N. B.
0-36	2,34,200	6-58	2-08	6-78	46,394	1-30	0-41	1-24	R. & K.
0-18	10,39,141	5-49	1-80	4-03	3,19,783	1-69	0-53	1-24	S. I.
0-05	†4,13,011	†10-1	†3-56	†9-19	68,945	1-69	0-59	1-53	2' 0" & 2' 6" GAUGES—contd. B. N.
..	46,241	8-97	1-89	5-79	15,201	2-95	0-62	1-90	B., B. & C. L.
0-00	†8,192	†5-28	†0-86	†3-98	3,315	2-62	0-46	2-13	E. B.
0-13	†3,90,505	†19-6	†4-43	†4-32	1,44,505	7-28	1-64	1-00	N. W.
0-03	7,408	2-40	0-67	1-61	8,416	2-74	0-76	1-85	S. I.

†The figures include credits for released materials.

L. Jodhpur and R. & K. Railways exclude, while those of value of stores returned to stock.

TABLE C.—MAINTENANCE OF CARRIAGE AND WAGON STOCK—*contd.*

Railway.	REPLACEMENT AND RENEWAL C-IV. APPROPRIATION TO DEPRECIATION FUND				TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK LESS VALUE OF STORES RETURNED TO STOCK.—(TOTAL ABSTRACT C.)			
	Total	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	142	144	145	146	147	148	149	150
<i>5' 6" GAUGE—contd.</i>								
Bengal-Nagpur	7,31,588	2-10	0-95	1-23	77,60,786	22-2	10-1	13-1
Bombay, Baroda and Central India	11,01,608	5-72	2-44	2-59	44,85,793	23-3	9-93	10-6
Eastern Bengal	16,65,480	10-7	4-16	5-35	43,64,922	28-1	10-9	14-0
East Indian	72,99,471	7-51	3-82	6-00	2,05,12,359	21-1	10-7	16-9
Great Indian Peninsula	46,04,943	9-08	3-18	4-38	1,44,57,658	28-5	10-9	13-8
Madras and Southern Mahratta	5,60,044	3-72	1-40	2-12	31,91,019	21-2	7-95	12-1
Nizam's State	2,56,920	5-82	2-05	4-00	9,61,959	21-8	7-67	15-0
North Western	85,85,428	8-68	3-54	4-31	1,79,86,159	28-0	11-4	13-9
South Indian	1,52,434	2-64	0-71	1-49	7,39,294	12-8	3-43	7-23
<i>3' 3½" GAUGE—contd.</i>								
Assam-Bengal	1,89,219	1-91	0-80	1-43	11,08,866	11-2	4-71	8-39
Bengal and North-Western	*	*	*	*	16,84,944	8-98	3-33	10-8
Bombay, Baroda and Central India	9,85,694	3-77	1-60	2-97	40,39,526	15-5	6-57	12-2
Burma	13,35,720	6-38	2-51	4-25	37,57,458	17-9	7-07	12-0
Eastern Bengal	8,48,913	7-43	3-38	5-15	23,74,406	20-8	9-44	14-4
Jodhpur	56,746	1-09	0-51	1-04	7,91,303	15-2	7-12	14-5
Madras and Southern Mahratta	16,11,795	9-64	3-32	7-56	30,29,438	18-1	6-23	14-2
Nizam's State	1,76,754	5-16	1-57	2-91	6,50,263	19-0	5-78	10-7
Rohilkund and Kumaon	1,01,621	2-86	0-91	2-94	4,17,645	11-7	3-71	12-1
South Indian	8,42,864	4-45	1-44	3-26	23,99,167	12-7	4-15	9-30
<i>2' 6" AND 2' 0" GAUGE—contd.</i>								
Bengal-Nagpur	—71,228	—1-75	—0-61	—1-58	4,54,731	11-2	3-92	10-1
Bombay, Baroda and Central India	8,669	1-68	0-35	1-09	73,529	14-3	3-00	9-21
Eastern Bengal	11,740	10-0	1-63	7-54	22,136	18-9	3-07	14-2
North Western	2,05,802	10-4	2-33	2-28	7,82,542	39-4	8-87	8-66
South Indian	—276	—0-10	—0-03	—0-06	10,630	6-71	1-85	4-54

* Included in the respective heads.

† The figures for A. B., B. N., Burma, those of other Railways exclude

Class I Railways for the year 1930-31—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).			Railway.
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.	
151	152	153	154	155	156	157	158	159	160
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge— contd.
18,12,379	1-70	2-21	40,20,203	5-21	6-78	14,16,015	1-83	2-38	B. N.
8,43,222	1-87	1-98	43,81,953	9-70	10-3	7,41,717	1-59	1-75	B. B. & C. I.
6,62,106	1-66	2-12	31,95,006	7-98	10-3	7,00,911	1-75	2-25	E. B.
29,56,022	1-55	2-43	1,01,44,342	5-31	8-34	32,36,094	1-70	2-66	E. I.
19,36,818	1-26	1-84	63,19,334	4-10	6-03	25,50,274	1-66	2-43	G. I. P.
3,56,813	0-89	1-35	17,69,313	4-46	6-79	4,49,792	1-12	1-70	M. & S. M.
1,52,461	1-22	2-37	3,66,635	2-93	5-70	1,23,271	0-99	1-92	N. S.
20,92,877	1-33	1-61	95,32,492	6-03	7-36	23,72,961	1-61	1-83	N. W.
1,49,756	0-70	1-46	6,22,097	2-88	6-09	2,11,400	0-96	2-07	S. I.
3,19,936	1-36	2-42	11,05,216	4-69	8-36	2,24,806	0-96	1-70	3' 3 1/2" Gauge— contd.
5,06,629	1-01	2-27	14,89,457	2-98	9-60	3,81,068	0-76	2-46	A. B.
5,72,069	0-93	1-72	26,14,763	4-26	7-87	7,44,679	1-21	2-24	B. & N. W.
7,30,266	1-37	2-33	23,45,272	4-41	7-47	6,02,215	1-14	1-91	B. B. & C. I.
5,61,241	2-23	3-42	13,20,684	5-25	8-03	343,128	1-37	2-06	Burma.
1,35,955	1-22	2-49	3,12,860	2-81	5-72	96,129	0-87	1-76	E. B.
3,54,541	0-73	1-67	14,64,382	3-01	6-57	4,48,560	0-93	2-11	Jodhpur.
1,37,558	1-22	2-26	3,65,684	3-25	6-03	1,11,052	0-99	1-83	M. & S. M.
91,721	0-81	2-65	2,79,704	2-49	8-09	54,010	0-49	1-56	N. S.
4,19,120	0-72	1-63	17,06,983	2-95	6-62	5,18,555	0-90	2-01	R. & K.
81,481	0-70	1-81	2,87,593	2-48	6-40	1,21,098	1-04	2-69	3' 6" & 2' 0" Gauges— contd.
8,278	0-34	1-04	57,520	2-35	7-21	7,704	0-32	0-97	B. N.
1,468	0-21	0-94	23,776	3-30	15-3	2,637	0-49	2-27	B. B. & C. I.
1,29,470	1-47	1-43	5,41,030	6-12	5-99	1,20,312	1-48	1-45	E. B.
12,357	1-11	2-72	26,450	2-28	5-32	9,325	0-84	2-04	N. W.
									S. I.

E. I., Jodhpur and B. & K. Railways include while credits on account of value of stores returned to stock. BSOCA Accounts.

Railway.	TABLE E.—EXPENSES OF					
	OTHER STAFF.—E. III. 1 (a & c).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRAMMOT—(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.
161	162	163	164	165	166	167
5' 6" GAUGE—contd.						
Bengal-Nagpur	Rs. 3,29,674	As. 0.43	0.56	Rs. 8,97,274	As. 1.16	1.51
Bombay, Baroda and Central India	4,16,166	0.93	0.97	3,04,763	0.61	0.71
Eastern Bengal	5,23,783	1.31	1.69	4,43,126	1.11	1.42
East Indian	19,77,082	1.03	1.62	29,63,615	1.08	1.69
Great Indian Peninsula	9,11,655	0.59	0.87	14,84,848	0.96	1.41
Madras and Southern Mahratta	1,42,185	0.36	0.54	5,25,680	1.31	2.00
Nizam's State	38,649	0.31	0.60	67,732	0.54	1.06
North Western	6,22,358	0.40	0.48	15,15,907	0.96	1.17
South Indian	1,30,700	0.61	1.27	1,63,348	0.75	1.60
3' 3½" GAUGE—contd.						
Assam-Bengal	1,35,890	0.58	1.02	1,98,560	0.84	1.60
Bengal and North-Western . . . . .	..	..	..	4,09,642	0.82	2.64
Bombay, Baroda and Central India	2,77,652	0.61	1.14	2,03,643	0.33	0.61
Burma	2,44,901	0.46	0.78	4,56,191	0.86	1.45
Eastern Bengal	93,460	0.37	0.56	1,07,705	0.43	0.85
Jodhpur	57,711	0.52	1.05	1,20,770	1.09	2.21
Madras and Southern Mahratta	1,28,978	0.28	0.60	4,28,305	0.88	2.01
Nizam's State	34,371	0.31	0.56	78,364	0.69	1.29
Rohilkund and Kumaon	31,258	0.18	0.62	89,774	0.80	2.60
South Indian	3,29,439	0.57	1.28	6,12,993	1.06	2.37
2' 6" AND 2' 0" GAUGES—contd.						
Bengal-Nagpur	13,427	0.12	0.30	52,574	0.45	1.17
Bombay, Baroda and Central India	3,069	0.13	0.38	3,566	0.14	0.45
Eastern Bengal . . . . .	..	..	..	114	0.01	0.07
North Western	51,057	0.58	0.56	77,012	0.87	0.86
South Indian	8,457	0.76	1.86	1,979	0.18	0.43

§The figures for A. B., B. N., Burma, those of other Railways excluded

Class I Railways for the year 1930-31—contd.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.III-4.)			STATIONERY FORMS AND TICKETS—(E.III.5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.III-10.)			Railway.
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.	
168	169	170	171	172	173	174	175	176	177
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE— contd.
1,39,889	0-18	0-24	1,77,567	0-23	0-30	54,700	0-07	0-09	B. N.
1,27,505	0-28	0-30	2,33,847	0-52	0-55	51,685	0-11	0-12	B. B. & C. I.
71,007	0-18	0-23	2,28,360	0-57	0-73	56,703	0-14	0-18	E. B.
3,44,276	0-18	0-29	5,30,281	0-28	0-44	1,10,596	0-06	0-09	E. I.
1,55,227	0-10	0-15	3,66,410	0-24	0-35	1,15,364	0-07	0-11	G. I. P.
30,641	0-08	0-12	1,35,844	0-34	0-52	37,168	0-09	0-14	M. & S. M.
11,141	0-09	0-17	45,214	0-36	0-70	7,921	0-06	0-12	N. S.
5,24,093	0-33	0-41	6,81,084	0-43	0-53	1,20,100	0-08	0-09	N. W.
11,799	0-06	0-12	1,28,519	0-60	1-26	12,403	0-06	0-12	S. I.
									3' 3½" GAUGE— contd.
21,308	0-09	0-16	73,274	0-31	0-55	15,976	0-07	0-12	A. B.
71,831	0-14	0-46	1,24,453	0-25	0-90	26,865	0-05	0-17	B. & N. W.
98,402	0-16	0-30	1,91,710	0-31	0-58	44,137	0-07	0-13	B. B. & C. I.
47,575	0-09	0-15	2,09,266	0-39	0-67	22,129	0-04	0-07	Burma.
87,390	0-35	0-53	1,42,944	0-57	0-87	26,665	0-10	0-16	E. B.
22,728	0-20	0-42	57,294	0-52	1-05	2,534	0-02	0-05	Jodhpur.
31,815	0-07	0-15	1,79,787	0-36	0-84	33,444	0-07	0-16	M. & S. M.
13,358	0-12	0-22	41,698	0-37	0-69	8,265	0-06	0-14	N. S.
10,684	0-09	0-31	35,930	0-32	1-04	2,611	0-02	0-07	R. & K.
31,994	0-05	0-12	2,58,103	0-45	1-00	8,422	0-01	0-03	S. I.
									2' 6" & 2' 0" GAUGES— contd.
17,592	0-15	0-39	4,187	0-04	0-09	5,423	0-05	0-12	B. N.
1,760	0-07	0-22	14,000	0-57	1-75	189	0-01	0-02	B. B. & C. I.
189	0-03	0-12	445	0-06	0-29	41	0-01	0-03	E. B.
31,818	0-36	0-35	6,904	0-06	0-06	6,829	0-06	0-06	N. W.
399	0-04	0-09	5,945	0-53	1-31	..	..	..	S. I.

I., Jodhpur and R. & K. Railways include while
 debits on account of value of stores returned to stock,

Railway,	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT— <i>contd.</i>					
	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.
178	179	180	181	182	183	184
<i>5' 6" GAUGE—contd.</i>	Rs.	As.		Rs.	As.	
Bengal-Nagpur	89,39,980	11-5	14-9	1,02,18,131	13-2	17-2
Bombay, Baroda and Central India	70,29,113	15-5	16-5	79,87,967	17-6	18-7
Eastern Bengal	54,04,384	13-5	17-4	61,63,325	15-4	20-0
East Indian	2,12,36,357	11-1	17-5	2,45,35,267	12-8	20-2
Great Indian Peninsula	1,45,39,870	9-44	13-9	1,67,20,883	10-9	15-9
Madras and Southern Mahratta	31,78,662	7-92	12-0	35,68,862	8-90	13-5
Nizam's State	9,46,862	7-56	14-7	11,01,173	8-79	17-1
North Western	1,65,63,809	10-5	12-8	1,89,01,879	12-0	14-6
South Indian	14,34,525	6-65	14-0	15,96,048	7-40	15-6
<i>3' 3 1/2" GAUGE—contd.</i>						
Assam-Bengal	24,08,934	10-2	18-2	27,48,087	11-7	20-8
Bengal and North-Western	21,63,297	4-32	13-9	28,95,789	5-78	18-7
Bombay, Baroda and Central India	45,83,678	7-46	13-8	52,45,083	8-54	15-8
Burma	41,09,491	7-78	13-1	49,02,235	9-22	15-6
Eastern Bengal	23,62,875	9-40	14-3	29,90,525	11-9	18-2
Jodhpur	8,13,364	7-32	14-9	9,82,136	8-84	18-0
Madras and Southern Mahratta	30,57,768	6-29	14-4	34,43,139	7-08	16-2
Nizam's State	6,94,351	6-18	11-4	8,34,030	7-42	13-7
Robilkund and Kumaon	3,74,797	3-33	10-9	4,77,217	4-24	13-8
South Indian	36,18,817	6-26	14-0	40,72,974	7-04	15-8
<i>2' 6" AND 2' 0" GAUGES—contd.</i>						
Bengal Nagpur	5,49,534	4-74	12-2	6,42,184	5-53	14-3
Bombay, Baroda and Central India	1,31,257	5-36	16-4	1,45,256	5-93	18-2
Eastern Bengal	28,284	3-92	18-2	30,040	4-17	19-3
North Western	9,00,729	10-2	9-97	10,43,861	11-8	11-6
South Indian	52,649	4-74	11-6	65,600	5-90	14-4

§The figures for A. B., B. N., Burma, while those of other Railways include

Class I Railways for the year 1930-31—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

GENERAL ADMINISTRATION, HOME EXPENDITURE—[F. L. 1 to 4.]			AGENT'S OFFICE—[F. L. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT—[F. L. 5 (b).]			STORES DEPARTMENT—[F. L. 5 (c).]			Railway.
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.	
185	186	187	188	189	190	191	192	193	194	195	196	197
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
2,90,212	0-38	0-49	3,85,692	0-50	0-65	9,55,178	1-24	1-61	5,37,854	0-70	0-90	5' 6" GAUGE— contd.
1,89,958	0-42	0-44	3,29,805	0-73	0-78	7,25,562	1-60	1-71	4,05,558	1-03	1-09	B. N.
..	..	..	3,80,805	0-95	1-23	7,06,532	1-77	2-27	3,33,555	0-83	1-07	B. B. & C. I.
..	..	..	8,78,897	0-46	0-72	24,61,435	1-29	2-02	11,71,978	0-61	0-98	E. B.
..	..	..	5,52,085	0-36	0-53	16,82,009	1-09	1-60	8,89,175	0-58	0-85	E. I.
1,97,147	0-46	0-71	1,97,871	0-49	0-75	4,22,730	1-06	1-60	2,05,993	0-51	0-78	G. I. P.
98,211	0-78	1-52	98,213	0-78	1-53	1,65,623	1-32	2-53	73,656	0-59	1-15	M. & S. M.
..	..	..	9,72,172	0-63	0-75	24,71,835	1-56	1-91	14,33,137	0-91	1-10	N. S.
98,825	0-43	0-91	81,039	0-38	0-79	2,34,979	1-09	2-20	1,15,902	0-54	1-12	N. W.
2,18,693	0-94	1-65	1,24,304	0-53	0-94	2,56,049	1-09	1-94	91,301	0-39	0-69	3' 3 1/2" GAUGE— contd.
2,44,589	0-49	1-58	98,022	0-19	0-62	4,31,822	0-86	2-79	68,194	0-14	0-44	A. B.
2,74,465	0-45	0-82	2,81,635	0-46	0-85	6,19,763	1-01	1-86	2,14,139	0-51	0-95	B. & N. W.
..	..	..	3,29,545	0-62	1-05	4,51,439	0-85	1-44	2,00,368	0-38	0-64	B. B. & C. I.
..	..	..	1,95,343	0-78	1-18	3,62,430	1-44	2-20	80,234	0-22	0-46	Burma.
50,868	0-46	0-93	73,668	0-66	1-35	1,73,454	1-56	2-17	84,656	0-76	1-55	E. B.
2,22,921	0-47	1-04	1,54,648	0-32	0-78	3,16,454	0-65	1-48	1,34,235	0-27	0-63	Jodhpur.
88,005	0-78	1-45	88,192	0-78	1-45	1,48,514	1-22	2-45	66,011	0-60	1-09	M. & S. M.
70,325	0-62	2-03	36,961	0-33	1-07	1,24,696	1-11	2-61	20,407	0-18	0-59	N. S.
2,28,464	0-39	0-88	1,86,504	0-32	0-72	5,60,975	0-97	2-18	2,76,114	0-48	1-07	B. & K.
1,00,234	0-86	2-23	17,423	0-15	0-39	38,770	0-33	0-86	23,904	0-21	0-53	3' 6" & 3' 0" GAUGE— contd.
5,768	0-24	0-72	8,278	0-34	1-04	23,959	0-98	2-00	2,079	0-08	0-26	B. N.
..	..	..	2,169	0-30	1-29	4,024	0-56	2-59	747	0-10	0-48	B. B. & C. I.
..	..	..	10,861	0-11	0-11	28,686	0-33	0-32	15,237	0-18	0-18	E. B.
8,756	0-79	1-93	1,507	0-13	0-33	7,050	0-68	1-55	2,978	0-17	0-66	N. W.
												S. I.

B. I., Jodhpur and B. & K. Railways exclude credits on account of value of stores returned to stock.

TABLE F.—EXPENSES C

Railway.	TABLE F.—EXPENSES C								
	MEDICAL DEPARTMENT— [F. I. 5 (e).]			TELEGRAPH—[F. I. 5 (f).]			POLICE—[F. I. 5 (g).]		
	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.
198	199	200	201	202	203	204	205	206	207
<i>5' 6" GAUGE—contd.</i>									
	Ra.	As.		Ra.	As.		Ra.	As.	
Bengal-Nagpur	4,05,568	0-52	0-68	7,76,314	1-00	1-31	5,17,880	0-67	0-87
Bombay, Baroda and Central India	2,42,255	0-54	0-57	3,77,968	0-83	0-80	5,17,297	1-15	1-21
Eastern Bengal	3,27,159	0-82	1-05	1,94,549	0-49	0-63	2,84,249	0-71	0-91
East Indian	7,22,084	0-38	0-60	10,75,163	0-57	0-88	10,06,557	0-52	0-82
Great Indian Peninsula	6,62,510	0-43	0-63	9,09,320	0-58	0-87	6,56,321	0-43	0-62
Madras and Southern Mahratta	1,65,561	0-41	0-63	3,43,429	0-86	1-30	3,02,618	0-76	1-15
Nizam's State	55,927	0-45	0-87	90,632	0-72	1-41	81,343	0-65	1-26
North Western	7,09,457	0-44	0-54	8,07,459	0-50	0-63	9,17,328	0-58	0-71
South Indian	65,997	0-31	0-65	83,221	0-38	0-82	96,752	0-45	0-95
<i>3' 3½" GAUGE—contd.</i>									
Assam-Bengal	1,63,843	0-70	1-24	1,10,664	0-47	0-84	1,29,647	0-55	0-98
Bengal and North-Western	1,12,664	0-22	0-73	1,77,248	0-36	1-14	1,18,672	0-24	0-76
Bombay, Baroda and Central India	2,61,027	0-42	0-79	3,61,661	0-59	1-09	4,41,672	0-72	1-33
Burma	3,05,775	0-58	0-98	3,90,329	0-73	1-24	85,640	0-16	0-27
Eastern Bengal	97,404	0-39	0-69	70,657	0-28	0-43	38,331	0-15	0-23
Jodhpur	18,086	0-16	0-33	66,593	0-60	1-22	24,856	0-22	0-45
Madras and Southern Mahratta	1,40,373	0-29	0-66	3,40,279	0-70	1-60	2,16,763	0-44	1-02
Nizam's State	55,655	0-49	0-92	92,038	0-82	1-52	1,24,328	1-10	2-05
Rohilkund and Kumaon	22,315	0-20	0-65	35,890	0-32	1-04	34,826	0-31	1-01
South Indian	1,67,163	0-29	0-65	2,39,081	0-41	0-93	2,50,721	0-43	0-97
<i>3' 6" AND 3' 0" GAUGES—contd.</i>									
Bengal-Nagpur	37,644	0-32	0-84	60,885	0-53	1-36	20,338	0-18	0-45
Bombay, Baroda and Central India	644	0-02	0-08	2,016	0-08	0-25	12,650	0-62	1-59
Eastern Bengal	182	0-03	0-12	..	..	..	..	..	..
North Western	37,240	0-42	0-41	29,852	0-34	0-33	85,251	0-97	0-94
South Indian	3,287	0-29	0-72	4,104	0-37	0-90	10,201	0-92	2-24

§ The figures for A. B., B. N., Burma, those of other Railways include credits

Class I Railways for the year 1930-31—contd.

GENERAL DEPARTMENT—contd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			REPLACEMENT AND RENEWAL TOTAL APPROPRIATION F. IV TO DEPRECIATION FUNDS.			TOTAL EXPENSES OF GENERAL DEPARTMENT—LESS VALUE OF STORES RETURNED TO STOCK—(TOTAL ABSTRACT F.)			Railway.
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.	
208	209	210	211	212	213	214	215	216	217	218	219	220
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
40,85,582	5-29	6-87	5,89,244	0-76	0-99	..	..	..	49,73,148	6-05	7-86	5' 6" GAUGE—contd.
29,68,198	6-57	6-98	18,903	0-04	0-04	..	..	..	29,87,108	6-61	7-02	B. N.
23,27,721	5-82	7-48	2,89,698	0-72	0-93	..	..	..	26,10,563	6-53	8-39	B. B. & C. I.
75,51,818	3-95	6-21	18,45,951	10-96	11-51	1,67,090	0-09	0-14	95,63,901	5-00	7-86	E. B.
55,98,079	3-63	5-33	10,31,434	0-67	0-97	1,83,839	0-12	0-18	68,11,403	4-42	6-48	E. I.
19,45,314	4-85	7-38	2,34,979	0-59	0-89	20,467	0-05	0-08	32,00,760	5-49	8-26	G. I. P.
6,79,632	5-42	10-6	46,449	0-37	0-72	..	..	..	7,26,061	5-79	11-3	M. & S. M.
83,82,653	5-31	6-47	8,60,737	0-54	0-66	..	..	..	92,43,390	5-85	7-13	N. S.
8,12,747	3-77	7-95	71,485	0-33	0-70	..	..	..	8,81,232	4-10	8-65	N. W.
11,30,076	4-80	8-55	79,247	0-34	0-60	8,531	0-03	0-06	12,15,199	5-16	9-19	S. I.
13,01,878	2-61	8-39	2,30,552	0-46	1-49	..	..	..	16,34,060	3-25	10-8	3' 3 1/2" GAUGE—contd.
26,55,652	4-32	7-99	4,545	0-01	0-02	..	..	..	26,60,197		8-01	A. B.
18,38,333	3-46	5-86	2,25,968	0-42	0-72	..	..	..	20,64,201	3-28	6-58	B. & N. W.
9,00,590	3-58	5-47	1,60,534	0-60	0-91	..	..	..	10,51,124	4-18	6-38	B. B. & C. I.
5,07,052	4-56	9-27	96,296	0-87	1-76	..	..	..	6,02,530	3-42	11-0	Burma.
16,03,856	3-30	7-52	2,80,861	0-58	1-32	420	0-00	0-00	18,85,137	3-28	8-84	E. B.
6,77,123	6-02	11-2	45,740	0-41	0-75	..	..	..	7,22,863	6-43	11-9	Jodhpur.
3,63,115	3-23	10-5	38,335	0-34	1-11	..	..	..	4,01,442	3-57	11-6	M. & S. M.
20,04,993	3-46	7-77	2,51,761	0-44	0-98	..	..	..	22,56,745	3-90	8-75	N. S.
2,99,198	2-58	6-66	48,531	0-41	1-08	..	..	..	3,47,729	3-99	7-74	R. & K.
57,620	2-35	7-22	..	..	..	..	..	..	57,620	1-35	7-22	S. I.
7,746	1-08	4-98	1,381	0-19	0-86	..	..	..	9,127	1-27	5-86	2' 6" & 2' 0" GAUGE—contd.
2,27,704	2-58	2-52	87,778	1-00	0-97	..	..	..	3,15,482	3-56	5-49	B. N.
41,291	3-71	9-03	5,798	0-51	1-25	..	..	..	46,999	4-22	10-3	B. B. & C. I.
												E. B.
												N. W.
												S. I.

†The figures include credits for released materials.

E. I., Jodhpur and R. & K. Railways exclude while on account of value of stores returned to stock.

30§.—Analysis of operating expenses of Class I Railways for the year 1930-31—contd.

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.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
221	222	223	224	225	226	227
5' 6" GAUGE—contd.						
Bengal-Nagpur	Rs. 36,76,149	As. 4-76	6-18	Rs. 43,72,578	As. 5-66	7-35
Bombay, Baroda and Central India	27,19,380	6-02	6-39	27,70,007	6-13	6-51
Eastern Bengal	23,12,846	5-78	7-43	27,12,487	6-78	8-71
East Indian	87,39,114	4-57	7-18	93,82,443	4-91	7-71
Great Indian Peninsula	56,47,154	3-67	5-38	57,12,085	3-71	5-44
Madras and Southern Mahratta	17,16,018	4-28	6-51	20,52,899	5-12	7-79
Nizam's State	3,19,923	2-55	4-97	3,21,039	2-56	4-99
North Western	66,36,867	4-20	5-12	72,62,901	4-60	5-60
South Indian	5,72,314	2-65	5-60	7,54,011	3-49	7-38
3' 3½" GAUGE—contd.						
Assam-Bengal	7,99,361	3-36	6-04	8,60,496	3-60	6-50
Bengal and North-Western	6,18,821	1-24	3-98	6,18,821	1-24	3-98
Bombay, Baroda and Central India	20,20,030	3-29	6-06	20,57,740	3-35	6-19
Burma	15,34,360	2-88	4-89	17,50,510	3-29	5-58
Eastern Bengal	8,53,761	3-40	5-18	9,73,486	3-47	5-91
Jodhpur	2,56,669	2-31	4-69	3,44,527	3-10	6-30
Madras and Southern Mahratta	10,77,910	2-21	5-05	12,56,236	2-58	5-69
Nizam's State	2,81,450	2-50	4-64	2,82,254	2-51	4-65
Rohilkund and Kumaon	1,42,805	1-27	4-13	1,63,566	1-45	4-73
South Indian	15,38,797	2-66	5-97	21,52,985	3-72	9-35
2' 6" AND 2' 0" GAUGES—contd.						
Bengal-Nagpur	99,726	0-85	2-20	99,345	0-86	2-21
Bombay, Baroda and Central India	14,448	0-59	1-81	14,448	0-59	1-81
Eastern Bengal	1,883	0-26	1-21	1,927	0-27	1-24
North Western	99,930	1-14	1-11	1,06,326	1-21	1-15
South Indian	13,196	1-19	2-90	13,994	1-26	3-06

†The figures for A. B., B. N., Burma, E. I., Jodhpur and R. & K. Railways exclude while those of other Railways include credits on account of value of stores returned to stock.

303.—Analysis of operating expenses of Class I Railways for the year 1930-31—concl'd.

TABLES A. TO G.

Summary.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal.		Total.	Total—less value of stores returned to stock (Abstracts A to G).
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Appropriation to Depreciation Fund.			
							Total Amount.	Percentage of Total.		
228	229	230	231	232	233	234	235	236	237	238
5' 6" GAUGE—concl'd.	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
Bengal-Nagpur . . .	1,32,54,336	22.3	1,89,43,367	31.9	1,94,22,476	32.7	84,34,911	14.3	6,00,55,000	8,94,63,183
Bombay, Baroda and Central India.	91,10,333	21.4	1,03,80,747	24.4	1,79,19,125	42.3	51,18,078	12.0	4,25,28,283	4,25,28,283
Eastern Bengal . . .	75,39,891	24.2	76,01,139	24.4	1,01,54,086	32.6	58,26,642	18.7	3,11,21,758	3,07,57,033
East Indian . . .	2,77,43,027	22.8	3,01,01,626	24.7	4,32,07,405	35.5	2,29,25,060	18.8	12,30,77,118	12,16,06,627
Great Indian Peninsula	1,99,38,140	19.0	2,38,90,270	22.7	4,22,93,539	40.3	1,89,20,904	18.0	10,50,42,853	10,50,42,853
Madras and Southern Mahratta.	58,18,161	22.1	74,04,797	28.1	93,21,917	35.3	38,18,003	14.5	2,63,62,967	2,63,62,967
Nizam's State . . .	16,47,598	25.6	15,90,016	24.7	22,25,051	34.6	9,66,123	15.0	64,28,787	64,28,787
North Western . . .	2,43,76,102	18.8	3,20,88,817	24.7	4,81,55,734	37.2	2,49,75,911	19.3	12,95,96,564	12,95,96,564
South Indian . . .	21,86,674	21.4	20,91,384	20.5	50,00,433	48.9	9,42,080	9.23	1,02,21,471	1,02,21,471
3' 3½" GAUGE—concl'd.										
Assam Bengal . . .	34,54,292	26.1	33,29,134	25.2	50,87,334	19.5	13,68,516	10.3	1,32,39,276	1,32,18,459
Bengal and North-Western.	34,59,579	22.3	52,98,013	34.2	58,37,174	37.6	9,13,827	5.89	1,55,08,593	1,55,08,593
Bombay, Baroda and Central India.	80,01,569	24.1	87,70,268	26.4	1,18,51,549	35.7	46,04,169	13.9	3,32,27,555	3,32,27,555
Burma . . .	67,72,841	21.5	79,51,222	25.3	1,15,72,016	30.9	51,72,180	16.4	3,14,68,269	3,13,91,846
Eastern Bengal . . .	34,41,401	20.9	44,67,462	27.1	52,59,156	31.9	33,04,623	20.1	1,64,72,642	1,63,60,463
Jodhpur . . .	13,05,082	23.9	18,58,440	34.0	22,64,521	41.4	2,49,900	4.57	56,78,003	54,67,008
Madras and Southern Mahratta.	44,60,460	20.9	62,28,088	29.2	83,09,235	39.0	23,24,727	10.9	2,13,23,510	2,13,23,510
Nizam's State.	15,38,179	25.4	13,43,452	22.1	18,31,161	30.2	12,55,708	22.3	60,68,406	60,68,406
Rohilkund and Kumaon	8,33,271	24.1	11,10,515	32.2	10,96,192	31.7	4,15,671	12.0	34,55,649	34,41,259
South Indian . . .	58,95,533	22.9	56,92,646	22.1	99,20,011	38.5	42,79,306	16.6	2,57,87,495	2,57,87,495
1' 6" & 2' 0" GAUGES—concl'd.										
Bengal-Nagpur . . .	8,99,059	20.0	18,91,940	42.1	14,54,178	32.4	3,54,776	5.67	44,99,953	44,93,969
Bombay, Baroda and Central India.	1,30,024	16.3	3,04,422	38.2	3,12,203	39.1	51,383	6.43	7,98,032	7,98,032
Eastern Bengal . . .	15,718	10.1	41,038	26.4	59,824	38.5	38,970	25.0	1,55,610	1,55,428
North-Western . . .	10,01,483	11.1	33,23,199	36.8	28,44,210	31.5	18,58,789	20.6	90,22,721	90,22,721
South Indian . . .	1,36,389	30.0	1,14,116	25.1	1,91,015	42.0	12,119	2.88	4,51,869	4,54,869

§ The figures for A. B., B. N., Burma, E. I., Jodhpur, R. & K. Railways exclude while those of other Railways include credits on account of value of stores returned to stock.

H50CRAcct.

31.—Statement of Oil Consumption on Class I Railways during the years 1929-30 and 1930-31.

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 wheelers).
		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	{ 1929-30 1930-31	369,255 407,375	529,989 498,223	6·24 6·66	6·29 6·60	764,742 702,493	2·00 1·96
Bombay, Barods and Central India	{ 1929-30 1930-31	439,488 406,974	167,182 155,433	7·94 7·79	7·02 7·16	370,728 324,430	1·79 1·64
Eastern Bengal	{ 1929-30 1930-31	432,987 433,648	119,600 109,872	8·38 8·69	7·81 7·43	293,261 214,292	1·78 1·36
East Indian	{ 1929-30 1930-31	1,492,851 1,556,167	1,373,850 1,328,218	8·61 8·77	9·08 9·32	1,986,987 1,718,494	1·89 1·72
Great Indian Peninsula	{ 1929-30 1930-31	1,304,010 1,344,249	819,685 820,274	9·22 9·74	9·81 10·5	864,179 778,641	1·64 1·49
Madras and Southern Mahratta	{ 1929-30 1930-31	430,114 436,963	231,763 216,878	9·26 9·49	10·7 10·8	313,308 291,258	1·95 1·88
Nizam's State	{ 1929-30 1930-31	83,599 97,972	67,611 76,456	6·96 7·72	8·59 9·46	45,174 58,450	1·06 1·29
North Western	{ 1929-30 1930-31	1,686,392 1,510,498	1,068,220 991,314	8·79 8·44	12·1 11·6	1,366,217 1,252,699	1·98 1·87
South Indian	{ 1929-30 1930-31	211,262 237,324	75,316 75,903	9·04 9·17	8·84 9·21	74,980 63,786	1·35 1·07
Total	{ 1929-30 1930-31	6,449,958 6,431,170	4,453,216 4,272,571	8·57 8·66	9·19 9·39	6,079,576 5,404,543	1·56 1·71
3' 3½" GAUGE.							
Assam Bengal	{ 1929-30 1930-31	188,419 200,335	38,224 33,759	5·74 5·96	6·21 6·68	126,016 142,895	1·28 1·43
Bengal and North Western	{ 1929-30 1930-31	345,638 347,037	111,947 112,894	5·60 5·51	5·87 5·88	224,352 240,350	1·16 1·22
Bombay, Barods and Central India	{ 1929-30 1930-31	434,620 411,142	225,307 219,319	6·34 6·28	6·01 6·00	362,806 414,463	1·29 1·54
Burma	{ 1929-30 1930-31	345,550 362,468	277,413 255,691	6·56 6·61	9·26 10·2	190,040 208,328	0·84 0·98
Eastern Bengal	{ 1929-30 1930-31	188,157 185,114	69,274 65,467	5·88 6·34	5·75 5·94	129,478 137,681	1·02 1·18
Jodhpur	{ 1929-30 1930-31	81,933 88,671	17,117 16,341	5·68 5·84	4·88 4·83	45,737 48,654	0·86 0·91
Madras and Southern Mahratta	{ 1929-30 1930-31	322,183 333,732	274,646 241,982	6·68 6·72	7·35 7·47	160,866 166,859	0·84 0·94
Nizam's State	{ 1929-30 1930-31	84,961 101,423	41,530 46,895	6·13 7·42	8·26 9·46	51,864 55,869	1·56 1·57
Rohilkund and Kumaon	{ 1929-30 1930-31	68,249 72,718	6,461 13,366	4·77 4·36	3·27 4·54	64,241 67,258	1·76 1·79
South Indian	{ 1929-30 1930-31	361,246 370,991	134,483 125,499	5·64 5·65	5·89 5·95	267,702 258,900	1·34 1·34
Total	{ 1929-30 1930-31	2,420,986 2,473,631	1,196,402 1,131,213	6·01 6·08	6·82 7·00	1,623,102 1,741,257	1·13 1·25

*Excluding shunting, siding and departmental.

31.—Statement of Oil Consumption on Class I Railways during the years 1929-30 and 1930-31—concl'd.

Railway.	Year.	Lubricating oil used on Engines.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	1929-30	100,207	4.21
	1930-31	102,532	4.29
Bombay, Baroda and Central India	1929-30	21,131	5.61
	1930-31	24,638	5.70
Eastern Bengal	1929-30	7,763	7.02
	1930-31	7,744	6.54
Great Indian Peninsula	1929-30	43,665	8.83
	1930-31	43,500	8.90
North Western	1929-30	177,030	10.2
	1930-31	179,799	10.1
South Indian	1929-30	3,364	4.69
	1930-31	3,825	4.67
Total	1929-30	361,169	6.77
	1930-31	367,128	6.80

* Includes Departmental figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Physical Statistics.</i>			
1. Sections electrified	(1) Churchgate to Grant Road (2) Grant Road to Bandra through line, (3) Grant Road Bandra Local Lines, (4) Bandra to Borivli Local Lines.		(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.
2. Date of first opening for public service .. .. .	.. .. .	5th January 1928	3rd February 1925.
3. Mileage equipped for electric service on 31st March.			
3-01. Route mileage	1930	22.50	129.44
	1931	21.25	181.70
3-02. Track mileage (excluding sidings)	1930	76.10	5324.32
	1931	62.54	425.90
4. Mileage open for electric service on 31st March.	1930	22.50	129.44
	1931	21.25	181.70
5. No. of sub-power stations on 31st March	1930	3	11
	1931	3	15
6. No. of electric railway stations on 31st March.	1930	21	48
	1931	31	60
7. Mileage of transmission cable on 31st March	1930	†61	27.40
	1931	†58	376.12
<i>Rolling Stock.</i>			
8. Average authorised stock (in units)—			
8-01. Motor coaches	1929-30	40	53
	1930-31	40	53
8-02. Trailer coaches	1929-30	120	153
	1930-31	120	153
9. Average number on line (in units)—			
9-01. Motor coaches	1929-30	40	52
	1930-31	40	53
9-02. Trailer coaches	1929-30	119	153
	1930-31	120	153
9-03. Train units*	1929-30	40	51
	1930-31	40	51
10. Average number under or awaiting repairs (in units)—			
10-01. Motor coaches	1929-30	3	8
	1930-31	3	9
10-02. Percentage of item 9-01	1929-30	8.02	15.4
	1930-31	6.67	17.0
10-03. Trailer coaches	1929-30	10	24
	1930-31	8	63
10-04. Percentage of item 9-02	1929-30	8.23	15.7
	1930-31	6.67	15.0

* A "train unit" is a motor coach and three trailers.
† Overhead 26½ miles and underground 31½ miles.
‡ Overhead 26½ miles and underground 34½ miles.
§ Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—contd.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Rolling Stock—contd.</i>			
11. Average number available for use (in units)—			
11-01. Motor coaches	1929-30 ..	37	44
	1930-31 ..	37	44
11-02. Trailer coaches	1929-30 ..	109	129
	1930-31 ..	112	130
12. Average number in use daily (in units)—			
12-01. Motor coaches	1929-30 ..	35	33
	1930-31 ..	35	39
12-02. Trailer coaches	1929-30 ..	104	116
	1930-31 ..	104	117
12-03. Train units†	1929-30 ..	35	33
	1930-31 ..	35	39
13. Average number spare or stored in good repair (in units)—			
13-01. Motor coaches	1929-30 ..	2	6
	1930-31 ..	3	5
13-02. Trailer coaches	1929-30 ..	6	16
	1930-31 ..	8	13
<i>Operating Statistics.</i>			
14. Train miles—Passenger—			
14-01. Total unit traffic trains ..	1929-30 ..	176,551	1,116,845
	1930-31 ..	198,626	1,169,981
14-02. Total two unit traffic trains ..	1929-30 ..	945,613	1,107,100
	1930-31 ..	938,269	1,127,316
14-03. Total traffic trains	1929-30 ..	2,067,777	3,331,045
	1930-31 ..	2,075,164	3,414,613
14-04. Other trains	1929-30 ..	49,509	4,930
	1930-31 ..	44,907	886
15. Hours—			
15-01. Traffic trains	1929-30 ..	105,954	102,173
	1930-31 ..	104,605	104,859
15-02. Other	1929-30 ..	3,810	35,576
	1930-31 ..	3,556	31,184
15-03. Total	1929-30 ..	109,764	137,749
	1930-31 ..	108,161	136,043
16. Vehicle miles (in units)—			
16-01. Passenger trains	1929-30 ..	16,542,224	*13,324,180
	1930-31 ..	8,300,656	13,658,452
16-02. Other trains	1929-30 ..	396,072	*19,744
	1930-31 ..	179,626	2,544
17. Train usage—			
17-01. Train unit miles per day per train unit in use.	1929-30 ..	168-0	241
	1930-31 ..	168-0	240
17-02. Train unit miles per day per train unit on line.	1929-30 ..	145-0	179
	1930-31 ..	144-0	184

* Revised figures.

† A "train unit" is a motor coach and three trailers.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—contd.

Particulars	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Operating Statistics—contd.</i>			
18. Train usage—			
18-01. Train unit hours per day per train unit in use.	1929-30 ..	8-69	9-93
	1930-31 ..	8-57	9-56
18-02. Train unit hours per day per train unit on line.	1929-30 ..	7-59	7-40
	1930-31 ..	7-34	7-31
19. Vehicle usage—			
19-01. Motor coach miles per day per motor coach on line (in units.)	1929-30 ..	296	179
	1930-31 ..	145	184
19-02. Trailer coach miles per day per trailer coach unit on line.	1929-30 ..	295	*179
	1930-31 ..	145	184
20. Motor coach failures—			
20-0. Number	1929-30 ..	6	127
	1930-31 ..	1	97
20-02. Motor coach miles per motor coach failure (in units).	1929-30 ..	61,811	26,268
	1930-31 ..	318,619	35,211
21. Power supply failures—			
21-01. Failures originating at source of supply	1929-30 ..	Nil	Nil
	1930-31 ..	Nil	Nil
21-02. Failures originating at sub-station	1929-30 ..	1	2
	1930-31 ..	Nil	3
21-03. Failures on account of overhead track equipment.	1929-30 ..	1	29
	1930-31 ..	1	21
22. Number of passengers carried—			
22-01. First Class	1929-30 ..	109,104	43,505
	1930-31 ..	80,799	33,864
22-02. Second Class	1929-30 ..	2,524,200	1,351,109
	1930-31 ..	2,391,109	1,147,444
22-03. Third Class	1929-30 ..	28,227,174	31,036,777
	1930-31 ..	29,049,703	29,811,504
22-04. Total	1929-30 ..	30,860,478	32,431,391
	1930-31 ..	31,521,611	30,992,812

* Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India and Great Indian Peninsula Railways for the years 1929-30 and 1930-31—concl'd.

Particulars.	Year.	Results.	
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.
1	2	3	4
<i>Operating Statistics—concl'd.</i>			
23. Passenger miles—			
23-01. First Class	1929-30 ..	1,050,513	448,533
	1930-31 ..	719,227	312,322
23-02. Second Class	1929-30 ..	20,390,434	9,903,266
	1930-31 ..	18,414,852	8,290,014
23-03. Third Class	1929-30 ..	215,815,565	211,190,279
	1930-31 ..	210,856,519	230,208,264
23-04. Total	1929-30 ..	237,256,562	251,547,078
	1930-31 ..	229,990,598	238,810,600
24. Earnings from passengers carried—			
24-01. First Class	1929-30 ..	35,501	19,155
	1930-31 ..	26,462	14,908
24-02. Second Class	1929-30 ..	3,57,916	1,84,719
	1930-31 ..	3,37,213	1,60,608
24-03. Third Class	1929-30 ..	22,34,174	25,06,960
	1930-31 ..	23,24,462	23,77,096
24-04. Total	1929-30 ..	26,27,591	27,10,834
	1930-31 ..	26,88,137	26,53,831
25. Earnings from, and cost of electric train working—			
25-01. Earnings per passenger mile. Pies	1929-30 ..	2-13	2-07
	1930-31 ..	2-24	2-05
25-02. Cost per passenger mile. Pies	1929-30 ..	2-07	*3-46
	1930-31 ..	1-80	3-29
25-03. Earnings per train mile. Ra.	1929-30 ..	1-26	*0-81
	1930-31 ..	1-29	0-75
25-04. Cost per train mile. Ra.	1929-30 ..	1-22	*1-36
	1930-31 ..	1-02	1-20
26. Gross ton miles (including Departmental)		1929-30 ..	502,171,132
		1930-31 ..	449,127,062
27. Power used—		1929-30 ..	33,971,351
27-01. Total power for traction and train lighting kilo-watt hours.	1930-31 ..	31,864,426	43,736,970
	1929-30 ..	16-2	*14-2
27-02. Kilo-watt hours per train unit mile	1930-31 ..	15-2	13-1
	1929-30 ..	67-6	*77-9
27-03. Kilo-watt hours per 1,000 gross ton miles	1930-31 ..	70-9	72-1
	1929-30 ..	66,829	131,931
28. Lubricating oil used for all purposes (including Departmental)—			
28-01. Total pints	1929-30 ..	66,829	131,931
	1930-31 ..	68,332	144,905
28-02. Pints per 1,000 vehicle miles	1929-30 ..	3-95	*9-83
	1930-31 ..	8-06	10-6

* Revised figures.

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the year 1929-30 and 1930-31.

(i) Steam Coach Performance.

Railway.	Years.	Average authorized stock (in units).	Average number on line (in units).	Steam Coach miles. (In thousands.)	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur	{ 1929-30 1930-31	{ 2 2	{ 2 2	{ 20 14	{ 27.1 18.9	{ Nil Nil	{ Nil Nil	{ 21.3 24.7
Eastern Bengal	{ 1929-30 1930-31	{ Nil 1	{ 1 1	{ 5 8	{ 14.7 21.8	{ Nil 1.00	{ Nil 7,959.0	{ 11.1 42.3
East Indian	{ 1929-30 1930-31	{ 3 3	{ 3 3	{ 62 46	{ 56.6 41.7	{ 6.00 4.00	{ 10,337.0 11,414.0	{ 13.1 11.8
Great Indian Peninsula	{ 1929-30 1930-31	{ 4 4	{ 4 4	{ 43 28	{ 29.6 19.0	{ Nil Nil	{ Nil Nil	{ 19.6 32.6
North-Western	{ 1929-30 1930-31	{ 5 5	{ 4 4	{ 63 77	{ 40.9 52.8	{ 2.00 4.00	{ 31,693.0 19,298.0	{ 13.5 14.5
Total	{ 1929-30 1930-31	{ 14 15	{ 14 14	{ 193 173	{ 37.8 33.9	{ 8.00 9.00	{ 24,126.0 19,222.0	{ 16.6 18.8
3' 3½" GAUGE.								
Bombay, Baroda & Central India	{ 1929-30 1930-31	{ 3 3	{ 3 3	{ 37 116	{ 121.6 106.0	{ Nil Nil	{ Nil Nil	{ 18.3 17.0
Eastern Bengal	{ 1929-30 1930-31	{ Nil 2	{ 2 2	{ 31 27	{ 42.2 37.4	{ Nil Nil	{ Nil Nil	{ 16.6 17.0
Nizam's State	{ 1929-30 1930-31	{ 2 2	{ 2 2	{ 26 48	{ 36.0 66.0	{ 7.00 1.00	{ 3,724.0 47,654.0	{ 12.9 12.3
Total	{ 1929-30 1930-31	{ 5 7	{ 7 7	{ 94 191	{ 36.8 74.8	{ 7.00 1.00	{ 13,428.6 1,91,000.0	{ 16.2 16.8
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	{ 1929-30 1930-31	{ 3 3	{ 3 3	{ 43 25	{ 43.9 22.9	{ Nil Nil	{ Nil Nil	{ 17.0 18.7

(ii) Rail Motor Performance.

Railway.	Year.	Average authorized stock.	Average number on line.	Rail motor miles. (In thousands.)	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North-Western	{ 1929-30 1930-31	{ 2 2	{ 2 2	{ 2 3	{ 2.44 4.67	{ Nil Nil	{ Nil Nil	{ 12.4 10.1
3' 3½" GAUGE.								
South Indian	{ 1929-30 1930-31	{ 4 4	{ 4 4	{ 20 44	{ 13.9 29.8	{ Nil 3.00	{ Nil 14,500	{ 14.4 13.1
2' 6" GAUGE.								
North Western	{ 1929-30 1930-31	{ 9 9	{ 9 9	{ 102 103	{ 31.0 31.4	{ 3.00 2.00	{ 33,902 51,647	{ 17.4 19.4

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1931.

Railway.	Loco- motives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICES).								GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.			
					Passenger vehicles.										Cover- ed and open wag- ons.	Special wag- ons.	Total.	Coach- ing (in- clud- ing off- cars carriage).	Goods (Including trolleys, travelling cranes and Dummy Trucks).
					Num- ber.	Seats by class.				Other coach- ing vehic- les.	Total.								
						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 Dooars . . .	19	..	..	..	58	123	90	349	2,643	8	66	450	..	450	5	10
Bhavnagar State . . .	31	1	..	..	116	153	340	..	4,640	35	151	649	9	658	10	11	
Bikaner State . . .	55	..	..	..	125	186	246	323	5,843	34	159	1,219	..	1,219	10	55
Dibru-Sadiya . . .	31	..	..	..	45	157	116	107	2,523	20	65	1,483	122	1,605	8	4
Gondal . . .	21	..	..	..	88	144	306	..	2,809	23	111	392	..	392	4	30
Jamnagar and Dwarka	23	..	..	..	53	84	165	..	1,893	19	71	621	4	625	4	4
Junagad State . . .	21	..	..	..	112	122	357	..	2,370	8	120	304	13	317	7	16
Korvi . . .	22	1	..	..	94	140	264	..	2,903	23	117	250	..	250	..	3	
Mysore . . .	35	..	..	..	140	127	244	247	5,224	26	166	405	..	405	20	29
Total . . .	258	2	..	..	831	1,235	2,128	1,026	30,753	195	1,026	5,803	148	6,011	68	161	
<i>2' 6" Gauge.</i>																			
Sarsi Light . . .	35	1	2	..	119	104	278	..	4,971	1	120	275	3	278	1	14			
Sakwar's Baroda State	40	2	1	..	296	92	154	37	6,366	17	303	1,268	26	1,294	13	21			
Mysore . . .	13	..	..	..	26	30	54	..	1,158	..	26	74	..	74	2	11
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	60	225	4	229	4	1
Total . . .	98	3	3	..	490	238	522	121	13,772	9	499	1,842	33	1,875	20	47			
<i>2' 0" Gauge.</i>																			
Darjeeling-Himalayan .	35	2	..	..	110	234	266	..	2,221	20	136	548	..	548	..	..	
Howrah-Amra Light . .	19	..	..	..	130	86	..	324	2,695	14	144	82	..	82	3	1
Mysore . . .	6	..	..	..	7	..	16	..	180	..	7	47	..	47	..	1
Total . . .	60	2	..	..	247	320	282	324	5,086	40	287	677	..	677	3	3	
CLASS III RAILWAYS.																			
<i>3' 3½" Gauge.</i>																			
Porbandar State . . .	7	..	..	..	18	12	60	..	567	7	25	242	2	245	2	11
Udaipur-Chitorgarh . .	12	..	..	..	43	28	72	60	1,615	10	53	71	..	71	1	..
Total . . .	19	..	..	..	61	40	132	60	2,212	17	78	414	2	416	3	11
<i>2' 6" Gauge.</i>																			
Ahmadpur-Katwa . . .	5	..	..	..	19	18	18	64	448	14	23	22	..	22	..	..	
Amra-Sasaram Light . .	6	..	..	..	33	32	..	66	758	4	37	72	..	72	2	1
Bankura-Damodar Ri- ver.	9	..	..	..	27	21	21	112	632	16	23	72	..	72	..	1
Baraset-Basirhat Light	9	..	..	..	45	71	..	139	1,233	4	49	65	..	65	2	1
Carried over . . .	29	..	..	..	124	142	39	401	3,071	18	142	232	..	232	4	3

* Brake vans.

† Includes 2 horse boxes and 4 carriage and motor trucks.

‡ In units.

§ Inspection saloon.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1931—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 WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger vehicles.				Other coach- ing vehi- cles.	Total.	Cover- ed and open Wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing off- cers' car- riages).	Goods (including inspection trolleys, travelling cranes and Dummy Trucks).	
					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 .	29	..	..	..	124	142	39	401	3,071	18	142	232	..	232	4	1
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	8	..	..	..	28	20	20	82	614	*2	30	62	..	62	1	1
Bukhtiarpur-Bihar Light.	6	..	..	..	20	34	28	115	394	3	23	68	..	68	2	1
Burdwan-Katwa .	6	..	..	..	22	18	18	96	612	*4	26	36	..	36	..	1
Orissa State .	5	1	..	..	14	..	60	..	424	..	14	65	*2	67	..	..
Dehri-Rohtas Light.	6	2	..	1	6	20	..	12	158	..	6	129	6	135	1	1
Dholpur-Bari .	6	..	..	..	9	20	..	..	402	..	9	117	3	120	..	1
Futwah-Islampur .	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	..
Jessore-Jhenidah .	7	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tesore-Balipara Light.	5	..	..	..	18	32	..	60	616	3	21	95	..	95	..	..
Total .	91	4	..	1	306	346	221	1,005	8,031	40	346	916	..	928	9	10
2' 0" Gauge.																
Gwalior Light .	15	..	..	..	34	20	50	..	917	15	49	332	..	332	6	9
Howrah-Sheakhala Light.	3	..	..	..	29	28	..	56	560	1	30	12	..	12	..	1
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	20	28	22	107	338	5	25	64	11	75	..	1
Kulasekarapatnam Light.	†4	7	..	..	24	..	..	..	768	..	24	45	..	45	..	1
Matheran Light .	4	3	..	..	29	107	127	..	162	2	31	23	*2	25	2	1
Trivellore Light .	1	3	..	..	14	..	..	..	94	..	14	4	.1	5	..	1
Total .	37	14	..	..	154	189	199	177	2,973	24	178	487	14	501	8	19

* Brake vans.
† Motor Locomotives.
‡ In units.

35.—Statement of Net Additions to Equipment of Class II and III Railways during the year 1930-31.

Railway.	Loco- motives.	Rail- motor- cars.	Steam coaches.	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY OF RAILWAY SERVICE).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY OF RAILWAY SERVICE).			RAILWAY SERVICES VEHICLES.	
					Passenger Vehicles.							Covered and open wagons.	Special wagons.	Total.	Coaching (including observers' carriages).	Goods (in- cluding inspection trolleys, Travelling cranes and Dummy Trucks).
					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.																
Bhavnagar State . . . . .	..	..	..	..	..	2	47	..	170	..	..	71	..	71	..	..
Bikaner State . . . . .	..	..	..	..	11	34	18	30	545	..	11	..	..	..	..	..
Dihru Sadiya	3	..	..	..	6	..	..	..	474	..	6	..	..	..	..	..
Gondal . . . . .	..	..	..	..	3	12	-16	..	196	..	3	39	..	39	..	..
Jamnagar and Dwarka . . . . .	..	..	..	..	2	16	24	..	6	..	2	..	..	..	..	..
Junagad State . . . . .	..	..	..	..	..	..	..	..	-4	..	..	19	..	19	..	..
Morvi . . . . .	..	1	..	..	1	6	-8	..	23	..	1	24	..	24	..	..
Mysore	3	..	..	..	8	13	42	48	305	1	9	51	..	51	..	..
Total	6	1	..	..	31	71	107	87	1,630	1	22	204	..	204	1	..
3' 6" Gauge.																
Barai Light	2	..	..	..	16	..	..	..	354	..	16	..	..	..	..	..
Gadkwar's Baroda State . . . . .	..	..	..	..	16	..	..	..	361	..	16	..	..	..	..	..
Total	2	..	..	..	32	..	..	..	635	..	32	..	..	..	..	..
2' 0" Gauge.																
Howrah-Amta Light . . . . .	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..
Total . . . . .	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Forbandar . . . . .	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2
Udaipur-Chitorgarh . . . . .	..	..	..	..	1	..	..	..	..	..	1	4	..	4	..	..
Total . . . . .	..	..	..	..	1	..	..	..	..	1	2	4	..	4	..	2
2' 6" Gauge.																
Ahmadpur-Katwa	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arrah-Sasaram Light . . . . .	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..
Bankura-Damoodar River	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baraset Basirhat Light . . . . .	..	..	..	..	..	16	..	24	..	..	..	..	..	..	..	..
Bukhtiarpur-Bihar Light . . . . .	..	..	..	..	..	7	8	12	..	..	..	..	..	..	..	..
Burdwan-Katwa	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutch State	2	1	..	..	6	..	..	..	276	..	6	23	..	29	..	..
Kalighat Falta	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tespora-Balipara . . . . .	..	..	..	..	1	..	..	..	48	..	1	3	..	3	..	..
Total	10	1	..	..	7	23	8	43	224	..	7	26	..	26	..	..
2' 0" Gauge.																
Gwalior Light	1	..	..	..	-18	-12	-37	..	-274	-1	-19	-1	..	-1	1	..
Kulacharsapatnam Light . . . . .	..	2	..	..	2	..	..	..	122	..	2	5	..	6	..	2
Total	1	2	..	..	-16	-12	-37	..	-142	-1	-17	4	..	4	1	2

*Travelling cranes.
†In units.

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

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINES WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (= Col. 8+9)
CLASS II RAILWAYS.													
Bamni Light	2' 6"	1929-30	2	7.4	..	1,539.9	1,547.5	228.2	2	8.3	..	1,767.2	1,775.7
		1930-31	1	8.9	..	1,264.1	1,268.1	172.3	2	4.7	..	1,435.5	1,440.4
Bengal Dooms	3' 3 1/2"	1929-30	1.7	4.0	44.0	1,409.4	1,459.1	76.8	1.9	4.6	46.1	1,483.3	1,535.9
		1930-31	1.3	3.3	30.6	1,308.9	1,344.1	54.7	1.5	3.7	32.0	1,361.6	1,368.8
Bhavnagar State	3' 3 1/2"	1929-30	1.4	27.2	..	2,551.3	2,579.9	342.7	2.0	34.4	..	2,856.2	2,922.6
		1930-31	1.2	24.5	..	2,402.4	2,428.1	330.3	1.8	30.6	..	2,726.0	2,758.4
Bikaner State	3' 3 1/2"	1929-30	1.0	6.7	19.6	2,103.6	2,130.8	209.5	1.5	8.7	23.1	2,307.0	2,340.3
		1930-31	9	6.3	19.5	2,032.3	2,059.5	191.8	1.4	8.8	21.9	2,219.2	2,251.3
Darjeeling Himalayan	2' 0"	1929-30	2.2	13.3	..	895.0	910.5	24.3	3.7	20.9	..	910.2	934.8
		1930-31	1.3	12.5	..	836.3	850.1	19.0	2.7	17.7	..	848.7	869.1
Dibru Sadiya	3' 3 1/2"	1929-30	5.5	11.1	37.7	1,852.2	1,906.5	115.6	6.0	12.0	41.1	1,963.0	2,022.1
		1930-31	5.1	8.7	36.9	1,840.1	1,890.8	108.9	5.6	9.5	39.9	1,944.7	1,999.7
Gaekwar's Baroda State	2' 6"	1929-30	7	14.5	1.5	3,722.9	3,739.8	365.7	8	16.2	1.5	4,086.8	4,105.3
		1930-31	6	11.9	4.3	3,303.4	3,320.2	314.5	6	13.4	4.5	3,616.2	3,634.7
Gondal	3' 3 1/2"	1929-30	7	22.8	..	1,785.4	1,808.9	391.6	2.0	42.6	..	2,665.9	2,700.6
		1930-31	6	18.3	..	1,689.8	1,708.7	308.5	1.8	35.4	..	2,480.0	2,517.2
Howrah-Amra Light	2' 0"	1929-30	6.7	..	106.9	3,083.9	3,197.5	5	6.7	..	106.9	3,084.4	3,198.0
		1930-31	6.7	..	88.4	2,877.6	2,972.7	2	6.7	..	88.4	2,877.8	2,972.9
Jamnagar and Dwarka	3' 3 1/2"	1929-30	1.0	8.2	..	609.3	618.4	83.6	1.4	11.1	..	694.5	707.0
		1930-31	7	8.2	..	612.0	620.9	88.9	1.0	11.3	..	697.5	709.8
Junagad State	3' 3 1/2"	1929-30	1.2	24.1	..	1,535.9	1,561.2	266.1	1.7	30.5	..	1,796.1	1,827.3
		1930-31	9	20.7	..	1,439.7	1,461.3	244.5	1.3	26.3	..	1,678.2	1,705.8
Morvi	3' 3 1/2"	1929-30	1.0	10.8	..	624.8	636.6	327.8	2.5	23.2	..	938.7	964.4
		1930-31	9	10.4	..	641.7	653.0	317.4	2.1	22.5	..	945.8	970.4
Mysore	3' 3 1/2"	1929-30	3.6	36.4	64.6	3,306.6	3,411.1	116.6	4.0	38.2	66.9	3,418.6	3,527.7
		1930-31	2.6	27.3	54.3	2,997.0	3,081.1	112.7	3.0	29.2	56.2	3,105.4	3,193.8
Mysore	2' 0"	1929-30	..	2.8	..	605.4	607.7	24.8	..	2.4	..	630.1	632.5
		1930-31	..	2.0	..	665.9	667.9	23.9	1	2.1	..	689.6	691.8
Shahdara (Delhi)-Saharanpur Light.	2' 0"	1929-30	..	3	..	49.7	50.0	1	..	3	..	49.8	50.1
		1930-31	..	2	..	46.4	46.6	..	..	2	..	46.4	46.6
Shahdara (Delhi)-Saharanpur Light.	2' 0"	1929-30	3	1.4	6.3	1,134.3	1,142.2	19.0	2	1.5	15.7	1,143.8	1,161.2
		1930-31	1	1.5	11.4	1,028.0	1,041.0	17.6	1	1.5	11.7	1,045.3	1,058.6
TOTAL CLASS II RAILWAYS		1929-30	27.1	190.5	280.6	27,009.3	27,607.5	3,097.9*	34.6*	254.9*	301.3*	30,014.6*	30,605.6*
		1930-31	23.0	160.1	245.4	24,935.6	25,414.1	2,805.2*	29.9*	216.9*	254.6*	27,717.9*	28,219.3*
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2' 6"	1929-30	1	6	5.2	274.2	280.1	7.9	1	7	6.7	281.5	288.0
		1930-31	..	7	4.5	239.6	244.8	6.6	..	8	4.8	245.8	251.4
Arrah-Sasaram Light	2' 6"	1929-30	9	..	7.1	661.1	669.1	8.8	9	..	7.2	664.8	672.9
		1930-31	1.0	..	7.2	636.8	644.9	3.7	1.0	..	7.3	640.3	648.6
Bankura-Damodar River	2' 6"	1929-30	1	6	2.1	243.6	250.8	1.2	1	6	2.2	249.1	252.0
		1930-31	..	5	2.3	203.7	206.4	1.5	..	5	2.3	205.1	207.9
Baraset-Basirhat Light	2' 6"	1929-30	4.1	..	53.9	1,545.7	1,603.7	2.7	4.1	..	54.0	1,548.3	1,606.4
		1930-31	5.0	..	45.3	1,433.8	1,484.1	8	5.0	..	45.4	1,434.5	1,484.9
Bengal Provincial	2' 6"	1929-30	1	1.6	7.4	561.5	570.5	92.2	2	3.3	11.4	648.9	662.8
		1930-31	2	1.5	7.9	485.5	496.1	86.9	4	2.1	12.5	568.0	583.0

* Columns 9 to 14.—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.

Class II and III Railways for the years 1929-30 and 1930-31.

PASSENGER MILES (IN THOUSANDS)					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS)					Railway
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	
21	385	..	62,546	62,942	53.0	46.2	..	35.4	35.4	Ra. 1	Ra. 20	..	Ra. 13.91	Ra. 13.94	Class II Rvs.
9	236	..	49,886	50,131	54.8	50.3	..	34.8	34.8	1	12	..	10.20	10.22	Rail Light
49	124	376	30,016	31,065	26.7	27.2	19.0	20.2	20.2	7	3	25	4.90	4.30	Bengal Doonam
44	101	585	26,530	27,319	29.8	27.4	18.3	19.5	19.5	6	6	17	4.34	4.63	
126	1,537	..	79,305	81,463	61.4	44.7	..	27.7	27.9	12	75	..	14.26	14.23	Bhavnagar State
106	1,296	..	76,859	77,261	59.3	42.4	..	27.8	28.0	10	66	..	12.62	14.36	
120	606	1,221	87,993	89,940	82.3	69.9	52.9	38.1	38.4	19	47	38	12.33	19.37	Pikhar State
113	611	1,210	84,862	86,816	81.7	69.1	55.2	38.2	38.6	16	44	37	17.66	18.66	
165	773	..	11,537	12,475	44.5	27.1	..	12.7	13.4	48	1	..	3.41	4.96	Darjeeling Himalayan
104	633	..	11,715	12,452	28.7	25.8	..	13.8	14.2	21	65	..	2.30	4.20	
122	257	304	27,027	28,210	20.3	21.4	19.6	13.8	14.0	15	18	23	4.62	6.21	Dibru Sadya
116	211	820	26,824	27,970	19.2	21.1	20.5	13.8	14.0	14	13	20	5.60	6.16	
24	283	23	53,162	53,497	30.0	17.8	16.5	13.2	12.3	3	18	1	12.46	12.42	Cochin's Baroda State
20	250	71	46,953	47,204	23.7	19.7	15.8	13.0	13.0	3	10	..	10.99	11.20	
85	1,476	..	61,825	63,396	47.5	24.6	..	22.2	22.5	9	68	..	11.20	12.93	Gondal
83	1,282	..	58,699	60,044	41.5	26.8	..	22.7	23.0	8	50	..	10.70	11.27	
100	..	1,109	39,672	40,881	14.0	..	10.0	12.0	12.0	6	..	20	8.72	9.08	Howrah-Arma Light
113	..	824	37,778	38,716	16.0	..	9.00	12.0	12.0	8	..	22	8.12	9.40	
87	633	..	25,135	25,805	61.0	53.0	..	26.0	27.0	9	33	..	4.95	6.26	Jamnagar and Dwarka
60	613	..	24,104	24,777	59.8	54.1	..	24.6	24.9	6	32	..	5.64	6.03	
62	804	..	37,170	38,038	27.2	26.4	..	20.7	20.8	6	37	..	6.78	7.18	Jamnad State
47	706	..	24,664	25,417	26.3	26.9	..	20.7	20.8	4	33	..	6.20	6.66	
162	1,417	..	38,284	39,863	65.2	61.0	..	40.2	41.2	16	70	..	7.12	7.90	Morvi
140	1,356	..	37,454	38,950	65.2	60.2	..	29.6	40.1	13	67	..	7.02	7.82	
287	1,643	2,785	87,729	92,444	72.0	42.0	42.0	26.0	26.0	20	67	22	16.12	17.21	
244	1,531	2,523	76,451	80,749	81.2	52.4	44.9	24.6	26.2	18	62	72	14.02	16.86	
1	52	..	14,578	14,631	23.0	21.0	..	16.0	16.0	..	2	..	3.41	3.43	Mysore
1	47	..	11,324	11,372	10.0	22.4	..	16.4	16.4	..	2	..	1.97	1.99	
..	4	..	811	815	..	14.0	..	16.0	16.0	..	..	..	1.1	1.1	
..	3	..	706	709	..	15.0	..	15.2	15.2	..	..	..	1.2	1.2	
4	20	344	22,554	22,951	19.0	26.0	21.0	19.0	19.0	1	2	12	4.20	4.46	Shahdara (Delhi)
2	41	205	20,724	21,062	20.0	27.0	25.0	19.0	19.0	..	2	11	4.97	5.01	Sahasrampur Light
1,415	9,983	7,162	679,854	698,419	240.0	129.2	123.8	122.6	122.8	1,723	6,442	2,171	1,24,000	1,44,445	Total Class II Rvs.
1,201	8,917	6,328	624,612	641,058	240.2	141.1	124.6	122.5	122.7	1,265	4,822	1,911	1,24,500	1,32,800	
															Class III Rvs.
1	12	88	3,373	3,473	14.0	16.0	16.0	12.0	12.0	1	1	3	1.66	1.16	Ahmedpur Natra
..	11	70	2,834	2,915	..	13.7	14.6	11.5	11.6	..	1	2	2.0	2.2	
24	..	217	12,522	12,779	22.0	..	20.0	20.0	20.0	2	..	2	2.12	2.24	Aravalli Light
25	..	218	12,592	12,635	25.0	..	20.0	19.0	19.0	2	..	2	2.94	2.06	
1	12	50	3,972	4,035	22.0	20.0	22.0	16.0	16.0	1	1	2	1.24	1.22	Pachera-Damodar River
..	11	50	2,249	2,310	..	22.0	21.7	15.2	15.0	..	1	2	1.08	1.06	
105	..	1,147	42,633	42,890	28.0	..	21.0	27.0	27.0	4	..	22	4.12	4.20	Barnet-Haushat Light
161	..	1,110	29,072	30,242	31.0	..	24.0	20.0	20.0	6	..	20	2.70	4.04	
1	12	90	4,469	4,562	7.07	5.22	7.26	6.57	6.52	..	1	2	1.20	1.12	Bengal Provincial
2	12	91	3,766	3,871	5.41	5.52	7.21	6.62	6.64	..	1	2	1.0	1.07	

‡ Columns 20 to 24.—For the purposes of these figures passengers travelling over two or more railways or two or more gauges on the same railway considered as having made two or more separate journeys.
 † Exclude refunds and remissions.

36.—Statement of Passengers and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thousands).	Average miles a ton of goods was carried.	†† Earnings from tons carried (In thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traf- fic.	Total.				
CLASS II RAILWAYS.														
Bassi Light	2' 6"	1929-30	20.0	10.0	..	4.00	4.04	147	62	209	10,784	51.6	10.87	19.4
		1930-31	20.0	10.0	..	4.00	4.03	131	62	193	9,555	52.2	8.99	19.1
Bengal Doon	3' 3½"	1929-30	25.5	12.3	5.52	3.13	3.27	169	147	316	20,602	65.2	20.62	19.2
		1930-31	24.9	12.4	5.55	3.14	3.26	156	123	279	18,574	66.6	17.78	18.4
Bhavnagar State	3' 3½"	1929-30	18.3	9.43	..	3.45	3.59	255	179	434	25,173	58.1	13.47	10.3
		1930-31	18.7	9.68	..	3.45	3.57	240	155	395	23,485	59.5	12.76	10.4
Bikaner State	3' 3½"	1929-30	30.0	15.0	6.00	4.00	4.10	251	210	471	47,486	100.3	22.50	9.30
		1930-31	27.1	13.7	5.90	4.00	4.10	256	221	477	52,359	109.7	26.42	9.70
Darjeeling Himalayan	2' 0"	1929-30	55.2	21.4	..	6.01	7.61	103	49	152	5,904	32.8	14.05	53.7
		1930-31	57.4	19.9	..	6.43	6.57	98	47	145	4,675	32.3	13.21	54.3
Dibru Sadhya	3' 3½"	1929-30	24.0	12.0	6.63	3.99	4.22	697	72	769	17,237	22.4	22.21	24.7
		1930-31	23.4	11.8	6.56	4.00	4.23	810	81	891	22,547	25.3	23.89	20.3
Gaskwar's Baroda State	2' 0"	1929-30	24.0	12.0	3.35	4.50	4.73	301	172	473	11,988	25.3	9.43	15.2
		1930-31	19.8	12.3	5.80	4.42	4.60	268	148	416	10,975	26.4	9.19	17.3
Gondal	3' 3½"	1929-30	18.2	8.35	..	3.50	3.64	102	300	402	13,310	45.5	11.03	10.5
		1930-31	18.5	8.84	..	3.50	3.63	165	201	456	21,795	47.8	10.46	9.31
Howrah-Amra Light	2' 0"	1929-30	9.00	..	6.00	4.00	4.28	51	11	62	1,275	20.7	1.70	25.8
		1930-31	9.00	..	6.00	4.00	6.00	46	15	61	1,161	19.1	1.62	26.8
Jamnagar and Dwarka	3' 3½"	1929-30	19.9	10.4	..	4.57	4.74	269	63	332	18,624	56.0	8.05	7.28
		1930-31	19.9	10.5	..	4.49	4.68	269	57	316	18,411	58.3	6.72	7.01
Junagad State	3' 3½"	1929-30	18.0	8.91	..	3.49	3.62	199	35	234	8,659	37.1	6.76	13.7
		1930-31	17.7	8.92	..	3.49	3.61	187	35	222	8,611	38.9	5.96	13.3
Korvi	3' 3½"	1929-30	19.0	9.43	..	3.57	3.84	62	250	312	19,636	63.0	11.37	11.1
		1930-31	18.3	9.51	..	3.60	3.86	56	258	314	19,867	63.2	10.96	10.6
Mysore	3' 3½"	1929-30	13.0	8.00	6.00	4.00	4.00	256	101	357	20,006	56.0	12.98	12.0
		1930-31	14.2	7.90	5.56	3.52	3.70	213	103	316	18,190	57.6	11.76	12.4
	2' 0"	1929-30	16.0	9.00	..	3.00	3.00	41	10	51	2,143	42.0	1.36	17.0
		1930-31	..	8.17	..	3.17	3.19	31	8	39	1,625	41.7	1.39	16.4
	2' 0"	1929-30	..	12.0	..	3.00	3.00	3	1	9	215	24.0	37	32.0
		1930-31	..	..	..	3.54	3.52	8	..	8	228	28.5	36	30.3
Shabdara (Delhi) Saharan- pur Light	2' 0"	1929-30	20.0	12.0	7.50	4.50	4.55	75	43	118	5,532	46.7	4.75	16.5
		1930-31	20.0	12.0	7.50	4.50	11.0	49	34	83	4,055	49.0	3.61	17.1
TOTAL CLASS II RAILWAYS		1929-30	23.4	10.6	5.82	3.85	4.01	2,990	1,705*	4,701*	232,579	49.5*	1,70.50	14.1
		1930-31	21.6	10.4	5.79	3.83	3.97	2,973	1,628*	4,601*	236,103	51.3*	1,65.06	13.4
CLASS III RAILWAYS.														
Ahmedpur-Katwa	2' 6"	1929-30	24.0	12.0	3.00	6.00	6.00	9	4	13	263	22.0	18	12.0
		1930-31	..	17.5	8.21	5.98	6.06	9	4	13	263	20.2	18	11.5
Arar-Sasaram Light	2' 6"	1929-30	20.0	..	7.50	4.50	4.51	46	9	55	1,691	30.3	94	10.7
		1930-31	20.0	..	7.50	4.50	11.0	43	8	51	1,512	29.8	1.00	12.8
Bankura-Dumoodar River	2' 6"	1929-30	24.0	12.0	3.00	6.00	6.00	13	9	22	1,237	45.0	65	10.0
		1930-31	..	17.4	7.83	6.03	6.06	14	8	22	965	43.9	50	9.60
Barnet-Basirhat Light	2' 6"	1929-30	9.00	..	6.00	1.53	1.90	35	5	40	1,144	23.6	1.16	19.4
		1930-31	9.00	..	6.00	4.00	6.00	35	6	41	1,193	..	1.11	18.6
Bengal Provincial	2' 6"	1929-30	19.3	11.3	5.59	4.63	4.73	20	9	29	417	14.2	39	18.3
		1930-31	20.9	10.8	5.30	4.76	4.81	16	8	24	312	13.0	34	20.9

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway, are considered as two or more separate consignments.

† Exclude refunds and remissions.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1929-30 and 1930-31—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other trafic.	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 III—contd.														
Bukhtiarpur Bihar Light	2' 6"	1929-30	2	2.3	12.5	525.0	543.0	75.1	3	2.6	17.8	597.4	616.1	
		1930-31	2	2.3	13.8	521.7	537.8	66.6	2	2.7	17.9	590.8	607.6	
Burdwan-Katwa	2' 6"	1929-30	1	8	7.0	364.3	372.7	19.3	1	8	7.6	374.5	383.6	
		1930-31	..	7	5.4	319.9	325.9	9.7	..	7	6.0	326.9	336.6	
Oriss State	2' 6"	1929-30	..	1.4	..	82.2	89.8	..	..	1.4	..	82.2	89.6
		1930-31	..	1.3	..	95.9	97.7	..	..	1.3	..	95.9	97.7
Dahri Rohtas Light	2' 6"	1929-30	3	..	5	124.5	135.3	..	3	..	6	124.5	136.3	
		1930-31	2	..	4	119.9	120.5	..	2	..	4	119.9	120.6	
Dholpur-Bari	2' 6"	1929-30	..	2	..	155.2	155.4	1	..	2	..	155.3	155.5	
		1930-31	..	2	..	138.6	138.7	2	..	2	..	138.7	138.9	
Futwah-Islampur	2' 6"	1929-30	5	..	7.7	302.3	317.0	12.3	6	..	8.9	313.9	323.2	
		1930-31	4	..	6.8	334.0	341.2	14.2	4	..	8.2	340.9	350.5	
Gwalior Light	2' 6"	1929-30	2	4.1	..	505.5	509.5	1.2	2	4.1	..	506.7	511.0	
		1930-31	1	3.4	..	416.4	419.9	1.1	1	3.6	..	417.4	421.0	
Howrah-Sheakhala Light	2' 0"	1929-30	9	..	22.7	895.2	924.9	3	9	..	22.7	895.2	924.2	
		1930-31	9	..	23.2	832.6	850.7	1	9	..	23.2	832.7	850.0	
Jagadhri Light	2' 0"	1929-30	1	..	7	177.5	179.2	..	1	..	7	177.5	178.2	
		1930-31	..	..	4	91.6	92.0	..	..	..	4	91.6	92.0
Jessore-Jhenidah	2' 6"	1929-30	..	2	6	145.2	146.1	1.10	..	2	6	146.2	147.1	
		1930-31	..	..	2	146.5	146.7	2	..	..	2	146.7	147.0
Jorhat (Provincial)	2' 0"	1929-30	†	†	†	†	†	†	†	†	†	†	†	
		1930-31	†	†	†	†	†	†	†	†	†	†	†	
Kalighat-Falta	2' 6"	1929-30	1	1.7	17.4	871.2	890.5	7	1	1.7	17.5	871.9	891.2	
		1930-31	..	1.0	14.7	845.8	861.5	6	..	1.0	14.8	846.2	862.0	
Kulasekarapatnam Light	2' 0"	1929-30	..	..	..	234.1	234.1	..	..	..	..	234.1	234.1
		1930-31	..	..	..	241.3	241.3	..	..	..	..	241.3	241.3
Matheran Light	2' 0"	1929-30	1.6	5.5	..	6.0	73.2	11.0	3.2	10.2	..	10.2	16.2	
		1930-31	1.5	2.7	..	7.1	12.3	8.3	2.1	7.0	..	11.5	20.2	
Porbandar State	3' 3 1/2"	1929-30	2	2.1	..	208.2	209.8	74.9	4	5.0	..	219.1	264.5	
		1930-31	2	2.6	..	204.5	207.3	66.9	6	6.2	..	210.8	266.8	
Tezpur-Balipara	2' 6"	1929-30	2	..	2.4	216.0	219.6	..	2	..	2.4	216.0	219.6	
		1930-31	2	..	2.6	223.1	226.0	..	2	..	2.7	223.1	226.0	
Trivellore Light	2' 0"	1929-30	..	..	..	78.2	78.2	..	..	..	..	78.2	78.2
		1930-31	..	..	..	60.7	60.7	..	..	..	..	60.7	60.7
Udaipur-Chittorgarh	3' 3 1/2"	1929-30	6	2.4	2.0	409.1	414.1	70.0	1.2	4.0	2.0	525.2	544.1	
		1930-31	6	2.2	2.1	401.9	407.8	66.1	1.4	4.0	2.1	555.5	563.9	
TOTAL CLASS III RAILWAYS . . . . .	..	1929-30	10.2	24.7	156.2	8,219.1	9,010.2	1,274.7	112.1	124.2	1162.2	19,169.6	19,224.6
		1930-31	10.5	21.6	126.5	8,181.7	8,260.9	1,228.2	112.4	129.5	1,148.2	18,408.2	18,648.5	

† Columns 9 to 14.—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.
† Not available.

1. 196
476
1. 196

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.
			18	19	20	21	22	23	24	25	26	27
CLASS III—contd.												
Bokhtiarpur-Bihar Light . . .	2' 6"	1929-30	6	47	341	9,216	9,610	21.0	18.0	19.0	15.0	16.0
		1930-31	5	48	323	8,975	9,380	20.0	17.0	17.0	15.0	15.0
Bardwan-Katwa . . .	2' 6"	1929-30	2	19	140	4,786	4,947	23.0	22.0	24.0	12.9	13.0
		1930-31	..	17	126	4,228	4,370	..	24.2	20.8	12.8	13.0
Cooch-Bihar . . .	2' 6"	1929-30	..	44	..	2,037	2,081	..	32.2	..	23.1	23.2
		1930-31	..	66	..	2,301	2,457	..	35.6	..	24.9	25.1
Dehri Bhojpur Light . . .	2' 6"	1929-30	6	..	10	1,536	1,601	16.0	..	16.0	13.0	13.0
		1930-31	4	..	7	1,518	1,529	17.0	..	17.0	13.0	13.0
Dholpur Bari . . .	2' 6"	1929-30	..	7	..	3,071	3,078	..	27.8	..	19.8	19.8
		1930-31	..	4	..	2,818	2,822	..	27.4	..	20.3	20.3
Fatehabad-Lahore . . .	2' 6"	1929-30	7	..	126	6,616	6,749	16.0	..	14.0	15.0	16.0
		1930-31	7	..	127	6,334	6,468	16.0	..	15.0	15.0	15.0
Gwalior Light . . .	2' 6"	1929-30	11	171	..	13,123	13,310	56.0	41.0	..	26.0	26.0
		1930-31	7	157	..	11,156	11,320	61.0	65.0	..	27.0	27.0
Howrah-Sheekhala Light . . .	2' 6"	1929-30	11	..	182	7,478	7,671	12.0	..	6.00	8.00	9.00
		1930-31	11	..	143	6,874	7,028	12.0	..	6.00	8.00	8.00
Jagadhri Light . . .	2' 6"	1929-30	1	..	2	687	690	3.31	..	3.31	3.31	3.31
		1930-31	..	..	2	303	305	3.31	..	3.31	3.31	3.31
Jammu-Jhelum . . .	2' 6"	1929-30	1	6	12	2,218	2,236	20.6	19.5	19.6	14.2	14.2
		1930-31	..	..	4	1,703	1,707	14.7	12.4	13.8	11.6	11.6
Jorhat (Provincial) . . .	2' 6"	1929-30	†	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	†	†
Kailhat-Falta . . .	2' 6"	1929-30	2	16	34	7,854	7,958	20.0	9.00	5.00	9.00	9.00
		1930-31	..	12	60	6,923	6,995	..	12.0	4.05	8.18	8.10
Kulachakapatnam Light . . .	2' 6"	1929-30	..	..	..	2,285	2,285	..	..	..	9.76	9.76
		1930-31	..	..	..	2,432	2,432	..	..	..	10.1	10.1
Mathara Light . . .	2' 6"	1929-30	1	4	..	6	9	..	..	..	..	..
		1930-31	2	3	..	3	8	0.95	0.43	..	0.26	0.38
Porbandar State . . .	3' 3 1/2"	1929-30	13	155	..	7,333	7,501	31.9	31.0	..	19.3	19.5
		1930-31	15	135	..	6,896	7,046	31.4	31.5	..	19.7	19.8
Tumkur-Dalipara . . .	2' 6"	1929-30	2	..	41	1,906	1,949	14.4	..	12.1	8.82	8.82
		1930-31	3	..	33	2,118	2,154	15.0	..	13.1	9.08	9.55
Tivello Light . . .	2' 6"	1929-30	..	..	..	187	187	..	..	..	2.37	2.37
		1930-31	..	..	..	22	22	..	..	..	2.37	2.37
Udaipur-Chitorgarh . . .	3' 3 1/2"	1929-30	117	225	100	19,496	19,938	66.0	56.0	50.0	37.0	37.0
		1930-31	99	204	104	19,833	20,330	70.4	59.8	49.9	35.7	36.1
TOTAL CLASS III RAILWAYS	..	1929-30	311	728	2,629	156,770	160,438	*23.7	*21.2	*15.6	*17.1	*17.2
		1930-31	341	770	2,466	136,040	138,617	*27.5	*26.1	*16.6	*15.9	*15.9

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

†Not available.

Class II and III Railways for the years 1929-30 and 1930-31—concl'd.

PASSENGERS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Tons of Goods Carried (in thousands).			Net ton miles (in thousands).	Average miles a ton of goods was carried.	Earnings from goods carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other tra. Sta.	Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Ra.	Ra.	Ra.	Ra.	Ra.											Ra.		
1	3	12	1,92	2,08	20-0	12-0	7-60	4-00	4-15	34	21	55	1,075	19-5	2,72	20-0	Class III— cawd. Bukhtiar- pur-Lahar Light.
1	3	12	1,87	2,03	20-0	12-0	7-50	4-00	4-17	36	22	58	1,154	10-9	1,12	18-0	
1	1	6	1,50	1,58	24-0	12-0	8-00	6-00	6-13	16	10	26	596	23-0	35	11-0	Bardwan- Nawa.
..	1	5	1,32	1,38	..	11-2	7-68	6-90	6-08	20	10	30	668	22-2	43	11-5	
..	2	..	51	53	..	9-00	..	4-82	4-81	23	..	23	348	15-3	55	25-6	Cutch- State.
..	3	..	57	60	..	8-77	..	4-55	4-66	24	..	24	397	10-5	38	18-4	
1	..	..	31	32	20-0	..	7-00	3-75	3-61	126	10	136	†	†	2,44	†	Dehri Bihar Light.
..	..	..	30	30	20-0	..	7-00	3-75	3-75	103	7	110	†	†	1,94	†	
..	1	..	54	65	..	15-0	..	4-00	4-02	65	4	69	2,448	20-8	1,40	11-3	Dholpur- Bart.
..	..	..	59	59	..	14-9	..	4-00	4-02	55	6	61	2,370	21-3	1,20	10-0	
1	..	5	1,17	1,23	20-0	..	7-50	4-00	4-23	11	3	19	338	17-7	28	16-0	Punjab- Islampur.
1	..	5	1,11	1,17	20-0	..	7-50	4-00	4-11	16	7	23	421	18-3	28	17-3	
2	10	..	3,40	3,52	30-0	12-0	..	5-00	5-00	146	17	163	7,181	46-0	4,37	12-0	Cawdor Light.
1	10	..	3,04	3,15	30-0	12-0	..	5-00	5-00	107	30	137	5,817	43-0	3,28	11-0	
1	..	4	1,38	1,43	9-00	..	6-00	4-00	5-55	16	2	18	273	16-2	42	20-6	Howrah- Bhokhala Light.
1	..	3	1,28	1,32	9-00	..	6-00	4-00	6-00	11	4	15	217	14-5	30	26-5	
..	..	..	11	11	18-0	..	6-00	3-00	3-02	7	..	7	21	3-21	9	34-0	Jagadhri Light.
..	..	..	6	6	20-5	..	7-43	3-67	3-60	7	..	7	22	3-21	8	60-8	
..	..	1	54	55	10-8	4-93	3-63	1-82	1-21	6	6	12	348	23-7	47	21-3	Jwara- Jhaidah.
..	..	..	27	27	9-58	4-06	2-99	0-95	3-04	5	5	10	307	21-3	40	37-1	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provin- cial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
1	1	2	1,90	1,96	21-0	11-0	7-00	4-50	4-70	26	7	33	1,220	20-0	81	12-0	Kalghat- Falta.
..	1	2	1,68	1,71	..	16-0	6-40	4-65	4-60	44	7	51	977	19-1	64	11-5	
..	..	..	71	71	..	..	..	6-00	6-00	20	..	20	217	11-0	37	50-0	Kulambhar- apat am Light.
..	..	..	76	76	..	..	..	6-00	6-00	20	..	20	218	11-0	33	47-3	
15	56	..	19	20	15-0	14-0	..	4-75	10-0	3	..	3	2	3-60	18	9-00	Mathura Light.
6	30	..	30	36	6-00	10-0	..	10-0	9-00	1	1	2	4	2-00	18	8-00	
1	7	..	1,33	1,41	17-8	8-92	..	3-47	3-61	129	21	150	4,471	24-9	2,16	9-25	Porbandar State.
1	6	..	1,25	1,32	17-8	8-85	..	3-47	3-61	145	20	165	4,154	25-2	1,97	9-10	
..	..	2	43	50	30-0	..	7-00	4-50	4-92	21	..	21	1,069	20-9	1,18	21-3	Tospor- Balipara.
..	..	1	50	51	30-0	..	7-00	4-50	4-10	19	..	19	971	20-1	1,07	21-1	
..	..	..	5	6	..	..	..	6-00	6-00	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	4	4	..	..	..	6-00	6-00	..	..	..	..	..	..	..
15	14	2	2,26	3,17	24-0	12-0	4-00	3-00	3-00	23	26	49	2,229	46-0	2,06	18-0	Udaipur- Chitorgarh.
12	18	3	3,05	3,30	24-5	11-7	4-50	2-97	3-20	16	27	53	2,854	53-7	1,28	12-9	
43	93	73	29,54	31,53	29-6	25-3	5-33	3-63	3-31	458	173	1,036	25,653	24-7	21,90	15-3	TOTAL CLASS III Rys.
32	75	67	27,55	29,29	21-4	18-7	5-23	3-42	4-07	746	190	936	24,506	26-3	19,00	14-8	

† Columns 39, 40 and 42.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same rail-
way are considered as two or more separate consignments.
† Not available.
** Excludes refunds and remissions.

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) (Cols. 7 & 10).	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	Miscellaneous*.	Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	Total (in terms of Coal). (a)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II.																	
Barsi Light.	2' 6"	1929-30	331	249	30	610	74	6	80	690	..	..	..	13,371	7	..	13,374
		1930-31	330	230	12	582	74	13	87	669	..	117	..	13,304	..	..	13,304
Bengal Doars.	3' 3½"	1929-30	1	289	76	392	47	10	57	449	..	..	..	8,964	..	..	8,964
		1930-31	1	286	55	367	27	15	42	409	..	..	..	8,030	..	..	8,030
Bhavnagar State.	3' 3½"	1929-30	294	286	73	660	180	14	194	854	..	..	..	17,509	38	10	17,542
		1930-31	281	274	86	654	177	12	189	843	3	12	5,515	13,487	33	10	19,033
Bikaner State.	3' 3½"	1929-30	9	848	94	987	86	27	113	1,100	..	..	..	24,989	110	..	25,033
		1930-31	9	856	114	985	93	27	120	1,105	..	..	..	24,701	101	..	24,742
Darjeeling-Himalayan	2' 0"	1929-30	37	211	334	582	54	20	74	656	..	..	..	13,540	..	..	13,540
		1930-31	37	202	267	596	46	21	67	663	..	..	..	13,318	..	..	13,318
Dibru-Sadiya	3' 3½"	1929-30	..	278	99	377	209	..	209	586	..	..	..	12,189	..	..	12,189
		1930-31	..	277	114	391	198	3	201	592	..	..	..	13,199	..	..	13,199
Gaekwar's Baroda State	2' 6"	1929-30	125	369	27	554	149	10	169	713	..	..	..	11,043	71	..	11,071
		1930-31	59	486	9	1577	123	9	132	1709	12	3	..	9,867	70	..	9,895
Gondal	3' 3½"	1929-30	161	217	71	445	137	12	149	594	..	..	..	13,327	43	..	13,345
		1930-31	118	254	56	461	130	20	159	620	..	..	..	14,076	46	..	14,094
Howrah-Amta Light.	2' 0"	1929-30	126	126	30	281	8	1	9	290	..	..	..	4,968	..	..	4,968
		1930-31	131	123	22	281	8	2	10	291	..	..	..	3,876	..	..	3,876
Jamnagar and Dwaraka.	3' 3½"	1929-30	75	129	95	307	97	1	98	405	..	..	..	13,210	81	..	13,242
		1930-31	75	131	78	291	89	1	90	381	8	..	..	10,763	82	..	10,796
Junagad State	3' 3½"	1929-30	66	157	23	261	66	9	75	336	..	..	..	8,111	63	..	8,136
		1930-31	64	155	22	259	65	3	68	321	..	..	..	7,596	61	..	7,620
Morvi	3' 3½"	1929-30	130	142	51	331	40	..	40	371	..	..	..	10,639	98	..	10,678
		1930-31	132	143	39	330	42	..	42	372	..	..	..	11,013	106	..	11,056
Mysore	3' 3½"	1929-30	260	355	142	776	167	..	167	932	..	..	..	20,959	153	..	21,020
		1930-31	330	306	133	808	169	..	169	977	..	..	..	20,331	22	..	20,840
Mysore	2' 6"	1929-30	..	166	2	170	25	..	25	195	..	..	..	3,012	66	..	3,034
		1930-31	..	165	..	166	17	..	17	183	..	..	..	3,037	8	..	3,040
Mysore	2' 0"	1929-30	..	20	15	35	7	..	7	42	..	..	..	680	8	..	683
		1930-31	..	20	17	39	5	..	5	44	..	..	..	647	..	..	647
Shahdara Delhi)-Saharanpur Light.	3' 6"	1929-30	..	135	11	148	12	1	13	161	..	..	..	1,873	13	..	**1,878
		1930-31	..	135	3	139	12	..	12	151	..	..	..	2,284	11	..	2,289
Total Class II Railways.	..	1929-30	1,605	3,975	1,177	6,916	1,348	111	1,459	8,374	..	..	..	178,924	741	10	179,237
		1930-31	1,567	4,147	1,027	6,920	1,284	126	1,410	8,330	23	132	5,515	170,029	540	10	175,778
CLASS III.																	
Ahmadpur-Katwa.	2' 6"	1929-30	38	50	..	91	28	26	54	145	..	..	..	1,833	..	..	1,833
		1930-31	7	68	..	79	22	20	42	121	..	..	..	1,257	..	..	1,257
Arrah-Sasaram Light.	2' 6"	1929-30	..	10	2	103	10	..	10	113	..	..	..	1,786	..	..	1,786
		1930-31	19	97	2	118	10	..	10	128	..	..	..	1,565	..	..	1,565
Bantura Damoodar River.	2' 6"	1929-30	..	141	..	143	69	51	120	263	..	..	..	3,965	..	..	3,965
		1930-31	..	132	3	137	41	28	69	196	..	..	..	1,864	..	..	1,864

* Includes light, assisting required, assisting not required, siding and departmental.

† Excluding departmental.

‡ Includes rail motor car miles and steam coach miles.

Figures relating to Internal Combustion miles are 'NIP'.

and III Railways for the years 1929-30 and 1930-31.

TOTAL OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON INCLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE USED TO LOCOMOTIVES (IN RUPEES).				Railway.
For- eign Coal.	Indian Coal.	Wood.	Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	(a) 22	23	24	25	26	(a) 27	28	29	30	31	32	33	34	35	36
..	336	27	347	..	14,207	34	..	14,221	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
..	242	7	245	..	13,546	7	..	13,549	..	5-50	9-00	..	..	12-26	9-00	..	Bard Light.
..	..	..	..	..	8,964	..	..	8,964	..	4-26	..	..	..	11-44	..	..	Bengal Doon.
..	1,105	..	1,105	..	9,135	..	..	9,135	..	4-14	..	..	..	10-06	..	..	Bhavnagar State.
..	1,458	..	1,458	5,515	14,945	33	10	20,491	9-00	9-39	12-00	35-00	18-00	19-40	12-00	335-9	Bhavnagar State.
..	3,651	..	3,651	..	23,640	110	..	23,634	..	4-19	10-00	..	..	14-75	10-00	..	Bikaner State.
..	4,064	..	4,064	..	28,765	101	..	28,806	..	4-73	10-00	..	..	15-29	10-00	..	Bikaner State.
..	..	..	..	..	13,580	..	..	13,580	..	13-26	..	..	..	37-14	..	..	Darjeeling- Himalayan.
..	2,164	..	2,164	..	15,482	..	..	15,482	..	5-00	..	..	..	12-00	..	..	Darjeeling- Himalayan.
..	..	..	..	..	12,189	..	..	12,189	..	13-00	..	..	..	13-00	..	..	Dibru- Sadiya.
..	3,610	..	3,610	..	16,909	..	..	16,909	..	9-61	..	..	..	13-00	..	..	Dibru- Sadiya.
..	1,067	15	1,073	..	12,110	86	..	12,144	..	4-56	6-50	..	..	17-06	6-50	..	Cookwar's Baroda State.
..	1,103	20	1,111	..	10,970	90	..	11,006	..	4-78	6-50	..	..	16-80	6-50	..	Cookwar's Baroda State.
..	583	13	590	..	13,910	61	..	13,935	..	22-60	..	..	..	22-30	16-2	..	Gondal.
..	557	13	562	..	14,633	59	..	14,656	..	22-60	..	..	..	22-80	16-2	..	Gondal.
..	..	..	..	..	4,963	..	..	4,963	..	4-00	..	..	..	8-98	..	..	Howrah- Amra Light.
..	981	..	981	..	4,857	..	..	4,857	..	4-50	..	..	..	9-48	..	..	Howrah- Amra Light.
..	106	..	106	..	13,316	81	..	13,343	..	3-64	29-63	..	..	19-66	29-63	..	Jambagar and Dwarka.
..	58	..	58	..	10,821	82	..	10,864	..	4-67	27-26	..	..	20-11	27-26	..	Jambagar and Dwarka.
..	361	2	362	..	8,472	65	..	8,498	..	19-37	11-09	..	..	20-39	11-09	..	Junagad State.
..	385	39	401	..	7,981	100	..	8,021	..	20-33	10-02	..	..	21-43	10-02	..	Junagad State.
..	..	..	..	..	10,639	98	..	10,678	..	4-55	5-76	..	..	21-00	5-76	..	Morvi.
..	198	6	200	..	11,211	112	..	11,256	..	5-29	5-43	..	..	19-66	5-43	..	Morvi.
..	1,797	26	1,807	..	22,756	179	..	22,827	..	5-00	3-00	..	..	15-60	3-00	..	Mysore.
..	2,286	11	2,290	..	23,117	33	..	23,130	..	5-00	7-00	..	..	16-00	7-00	..	Mysore.
..	..	..	..	..	3,012	56	..	3,034	..	5-00	3-00	..	..	17-00	3-00	..	Mysore.
..	..	..	..	..	3,037	8	..	3,040	..	5-00	7-00	..	..	17-00	7-00	..	Mysore.
..	4	..	4	..	634	3	..	637	..	5-00	3-00	..	..	16-60	3-00	..	Mysore.
..	54	..	54	..	701	..	..	701	..	5-00	..	..	..	16-00	..	..	Mysore.
..	..	..	..	..	1,873	13	..	**1,873	..	4-50	13-60	..	..	13-31	13-60	..	Shahdara (Dehli)- Baharanpur Light.
..	414	2	415	..	2,698	13	..	2,703	..	5-00	13-60	..	..	13-36	13-60	..	Shahdara (Dehli)- Baharanpur Light.
..	7,905	88	7,940	..	186,829	829	10	187,177	..	..	..	..	..	..	..	..	Total Class II Rail- ways.
..	18,679	98	18,718	5,515	188,706	638	10	194,496	..	..	..	..	..	..	..	..	Total Class II Rail- ways.
..	..	..	..	..	1,333	..	..	1,333	..	4-75	..	..	..	3-19	..	..	Class III. Ahmadpur- Katwa.
..	145	..	145	..	1,402	..	..	1,402	..	4-75	..	..	..	3-20	..	..	Class III. Ahmadpur- Katwa.
..	..	..	..	..	1,786	..	..	1,786	..	2-75	..	..	..	3-10	..	..	Arrah- Nasaram Light.
..	460	..	460	..	2,025	..	..	2,025	..	3-00	..	..	..	3-28	..	..	Arrah- Nasaram Light.
..	..	..	..	..	3,965	..	..	3,965	..	4-75	..	..	..	3-72	..	..	Bankura Damoodar River.
..	555	..	555	..	2,419	..	..	2,419	..	4-75	..	..	..	6-70	..	..	Bankura Damoodar River.

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.

** Revised figures.

Figures relating to Oil Fuel are 'Nil'.

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) Cols. 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	Miscellaneous.*	Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III— contd. Barnset-Basirhat Light.	2' 6"	1929-30	203	13	9	224	4	..	4	228	..	..	..
		1930-31	203	13	7	223	6	..	6	229	..	..	..
Bengal Provincial.	2' 6"	1929-30	1	93	..	99	8	1	9	108	..	..	..
		1930-31	1	98	..	99	8	1	9	108	..	..	..
Bukhtiarpur-Bihar Light.	2' 6"	1929-30	..	63	2	65	11	..	11	76	..	..	..
		1930-31	..	81	1	82	9	3	12	94	..	..	..
Burdwan-Katwa.	2' 6"	1929-30	46	77	..	125	33	26	59	184	..	..	..
		1930-31	37	95	1	134	37	20	57	191	..	..	..
Cutch State	2' 6"	1929-30	13	27	4	44	14	..	14	58	..	..	..
		1930-31	12	26	1	49	14	2	16	65	1	..	..
Dehri-Rohtar Light.	2' 6"	1929-30	..	51	..	51	20	..	20	71	..	..	..
		1930-31	..	48	..	48	18	..	18	66	..	..	..
Dholpur-State.	2' 6"	1929-30	3	59	1	62	11	2	13	75	..	..	..
		1930-31	3	62	..	66	12	..	12	78	1	..	..
Futwah-Islampur.	2' 6"	1929-30	14	39	..	54	3	..	3	57	..	..	..
		1930-31	17	38	3	58	4	..	4	62	..	..	..
Gwalior Light.	2' 6"	1929-30	12	224	57	297	42	40	82	379	..	..	..
		1930-31	3	206	37	246	43	4	47	293	..	..	..
Howrah-Sheakhala Light.	2' 0"	1929-30	19	46	3	69	2	..	2	71	..	..	..
		1930-31	18	50	2	70	2	..	2	72	..	..	..
Jagadhri Light.	2' 0"	1929-30	..	15	..	15	1	..	1	16	..	..	..
		1930-31	..	12	..	12	1	..	1	13	..	..	..
Jessore-Jhenidab.	2' 6"	1929-30	..	78	..	86	31	39	70	156	..	..	..
		1930-31	..	56	..	59	27	33	60	119	3	..	..
Jorhat (Provincial).	2' 0"	1929-30	†	†	†	†	†	†	†	†	†	†	†
		1930-31	†	†	†	†	†	†	†	†	†	†	†
Kalkhat-Falta.	2' 6"	1929-30	88	62	..	150	123	26	149	299	..	..	..
		1930-31	84	61	1	146	131	29	160	306	..	..	..
Kulasekarnapatnam Light.	2' 0"	1929-30	..	153	9	164	..	..	..	164	(b)	..	..
		1930-31	..	2	13	15	..	..	..	15	59	..	..
Matheran Steam Tramway.	2' 0"	1929-30	9	..	5	14	..	..	..	14	..	..	..
		1930-31	6	..	4	12	..	..	..	12	7	..	..
Porbandar State.	3' 3 1/2"	1929-30	26	51	17	93	21	..	21	115	..	..	..
		1930-31	28	49	16	93	21	..	21	114	..	..	..
Tespore-Balipara Light.	2' 6"	1929-30	..	..	..	34	..	..	..	34	..	..	..
		1930-31	..	..	..	33	..	..	..	33	..	..	..
Trivellore Light.	2' 0"	1929-30	5	..	..	5	..	..	..	5	..	..	..
		1930-31	5	..	..	5	..	..	..	5	..	..	..
Udaipur-Chittorgarh	3' 3 1/2"	1929-30	52	51	29	131	11	4	15	145	..	..	..
		1930-31	104	12	44	160	13	4	17	177	..	..	..
Total Class III Railways	..	1929-30	529	1,210	138	2,019	442	215	657	2,676	..	..	..
		1930-31	549	1,196	135	1,934	419	144	563	2,497	71	..	..

* Includes light, assisting required, assisting

† Includes rail motor car miles.

‡ Information not available.

§ Excluding departmental.

(b) Included in col. 5.

(a) 2 1/2 Tons of Wood = 1 Ton of Coal and 0.55

and III Railways for the years 1929-30 and 1930-31—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal) (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal) (a)	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Total (in terms of Coal) (a)	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		30
..	4,572	..	..	4,572	..	..	..	..	..	..	4,572	..	..	4,572	Class III—contd.
..	2,541	..	..	2,541	..	1,250	..	..	1,250	..	3,791	..	..	3,791	Baraset-Bamhat Light.
..	1,586	..	..	1,586	..	..	..	..	..	..	1,586	..	..	1,586	Bengal Provincial.
..	1,706	..	..	1,706	..	..	..	..	..	..	1,706	..	..	1,706	Bukhtiarpur-Bihar Light.
..	1,054	..	..	1,054	..	..	..	..	..	..	1,054	..	..	1,054	Burdwan-Katwa.
..	1,040	..	..	1,040	..	279	..	..	279	..	1,319	..	..	1,319	Cutch State.
..	2,480	..	..	2,480	..	..	..	..	..	..	2,480	..	..	2,480	Dehri-Rohas Light.
..	1,875	..	..	1,875	..	469	..	..	469	..	2,344	..	..	2,344	Dholpur State.
793	..	71	..	821	..	..	..	..	..	793	..	71	..	821	Putrab-Islampur.
784	..	12	..	789	21	..	..	..	21	805	..	12	..	810	Gwalior Light.
..	2,193	..	..	2,193	..	..	..	..	..	..	2,193	..	..	2,193	Howrah-Sheakhah Light.
..	1,791	..	..	1,791	..	152	..	..	152	..	1,943	..	..	1,943	Jagadhri Light.
..	1,279	5	..	1,281	..	..	..	..	..	..	1,279	5	..	1,281	Jessore-Jhenidah.
..	1,239	5	..	1,241	..	..	..	..	..	..	1,239	5	..	1,241	Jorhat (Provincial).
..	720	..	..	720	..	..	..	..	..	..	720	..	..	720	Kalighat-Falta.
..	656	..	..	656	..	168	..	..	168	..	824	..	..	824	Kulasekarnapatnam Light.
..	6,167	1	..	6,167	..	..	..	..	..	..	6,167	1	..	6,167	Matheran Steam Tramway.
..	4,879	2	..	4,880	..	433	4	..	435	..	5,312	6	..	5,315	Porbandar State.
..	1,242	..	..	1,242	..	..	..	..	..	..	1,242	..	..	1,242	Terpora-Balipara Light.
..	913	..	..	913	..	247	..	..	247	..	1,160	..	..	1,160	Trivellore Light.
..	203	3	..	204	..	..	..	..	..	..	203	3	..	204	Udaipur-Chittorgarh.
..	173	2	..	174	..	..	..	..	..	..	173	2	..	174	Total Class III Railways.
..	2,012	..	6	2,023	..	..	..	..	..	..	2,012	..	6	2,023	
..	1,291	..	248	1,742	..	..	..	..	..	..	1,291	..	248	1,742	
..	1,107	..	..	1,107	..	..	..	..	..	..	1,107	..	..	1,107	
..	1,070	..	..	1,070	..	81	..	..	81	..	1,151	..	..	1,151	
..	4,017	..	..	4,017	..	..	..	..	..	..	4,017	..	..	4,017	
..	2,441	..	..	2,441	..	421	..	..	421	..	2,862	..	..	2,862	
..	
..	
..	456	..	..	456	..	..	..	..	..	..	456	..	..	456	
..	426	..	..	426	..	..	..	..	..	..	426	..	..	426	
..	2,784	4	..	2,786	..	109	..	..	109	..	2,893	4	..	2,895	
..	2,653	5	..	2,655	..	115	..	..	115	..	2,768	5	..	2,770	
..	639	..	..	639	..	..	..	..	..	..	639	..	..	639	
..	662	..	..	662	..	158	..	..	158	..	820	..	..	820	
..	82	5	2	**88	..	..	..	..	..	..	82	5	2	**88	
..	108	15	..	114	..	..	..	..	..	..	108	15	..	114	
..	3,117	..	..	3,117	..	..	..	..	..	..	3,117	..	..	3,117	
..	3,754	6	..	3,756	..	1,092	..	..	1,092	..	4,846	6	..	4,848	
793	43,344	89	8	**44,167	..	109	..	..	109	793	43,453	89	8	**44,293	
784	33,904	47	248	35,158	21	6,925	4	..	6,048	805	39,029	51	248	41,295	

not required, siding and departmental.

Ton of Oil fuel=1 Ton of Coal.
**Revised figures.

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E.

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

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	26	35	..	..	..	11,28	1,76	3,69
2. Engineers' plant, excluding petty tools . . .	..	12	3	5	7	1	1,84	3,12	1,28
3. Workshop machinery and heavy tools . . .	..	16	..	..	12	2	2,20	1,31	1
4. Permanent-way:—									
(a) Rails . . .	7	..	3,02	..	..	57	..	1	33,11
(b) Steel sleepers . . .	..	..	..	..	..	..	..	..	18,97
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	3,14
(d) Wooden sleepers . . .	..	..	4,38	..	..	9,65	..	..	6,73
(e) Chains and fastenings . . .	1	3	82	1,08	..	92	33	1	3,23
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock:—									
(a) Locomotives and spare parts . . .	3,05	39	11	11,71	24	6	54,35	2,32	2,86
(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 . . .	17	4,29	..	..	..	..	..	3	..
(g) Goods stock . . .	50	..	4,94	..	3,68	..	6,50	1	35
(h) Spare parts—coaching and goods stock . . .	4,40	38	28	1,93	83	15	11,23	3,79	3,87
(i) Motor car . . .	..	..	..	..	..	..	..	10	..
6. Building and station materials and fencing . . .	1	74	77	20	1,00	36	..	3,93	1,59
7. Tools and Stores:—									
(a) Tools and cutlery . . .	..	23	6	15	41	7	8	1,93	13
(b) Steel (excluding permanent-way materials) . . .	2	48	23	23	1,45	4	18	2,38	1,85
(c) Iron (excluding permanent-way materials) . . .	..	13	4	14	14	8	10	82	50
(d) Other metals . . .	..	87	6	32	1,17	2	24	3,34	13
(e) Timber . . .	..	..	3,80	..	1	2,26	..	..	6,58
(f) Oils . . .	67	47	1,25	..	2,35	35	..	7,27	2,12
(g) Portland cement . . .	..	76	4	..	1	22	..	23	2,10
(h) All other stores . . .	18	2,43	1,27	72	2,41	3,44	97	9,29	10,57
8. Electrical plant and materials . . .	1,43	87	2	34	2,38	1	7	7,85	12
9. Other materials purchased in India:—									
(a) Coal and coke . . .	..	..	12,25	..	..	12,07	..	..	30,86
(b) Stone . . .	..	..	4	..	..	30	..	..	13
(c) Bricks . . .	..	..	..	..	..	..	..	..	1,18
(d) Indian lime . . .	..	..	..	..	..	..	..	..	7
(e) Ballast . . .	..	..	..	..	..	64	..	..	6,90
(f) Others . . .	..	..	..	..	3	1,25	..	2	1,24
Total . . .	10,51	12,59	33,76	16,87	16,30	32,49	89,42	49,52	1,43,41

* Includes figures of Visagapatam Harbour construction.

DIX A.

the Nizam's State Rys.) during the year 1930-31. (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. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
1,70	48	52	..	43	..	..	..	4,11	..	1,05	..	1. Bridge work.
4	11½	1	9	78	..	..	28	..	44	1,87	..	2. Engineers' plant excluding petty tools.
3,56	1,40	2	3	1,38	..	17	1,16	3	20	5,00	..	3. Workshop machinery and heavy tools.
1	7	3,17	..	..	4,52	..	..	18,90	..	..	26,21	4. Permanent-way:
50	..	97	..	..	..	..	..	..	..	..	..	(a) Rails.
..	..	..	..	..	..	..	28	2,73	..	..	3,63	(b) Steel sleepers.
..	..	20,75	..	..	15,42	..	..	26,66	..	..	30,75	(c) Cast iron sleepers.
1,21	43	3,11	..	2,57	72	46	24	1,00	92	1,07	3,82	(d) Wooden sleepers.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
27,71	3,05	14,63	6,78	2,96	..	19,50	55	19	54,31	2,95	..	5. Rolling-stock:—
..	..	..	11	..	..	..	..	..	..	..	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
93	46	4,12	..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
..	..	..	..	..	..	1,46	2,59	9,78	..	..	..	(f) Coaching stock.
..	42	2	1,47	..	..	2,02	3	55	..	..	30,00	(g) Goods stock.
..	..	..	..	..	..	..	..	..	..	..	..	(A) Spare parts—coaching and goods stock.
6,45	50	4,01	2,42	2,27	..	33	63	7	6,14	5,47	4,26	(i) Motor cars.
..	5	..	..	..	..	..	1	..	..	12	..	6. Building and station materials and fencing.
4,59	3,22	1,14	28	2,58	92	8	1,26	1,24	..	18	2,47	7. Tools and Stores:—
22	2,30	31	..	72½	10	4	1,43	10	22	2,99	..	(a) Tools and out-lery.
3,45	3,24	74	..	2,30	..	..	21	3	99	3,80	1,08	(b) Steel (excluding permanent-way materials).
..	..	..	..	..	..	..	..	..	..	..	..	(c) Iron (excluding permanent-way materials).
1,18	61	61	10	62	1	..	1,06	1,13	..	8	6,44	(d) Other metals.
1,34	1,93	28	35	58	4	..	2,32	45	..	10,01	71	(e) Timber.
..	..	3,39	..	..	1,11	..	..	4,06	..	..	24,71	(f) Oils.
..	6,97	4,07	..	81	2,39	..	4,32	89	..	10,33	5,75	(g) Portland cement.
..	11	1,87	..	65	1	..	..	1,71	..	11	3,01	(A) All other stores.
3,45	13,51	7,42	35	3,90	3,60	16	3,11	3,02	1,24	33,11	26,93	8. Electrical plant and materials.
8,95	6,70	1	58	3,94	10	5	5,04	..	83	10,21	3	9. Other materials purchased in India:—
..	9	31,07	..	..	43,07	..	..	17,81	..	..	25,27	(a) Coal and coke.
..	1	49	..	..	96	..	..	..	..	..	76	(b) Stone.
..	..	15	..	..	75	..	..	14	..	..	4,72	(c) Bricks.
..	..	29	..	..	3	..	..	50	..	..	63	(d) Indian lime.
..	..	7,61	..	..	8,44	..	..	35	..	..	6,06	(e) Ballast.
..	..	5,35	..	..	1,79	..	..	9	..	..	80	(f) Others.
65,29	45,66	1,16,17	12,52	26,59	84,56	24,27	29,51	1,00,64	65,29	93,26	1,98,12	Total.

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. the

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

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work . . . . .	..	..	59	1,29	..	44	9	1,38	1,12
2. Engineers' plant, exclud- ing petty tools	29	96	4	26	22	..	3,59	3,90	21
3. Workshop machinery and heavy tools	6	6,96	1	6,36	7,25	..	1,19	6,44	..
4. Permanent-way :—									
(a) Rails . . . . .	..	..	31,24	61	..	6,87	..	10	21,31
(b) Steel sleepers . . . . .	..	..	1,54	..	..	..	..	..	..
(c) Cast iron sleepers . . . . .	..	..	..	..	..	1,21	..	..	..
(d) Wooden sleepers . . . . .	..	..	6,83	..	..	3,13	..	..	48,02
(e) Chairs and fasten- ings	1,40	3,13	12,77	11	..	53	61	..	..
(f) Concrete sleepers . . . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts	30,22	1,42	1,05	24,95	98	11	88,99	11,77	15
(b) Rail motors and spare parts . . . . .	..	..	..	..	..	..	..	3	..
(c) Steam coaches and spare parts . . . . .	..	..	..	..	..	..	..	18	1
(d) Electric motor coaches and spare parts . . . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts . . . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock	4,30	..	..	1,21	6	9	..	..	4,76
(g) Goods stock	20	..	..	1,43	24,14	..	..	..	8,67
(h) Spare parts— coaching and goods stock	3,37	10,57	7	5,36	1,55	18	6,67	15,36	95
(i) Motor cars	1	34	..	..	1	..	..	28	..
6. Building and station materials and fencing . . . . .	..	3,92	2,65	80	5	1,09	..	2,56	51
7. Tools and stores :—									
(a) Tools and outlery	1	1,71	20	1,13	31	12	1	3,16	59
(b) Steel (excluding permanent-way materials)	8	5,24	5	3,27	1,31	9	..	8,19	8,33
(c) Iron (excluding permanent-way materials) . . . . .	..	26	45	44	10	39	..	3	49
(d) Other metals	35	3,42	3	1,59	1,96	13	..	3,52	64
(e) Timber . . . . .	..	3	18,26	..	4	5,91	..	..	10,23
(f) Oils . . . . .	..	9,59	2,70	..	5,80	1,70	..	10,00	8,89
(g) Portland cement . . . . .	..	8	1,01	..	12	11	..	27	1,99
(h) All other stores	24	12,76	13,27	4,38	3,90	4,76	90	18,39	19,84
8. Electrical plant and materials	31,10	19,37	4	3,85	2,67	32	..	15,12	73
9. Other materials pur- chased in India :—									
(a) Coal and coke . . . . .	..	..	39,14	..	..	32,41	..	..	64,73
(b) Stone . . . . .	..	..	36	..	..	..	..	..	2,67
(c) Bricks . . . . .	..	..	17	..	..	38	..	1	4,70
(d) Indian lime . . . . .	..	..	18	..	..	4	..	..	63
(e) Ballast . . . . .	..	..	5,43	..	..	3,89	..	..	4,93
(f) Others . . . . .	..	20,11	83	..	..	11	..	27,28	94
Total	71,63	99,87	1,39,21	57,04	50,67	64,01	1,02,05	1,27,97	2,15,04

DIX A—concl'd.

Nizam's State Railways) during the year 1930-31. (In thousands of rupees)—concl'd.
imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkhand and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42		43
..	5	..	63	64	25	14,99	6,05	11,07	1. Bridge work.
..	..	..	2,57	92	6	9,17	12,35	1,64	2. Engineers' plant excluding petty tools.
..	1	..	84	40	3	14,61	31,59	11	3. Workshop machinery and heavy tools.
..	..	..	9	..	78	78	18	1,49,80	4. Permanent-way:—
..	..	..	1,02	..	..	1,52	..	21,48	(a) Rails.
..	..	..	..	..	..	..	28	10,71	(b) Steel sleepers.
..	..	..	..	..	..	..	..	1,74,65	(c) Cast iron sleepers.
..	..	2,37	..	..	9,96	..	..	..	(d) Wooden sleepers.
..	34	..	1,33	79	1,91	7,46	8,71	28,83	(e) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	(f) Concrete sleepers.
1,58	10	..	7,07	22	1	3,30,22	26,95	19,22	5. Rolling-stock:—
..	..	..	..	..	..	11	3	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	19	1	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	..	..	26,63	..	..	37,56	46	4,12	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	(e) Internal combustion coaches and spare parts.
12	4	..	..	6,71	..	7,26	13,72	14,65	(f) Coaching stock.
33	..	..	3	5,41	..	12,48	33,69	44,51	(g) Goods stock.
2	2	..	3,34	83	14	51,71	42,17	13,98	(A) Spare parts—coaching and goods stock.
..	..	..	1	..	..	2	91	..	(i) Motor cars.
..	17	1	9,89	4,75	3,47	15,83	24,36	16,52	6. Building and station materials and fencing.
..	10	2	26	79	13	2,12	16,06	1,83	7. Tools and stores:—
..	2	..	62	1,64	24	8,84	30,26	12,09	(a) Tools and out- letry.
2	19	..	25	63	31	2,23	4,67	10,45	(b) Steel (excluding permanent-way materials).
..	21	..	2,75	1,17	38	6,94	30,50	2,87	(c) Iron (excluding permanent-way materials).
..	..	15	..	..	3,95	..	8	84,50	(d) Other metals.
..	..	61	..	5,67	2,19	67	63,48	32,91	(e) Timber.
..	..	5	..	1	3,72	..	2,35	15,84	(f) Oils.
..	..	..	..	..	..	..	..	..	(g) Portland cement.
14	70	33	3,14	6,03	5,05	15,97	1,19,54	1,03,50	(A) All other stores.
..	37	..	12,50	3,67	71	59,68	78,19	2,06	8. Electrical plant and materials.
..	..	1,96	..	..	14,75	..	9	3,26,09	9. Other materials purchased in India:—
..	..	..	..	..	23	..	1	5,94	(a) Coal and coke.
..	..	..	..	..	3,90	..	1	16,09	(b) Stone.
..	..	..	..	..	3	..	..	2,40	(c) Bricks.
..	..	..	..	..	4,98	..	..	49,22	(d) Indian lime.
..	..	..	..	..	13	..	..	12,60	(e) Ballast.
..	..	7	..	1	..	..	47,45	..	(f) Others.
2,21	2,22	5,57	72,97	40,09	57,30	5,90,17	5,94,34	11,90,30	Total.

APPEN
Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokharo Ramgarh.	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1918.	1928-29	32,81,342	803,554	..	113,620
				1929-30	32,80,768 ^(a)	830,251	..	139,733
				1930-31	33,79,206	746,954	..	106,519
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1928-29	9,89,622	104,370	4,839	11,765
				1929-30	10,89,228	81,367	6,303	10,106
				1930-31	13,75,376	77,734	8,395	15,342
Kurhurbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1928-29	60,38,335	622,857	130,641	92,788
				1929-30	61,05,607	403,001	119,824	122,685
				1930-31	62,25,946	401,673	99,060	144,465
Bhurkunda . . .	State . . .	Bihar and Orissa.	1st June 1927.	1928-29	48,24,236	71,749	..	2,292
				1929-30	50,55,371	101,377	32	5,579
				1930-31	52,08,914 ^(d)	108,427	..	3,631
Kargali . . .	State . . .	Bihar and Orissa.	18th June 1917.	1928-29	47,79,216 ^(b)	698,563	40,864	23,024
				1929-30	46,58,394	831,707	44,860	37,472
				1930-31	45,48,611 ^(c)	739,804	38,839	38,939
Argada . . .	B. N. Railway .	Bihar and Orissa.	1st April 1926.	1928-29	31,22,805	271,117	..	32,322
				1929-30	30,77,544 ^(e)	306,603	..	33,793
				1930-31	30,45,207	265,407	..	29,898
Talcher†	B. N. Railway .	Bihar and Orissa.		1928-29	9,20,610	..	..	..
				1929-30	10,90,990	..	..	..
				1930-31	12,51,601	..	..	..
	M. & S. M. Railways.	Bihar and Orissa.		1928-29	17,71,354	..	..	..
				1929-30	126,05,031	..	..	..
				1930-31	32,09,446	..	..	..
Jarangdih . . .	B. B. & O. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	1928-29	62,66,301	114,331	..	461
				1929-30	63,77,489 ^(d)	115,680	..	1,230
				1930-31	64,34,036	94,324	..	1,077
Rajigar† . . .	B. B. & O. I. and M. & S. M. Railways.	Bihar and Orissa.	..	1928-29	19,05,660	..	..	..
				1929-30	19,46,475	..	..	..
				1930-31	19,87,155	..	..	..
Kedla Joint† . . .	E. I. and B. N. Railways.	Bihar and Orissa.	..	1928-29	1,95,032	..	..	..
				1929-30	5,26,700	..	..	..
				1930-31	7,85,854	..	..	..

(a) The decrease is due to the contribution to sinking fund during this year being more than the debits to Block account.

(b) Decrease of Rs. 1,20,822, as compared with 1928-29, is due to adjustment in Sinking Fund Account.

(c) Decrease of Rs. 1,09,783 as compared with 1929-30, is due to adjustment of Sinking Fund Account.

(d) Approximate figures.

(e) Decrease is due to Rs. 54,778 credited to Sinking Fund and increase of Rs. 22,441 in Capital Outlay.

† Revised figures.

DIX B.

for the years 1928-29 to 1930-31.

Ru.		Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.	10									11	12	13	14	15	16	17	18
Tons.	Tons.	Ra.	Ra.	Tons.					
922,174	922,174	21,42,363	2-32	5,110	169	1	11	Bokharo Ramgarh.	
969,984	969,984	23,37,804	2-41	5,997	163	3	12		
852,473	852,473	23,53,630	2-76	5,184	164	1	11		
121,024	107,304	†	†	343	144	Swang.	
96,776	81,397	†	†	1,113	87	16	4		
101,471	101,361	†	†	691	147	..	2		
746,286	731,410	29,82,245	3-99	6,174	121	5	23	Kurburbaroo and Serampore.	
645,510	657,171	27,63,193	4-23	6,734	96	9	27		
645,198	637,139	27,09,164	4-20	5,563	116	6	25		
74,041	74,681	†	†	534	127	Bhurkunda.	
106,988	106,988	†	†	774	133	..	..
112,658	112,068	†	†	650	184	..	..
762,451	762,451	25,29,595	3-31	5,558	137	2	13	Kargali.	
914,059	914,059	30,50,804	3-34	6,163	148	1	17		
817,582	817,582	26,92,102	3-38	7,122	115	1	10		
803,439	303,763	(e) 807,733	2-66	1,037	293	2	2	Argada.	
340,396	339,545	19,00,504	2-63	1,290	264	2	3		
295,305	296,568	8,80,895	3-96	1,121	263	Nil	3		
..	Takberf.	
..		
..		
..	..	..	..	418	..	..	..
..	..	..	..	404	..	2	..
..	Jarangdih.	
114,792	114,792	5,65,950	3-88	1,076	107	1	7		
116,910	116,910	5,33,022	4-98	1,132	103	Nil	7		
95,401	94,973	5,38,381	5-69	1,070	89	5	9	Ralgara.†	
..		
..		
..	Kedia Joint.†	
..		
..		

† Development still in progress. No working account yet opened.

‡ Revised figures.

(e) Including royalty charges for redemption of capital, but excluding interest.

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 1929-30 and 1930-31.

Railway.	Number of servants employed.													Grand total.	
	Statutory Indians.											Total.			
	Europeans.		Hindus.		Muslims.		Anglo-Indians.		Other classes.		Total.			1929-30.	1930-31.
	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.			1929-30.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Class I.															
Assam-Bengal	*64	60	10,188	10,034	5,405	5,778	*310	274	240	258	*16,233	16,344	16,297	16,404	
Bengal and North Western.	111	107	*24,087	24,121	*3,309	3,266	*228	228	*59	65	*27,743	27,680	*27,854	27,787	
Bengal-Nagpur	576	541	*62,379	61,056	*6,762	6,762	1,632	1,600	1,017	1,451	*71,690	70,799	*72,256	71,340	
Bombay, Baroda and Central India.	*327	320	*56,469	54,773	*13,012	12,603	*1,199	1,176	*3,139	2,995	*73,819	71,547	*74,146	71,867	
Burma	*180	126	*16,248	16,552	*2,434	3,040	*689	696	*7,331	6,678	*27,700	26,976	*27,830	27,103	
Eastern Bengal	*316	292	*38,833	37,380	*15,502	14,920	*647	625	*648	640	*55,630	53,465	*55,946	53,787	
East Indian	1,240	1,143	114,174	106,914	30,970	30,255	2,344	2,495	1,555	1,135	149,043	140,799	150,283	141,942	
Great Indian Peninsula	*651	656	*90,470	76,909	14,209	12,055	2,111	1,949	5,486	4,744	*112,276	95,657	112,927	96,343	
Jodhpur	*28	28	5,991	5,896	1,845	1,839	23	23	77	74	7,936	7,532	*7,964	7,560	
Madras and Southern Mahratta.	254	236	42,326	41,946	6,236	5,972	2,244	2,121	2,855	2,968	53,661	53,007	53,915	53,243	
Nizam's State	91	94	12,328	13,850	2,507	2,615	359	370	697	896	15,891	17,731	15,972	17,825	
North Western	*685	664	*42,215	40,161	*70,193	64,143	*1,171	1,030	*9,104	9,262	*122,673	114,646	*123,558	116,510	
Rohilkund and Kumaon.	*17	19	*4,062	4,033	*2,041	2,053	*81	31	6	10	*6,140	6,127	*6,157	6,146	
South Indian	*150	145	*30,936	31,331	*2,222	2,175	*1,565	1,575	*3,914	4,059	*38,637	39,140	*38,797	39,285	
Total	*4,840	4,661	*550,704	524,696	*177,777	167,476	*14,453	14,143	*36,123	35,135	*779,062	741,450	*783,902	746,111	
Class II.															
Barot Light	11	11	1,337	1,287	190	237	19	17	53	66	1,599	1,607	1,610	1,618	
Bengal-Dooars	6	5	1,302	1,239	390	173	8	7	47	67	1,647	1,546	1,653	1,551	
Bhavnagar State	3	3	*2,681	2,342	*247	258	1	Nil	*51	70	*2,980	3,170	*2,983	3,173	
Bikaner State	8	6	2,162	3,434	805	953	3	3	6	9	3,976	4,404	3,984	4,410	
Darjeeling-Himalayan	13	12	1,762	1,703	74	73	23	22	19	26	1,878	1,823	1,890	1,835	
Dibru-Sadiya	11	12	2,195	2,269	276	236	3	1	21	16	2,495	2,572	2,506	2,584	
Gaekwar's Baroda State.	Nil	Nil	2,197	2,164	175	166	5	4	30	49	2,407	2,322	2,407	2,322	
Gondal	Nil	Nil	*1,246	1,332	*107	75	Nil	Nil	20	20	1,373	1,427	1,373	1,427	
Howrah-Amra Light	4	2	892	923	178	179	12	13	Nil	Nil	1,082	1,120	1,086	1,122	
Jamnagar and Dwaraka.	1	1	1,087	1,177	210	230	1	1	10	14	1,308	1,363	1,309	1,363	
Junagad State	1	1	960	958	222	217	6	6	11	8	1,199	1,188	1,200	1,189	
Morvi	Nil	Nil	601	680	57	72	Nil	1	1	1	719	754	719	754	
Mysore	3	3	974	1,037	130	150	32	35	60	93	1,225	1,315	1,228	1,318	
Shabdare (Delhi) Saharanpur	3	4	*398	355	226	216	*Nil	Nil	1	6	*625	606	628	610	
Total	43	69	*20,854	21,435	*3,187	3,229	*113	109	*359	443	*24,513	25,216	*24,576	25,276	
Class III, Total	*22	21	*4,933	4,954	849	927	*13	11	*72	70	*5,967	5,962	*5,934	5,983	
Railway Board and other Railway Offices.	*66	67	*2,549	2,766	*536	639	*68	37	*157	161	*3,310	3,703	*3,366	3,760	
Grand Total	*4,961	4,739	*579,040	553,851	*183,349	172,321	*14,647	14,350	*36,716	35,809	*812,762	776,331	*817,733	781,130	

* Revised figures.

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1930-31 and the preceding four years.
[Summary of Appendices D (ii) to D(v)]

Class of accidents. 1	1926-27. 2	1927-28. 3	1928-29. 4	1929-30. 5	1930-31. 6	References. 7					
I.—Accidents to trains—											
Collisions—						Appendix D (iii) Col. 311.					
Passenger trains	75	67	63	88	80	Items 1 to 3					
Other trains and light engines	446	343	329	371	275	" 4 to 6					
Derailments—						" 7(a) & 7 (b)					
Passenger trains	381	383	412	511	369	" 8(a) & 8 (b)					
Other trains	4,946	4,343	4,637	4,065	4,178						
II.—Failure of engines and rolling-stock—											
Failures of engines due to faulty design, material or workmanship in the Mechanical Department.—											
(1) boilers and tubes	169	169	163	146	147	Item 9(a) (1)					
(2) machinery springs, etc.	620	544	641	637	765	" 9(a) (2)					
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	570	270	" 9 (b) (1)					
(2) other causes	1,591	1,668	2,228	2,535	2,213	" 9 (b) (2)					
Failure of tyres and wheels	49	30	33	14	37	" 9 (c) & 9 (d)					
ditto axles	46	60	80	94	90	" 9 (e)					
ditto brake apparatus	19	20	26	19	23	" 9 (f)					
ditto couplings and draft gear	2,930	3,368	3,150	3,001	3,100	" 9 (g)					
III.—Failure of permanent-way.											
Broken rails	330	353	308	335	415	" 10 (a)					
Failure of tunnels, bridges, viaducts, culverts, etc.	20	15	9	4	9	" 10 (b)					
Flooding of portions of permanent-way	132	164	126	171	238	" 10 (c)					
Slips in cuttings or embankments	44	38	52	108	87	" 10 (d)					
IV.—Fires—											
Fire in trains	215	177	168	167	125	" 11 (a)					
Fire at stations or involving injury to bridges or viaducts.	68	68	79	99	48	" 11 (b)					
V.—Other accidents—											
Trains running over cattle on the line	10,053	9,694	9,707	9,265	8,861	" 12 (b)					
Trains running over obstructions on the line.	320	258	219	217	222	" 12 (c)					
Trains running over obstructions or vehicles at level crossings.				125	104	" 12 (d)					
Train-wrecking or attempted train-wrecking.	574	136	120	58	145	" 12 (e)					
Miscellaneous		560	542	785	712	" 12 (f) + 12 (a).					
TOTAL	23,463	22,847	23,468	23,526	22,301	Total					
*NUMBER OF PERSONS KILLED OR INJURED—	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											Appendix D (iii).
Passengers	324	1,117	339	1,046	390	1,131	349	1,040	325	841	Total (a) Col. 39
Railway servants	319	1,253	323	1,323	341	1,492	343	1,708	242	1,827	" (b) Col. 54
Other persons	2,107	793	2,208	732	2,443	775	2,481	774	2,397	735	" (c) Col. 54
TOTAL	2,750	3,163	2,865	3,101	3,179	3,398	3,173	3,522	3,004	3,443	" (d) Col. 54
B.—In accidents to trains, rolling-stock and permanent-way—											Appendix D (iii).
Passengers	16	126	45	104	24	207	6	69	12	140	Cols. 313 and 315—(Total)
Railway servants	25	126	23	166	21	192	33	174	25	132	" 317 & 319—
Other persons	19	35	39	84	55	94	67	171	71	96	" 321 & 323—
TOTAL	60	287	107	354	100	493	106	414	108	368	" 325 & 327—
C.—In accidents on railway premises not connected with the movement of railway vehicles—											Appendix D (iv).
Passengers	7	21	3	29	4	30	3	17	..	16	Cols. 355 & 356—(Total)
Railway servants	46	2,204	54	2,713	49	3,180	62	4,014	44	4,659	" 357 & 358—
Other persons	30	61	41	68	26	85	21	57	24	61	" 359 & 360—
TOTAL	83	2,286	98	2,810	79	3,295	86	4,118	68	4,736	" 361 & 362—
TOTAL PASSENGERS	347	1,264	387	1,179	418	1,368	358	1,126	337	1,037	A + B + C above.
TOTAL RAILWAY SERVANTS	390	3,583	400	4,202	411	4,664	438	5,896	321	6,618	
TOTAL OTHER PERSONS	2,156	899	2,283	884	2,529	955	2,569	1,032	2,402	892	
GRAND TOTAL	2,893	5,736	3,070	6,255	3,358	7,187	3,365	8,654	3,180	8,547	

*Number of persons killed or injured in Railway Workshops, etc., in 1930-31 not included in the above summary.

	Railway Servants.	Other Persons.	Total.	Appendix D (v)
Killed	25	26	51	Total (b), (c) & (d) (Col. 407)
Injured	9,761	58	9,819	

Number of persons killed or injured during the year 1930-31 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

		CLASS I								
Class of accident.		Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7		8	9	10	11	12	13	14	15	16
(a) PASSENGERS.										
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.										
1. Falling between trains and platforms	Killed . . . . .	..	1	..	2	..	8	..	4
	Injured . . . . .	..	..	4	4	1	6	..	9
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	1	2	2	..	5	5	10	8	
	Injured . . . . .	..	6	29	17	6	14	29	26
3. Crossing the line at stations	Killed . . . . .	..	3	..	3	1	1	3	2
	Injured . . . . .	..	1	..	1	..	..	2	3
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	1	..	3	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed . . . . .	..	27	1	22	4	7	22	34
	Injured	10	49	47	59	15	35	54	91	
6. Other accidents	Killed . . . . .	..	1	..	1	2	..	4	2
	Injured . . . . .	..	3	2	6	..	..	10	15
TOTAL (a)	Killed	1	34	3	28	12	21	39	50	
	Injured	10	59	52	89	22	58	95	148	
(b) RAILWAY SERVANTS.										
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	1	..	1	3	1
	Injured	3	3	6	61	15	1	12	151	
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	1	1	1
	Injured . . . . .	..	1	1	2	1	..	..	3
3. Passing over or standing upon buffers during shunting.	Killed . . . . .	..	1	..	..	2	..	..	..
	Injured . . . . .	..	3	..	1	2	..	..	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed . . . . .	..	..	1	..	1	..	..	..
	Injured . . . . .	..	4	3	15	5	5	5	19
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	..	..	1	..	..	1
	Injured . . . . .	..	..	..	11	..	1	1	39
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	1	1	..	4	..	2
7. Moving vehicles by capstans, turntables, jacks, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	1	..	3	..	..	1	..
8. Other accidents during shunting operations not included in the preceding.	Killed . . . . .	..	..	1	..	..	2	3	2
	Injured . . . . .	..	2	1	10	6	3	5	51
TOTAL (i)	Killed . . . . .	..	1	2	1	4	4	7	5
	Injured	3	14	12	104	29	14	24	265	

DIX D (ii).

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents (see col. 7.)
Jodhpur	Madras and Southern Mah-ratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31. (Cols. 23, 25 and 27.)	1929-30. (Cols. 24, 26 and 28.)		31
17	18	19	20	21	22	23	24	25	26	27	28	29	30	
..	..	1	15	..	..	31	46	..	..	..	..	31	46	1
..	..	..	11	..	..	35	42	..	..	..	..	35	42	
..	..	..	16	..	2	51	48	..	..	..	..	51	48	2
..	..	1	26	1	4	159	149	2	2	..	1	161	153	
..	..	..	2	1	..	16	20	2	..	..	..	18	20	3
..	..	..	..	..	..	7	25	2	1	1	..	10	26	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	1	..	..	9	17	1	1	..	1	10	19	
1	12	..	62	3	11	206	209	2	2	1	2	209	214	5
2	25	..	103	13	54	557	633	34	27	12	8	604	723	
..	2	1	3	..	..	16	21	..	..	..	..	16	21	6
..	9	1	9	..	1	56	71	4	6	1	1	61	72	
1	14	2	98	4	13	320	344	4	2	1	2	325	349	Total (a)
2	34	2	150	14	59	823	992	43	37	15	11	861	1,040	
..	1	..	3	..	2	12	9	..	..	..	..	12	9	1
..	17	6	77	1	24	377	370	10	3	7	7	394	350	
..	..	..	..	..	..	3	1	..	..	..	..	3	1	2
..	..	..	1	..	..	9	12	1	2	1	..	11	14	
..	..	..	3	..	..	6	..	1	..	..	..	7	..	3
..	1	..	1	1	..	9	15	..	1	..	..	9	16	
..	..	..	1	..	..	3	9	1	..	..	1	4	10	4
..	..	1	11	..	..	68	60	1	1	..	1	69	62	
..	..	..	..	..	..	2	..	..	..	..	..	2	..	5
..	1	..	..	..	..	53	60	..	..	1	3	54	63	
..	..	..	..	..	..	..	4	..	..	..	..	..	4	6
..	..	..	..	..	..	3	2	..	..	..	..	3	2	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	2	..	..	7	7	1	1	..	..	8	8	
..	1	..	1	1	..	11	22	..	..	..	..	11	22	8
..	10	1	35	..	10	134	122	7	2	..	1	141	125	
..	2	..	6	1	2	37	45	2	..	..	1	39	46	Total (b)
..	29	8	127	2	34	655	644	20	19	9	12	694	660	

Number of persons killed or injured during the year 1930-31 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—contd.									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	1	1	1
	Injured	3	4	5	9	1	2	7	28
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	1	..	..	1	1
	Injured	..	..	..	3	..	3	4	13
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	1	..	..	1	..	3
	Injured	1	1	3	13	7	7	14	62
12. Attending to, or failure of, machinery, etc. of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	18	..	4	..	269
13. Working on the permanent-way, sidings, etc.	Killed	..	..	10	..	..	1	10	15
	Injured	1	1	3	..	2	..	9	4
14. Attending to gates at level-crossings	Killed	..	2	..	1	2	2	1	1
	Injured	..	..	..	..	1	3	1	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	3	6	3	7	19	23
	Injured	..	1	8	14	2	7	6	19
16. Being caught between vehicles	Killed	1	..	..	..	..	..	..	..
	Injured	1	..	..	2	1	1	..	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	2	..	2	..	4
18. Walking, etc., on the line on the way home or to work.	Killed	..	1	..	2	4	2	10	1
	Injured	..	1	..	7	1	..	2	..
19. Miscellaneous	Killed	4	..	6	..	1	2	23	2
	Injured	6	5	6	50	7	8	23	71
TOTAL (ii)	Killed	5	3	20	10	10	16	65	47
	Injured	13	13	25	118	22	37	66	472
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	5	4	22	11	14	20	72	52
	Injured	16	27	37	222	51	51	90	737
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings.	Killed	..	4	..	4	..	5	7	5
	Injured	..	1	..	4	2	2	4	..
2. Trespassing on the line	Killed	52	239	157	115	69	161	468	159
	Injured	31	60	53	54	46	38	126	45
3. Suicides	Killed	2	6	47	10	6	23	131	38
	Injured	..	..	25	1	1	..	4	3
4. Miscellaneous	Killed	..	10	1	..	..	..	12	..
	Injured	4	1	8	3	3	1	6	3
TOTAL OTHER PERSONS (c)	Killed	54	259	205	129	75	189	618	202
	Injured	35	62	86	62	52	41	140	51
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	60	297	230	168	101	230	729	304
	Injured	61	148	205	372	125	160	325	325

DIX D(ii)—concl'd.

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

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Total No. of cases of accidents (see col. 27.)
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.	1930-31.	1929-30.		26
42	43	44	45	46	47	48	49	50	51	52	53	Col. 48, 50 & 52	Col. 49, 51 & 53	55
..	..	..	1	..	..	4	12	2	2	..	..	6	14	9
..	1	3	26	..	2	91	88	3	13	1	1	96	102	
..	..	..	..	..	..	3	3	..	..	..	..	3	3	
..	..	1	12	..	..	36	29	1	3	..	..	37	33	10
..	..	..	6	..	1	12	23	1	..	..	..	13	23	
..	9	1	7	1	2	128	86	5	6	..	1	133	101	11
..	..	..	2	..	..	2	1	..	..	..	..	2	1	
..	2	..	70	..	2	366	312	..	..	6	2	371	314	12
..	5	..	6	..	..	47	49	..	..	..	..	47	49	
..	3	1	4	..	..	28	34	2	1	..	..	30	36	13
..	..	..	..	..	..	9	7	..	..	..	..	9	7	
..	..	..	..	..	..	6	7	..	..	..	1	6	8	14
..	4	2	20	1	..	88	109	..	1	..	..	89	110	
..	9	9	19	..	2	96	95	1	1	..	1	97	97	15
..	..	2	1	..	..	4	4	2	1	..	..	6	6	
..	1	1	11	..	..	19	8	1	..	..	..	20	8	16
..	..	1	..	..	..	1	9	..	..	..	..	1	9	
..	..	..	4	..	1	13	21	..	..	..	1	13	22	17
..	..	..	4	..	..	24	35	1	..	..	..	25	35	
..	3	2	2	..	..	18	21	3	..	..	..	21	21	18
1	2	1	1	..	..	43	41	..	..	..	..	43	41	
2	50	5	34	3	32	202	292	2	3	6	7	310	302	19
1	11	6	41	1	1	237	293	6	4	..	..	243	297	
2	78	23	189	4	41	1,103	1,002	18	26	12	14	1,133	1,042	Total (14)
1	13	6	49	2	3	274	338	8	4	..	1	282	343	Total (6)
2	107	31	316	6	76	1,708	1,546	38	36	21	26	1,827	1,708	
..	3	..	..	..	..	28	30	..	..	..	2	28	32	1
..	..	2	1	..	..	16	9	2	3	..	..	19	17	
9	96	24	188	21	120	1,878	1,970	28	32	16	8	1,921	2,010	2
..	14	5	53	17	34	676	622	28	33	14	17	618	672	
2	37	5	22	3	30	362	369	1	4	2	2	365	375	3
..	..	..	1	..	..	35	11	..	1	..	1	35	13	
3	2	..	20	..	27	75	89	7	4	1	1	83	64	4
..	9	1	9	1	4	53	64	8	5	2	3	63	72	
14	138	29	230	24	177	2,343	2,428	36	40	18	13	2,397	2,481	Total (c)
..	23	8	64	18	38	680	706	20	47	16	21	726	774	
16	165	37	377	30	193	2,937	3,110	48	46	19	17	3,004	3,173	Grand Total (d)
4	164	41	530	38	172	3,271	3,344	120	120	62	58	3,443	3,522	

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ASSAM BENGAL										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 61, 63 and 65.)	In- jured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
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	..	..	..	..	..	..	..	..
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.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	..	9	9	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	..	22	22	..	..	..	..	..	..	..	..
9. 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	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(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	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	66	66	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	21	21	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	14	14	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(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	..	2	..	..	..	..	..	2
(b) Trains running over cattle on the line.	..	131	131	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	3	3	6	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	2	3	..	..	..	..	..	..	..	..
(e) Train wrecking or attempted train-wrecking.	..	2	2	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	3	3	..	..	..	..	..	..	..	..
Total	4	500	304	..	2	..	..	..	..	..	2

DIX D (iii).

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERS.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 69	Other accidents. 70	Total (Cols. 69 and 70). 71	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 67). 80
			Killed. 72	Injured. 73	Killed. 74	Injured. 75	Killed. 76	Injured. 77	Killed. (Cols. 72, 74 and 76). 78	Injured. (Cols. 73, 75 and 77). 79	
..	..	..	..	..	..	..	..	..	..	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	10	9	..	..	10	9	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (a)
..	5	5	1	4	2	5	..	..	3	9	7 (b)
..	9	9	..	..	..	..	..	..	..	..	8 (a)
..	35	35	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	8	8	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	152	152	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	56	56	..	..	..	..	..	..	..	..	9 (g)
..	3	3	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	5	5	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	2	2	..	..	..	..	..	..	..	..	12 (a)
..	5	5	..	..	..	..	..	..	..	..	12 (a)
..	168	168	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	..	..	..	12 (d)
..	3	3	..	13	..	..	..	..	..	13	12 (e)
..	14	14	..	..	..	2	..	..	..	2	12 (f)
..	491	491	1	17	12	16	..	..	13	33	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-stock
different classes of accidents and the number of passengers

CLASS I

Class of accident.	BENGALE-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 82	Other accidents. 83	Total. (Cols. 82 and 83.) 84	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 85	Injured. 86	Killed. 87	Injured. 88	Killed. 89	Injured. 90	Killed. (Cols. 85, 87 and 89.) 91	Injured. (Cols. 86, 88 and 90.) 92
81											
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.	..	..	..	..	..	..	..	..	..	..	..
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	..	11	..	2	..	..	..	13
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	31	31	..	..	..	6	..	..	..	6
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 . . . . .	..	6	6	..	..	..	6	..	..	..	6
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	9	..	9	..	..	1	..	..	..	1	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	77	78	..	..	..	..	..	..	..	..
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 . . . . .	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	8	8	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	35	35	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	98	98	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear . . . . .	..	107	107	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	56	56	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	2	1	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(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.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . . . . .	..	207	207	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	11	11	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings. . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train wrecking.	6	..	6	..	..	..	..	..	..	..	..
(f) Miscellaneous	6	46	51	..	7	..	5	3	7	3	19
Total	28	694	720	..	18	1	19	3	7	4	44

DIX D (iii)—contd.

permanent-way, etc., during the year 1930-31 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 93	Other accidents. 94	Total. (Cols. 93 and 94) 95	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 81). 104
			Killed. 96	Injured. 97	Killed. 98	Injured. 99	Killed. 100	Injured. 101	Killed. (Cols. 98, 99 and 100). 102	Injured. (Cols. 97, 99 and 101.) 103	
1	..	1	..	..	..	..	3	..	3	..	1
1	1	2	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	10	10	..	2	..	..	..	..	..	2	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	24	28	1	7	2	9	1	1	4	17	7 (b)
..	1	1	..	..	..	..	..	..	..	..	8 (a)
2	763	763	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	12	12	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	27	27	..	..	..	..	..	..	..	..	9 (b) 1
..	164	164	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	8	8	..	..	..	..	..	..	..	..	9 (e)
..	1	1	..	..	..	..	..	..	..	..	9 (f)
..	210	210	..	..	..	..	..	..	..	..	9 (g)
..	84	84	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
24	2	26	..	..	..	..	..	..	..	..	10 (c)
2	1	3	..	..	..	..	..	..	..	..	10 (d)
..	5	5	..	..	..	..	..	2	..	2	11 (a)
..	5	5	..	..	..	..	..	..	..	..	11 (b)
..	18	18	..	..	..	..	..	..	..	..	12 (a)
1	672	673	..	..	..	..	..	..	..	..	12 (b)
23	..	23	..	..	..	..	..	..	..	..	12 (c)
5	2	7	..	..	..	..	13	10	13	10	12 (d)
4	..	4	..	..	..	..	..	..	..	..	12 (e)
6	21	27	..	..	..	..	..	..	..	..	12 (f)
73	2,035	2,118	1	9	2	10	17	14	20	33	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers, railwa

Class of accident.	C L A S S										
	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 106	Other accidents. 107	Total. (Cols. 106 and 107). 108	Passengers.		Railway servants.		Other persons.		Total.	
				Killed. 109	In-jured. 110	Killed. 111	In-jured. 112	Killed. 113	In-jured. 114	Killed. (Cols. 109, 111 and 113). 115	In-jured. (Cols. 110, 112 and 114). 116
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	..	..	..	..	..	..	..	..
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.	..	13	13	..	..	..	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	16	..	16	1	4	1	3	..	..	2	7
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(b) other causes	..	43	43	..	..	..	..	..	..	..	..
9. 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.	..	22	22	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	13	13	..	..	..	..	..	..	..	..
(2) other causes	..	93	93	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	7	8	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	8	8	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	1	160	161	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	8	8	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	6	14	20	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	5	5	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(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.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	5	344	349	..	..	..	1	..	2	..	3
(c) Trains running over obstructions on the line (other than those at level crossings).	..	13	13	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	7	7	..	..	..	..	..	1	..	1
(e) Train-wrecking or attempted train-wrecking.	1	1	2	3	6	..	..	..	..	3	6
(f) Miscellaneous	..	23	23	..	..	..	1	..	..	..	1
Total	30	794	824	4	10	1	6	..	3	5	19

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

EASTERN BENGAL.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1930. 117	Other accidents. 118	Total. (Cols. 117 and 118). 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105). 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124). 126	Injured. (Cols. 121, 123 and 125). 127	
..	..	..	..	..	..	..	..	..	..	..	1
4	..	4	..	..	..	..	..	..	..	..	2
1	1	2	..	..	..	..	..	1	..	1	3
1	6	7	..	..	..	..	1	2	1	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (a)
19	..	19	..	..	..	..	..	..	..	..	7 (b)
..	10	10	..	..	..	..	..	..	..	..	8 (a)
..	10	19	..	..	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	4	4	..	..	..	..	..	..	..	..	9 (a) 1
..	21	21	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	2	2	..	..	..	..	..	..	..	..	9 (b) 1
..	90	90	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	119	119	..	..	..	..	..	..	..	..	9 (g)
..	34	34	..	..	..	..	..	..	..	..	10 (a)
1	..	1	..	..	..	..	..	..	..	..	10 (b)
3	2	5	..	..	..	..	..	..	..	..	10 (c)
1	..	1	..	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	..	11 (a)
..	6	6	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	150	150	..	..	..	..	..	..	..	..	12 (b)
..	7	14	..	..	..	..	..	..	..	..	12 (c)
7	5	12	..	..	..	..	2	2	2	2	12 (d)
7	..	27	4	56	..	..	..	..	4	56	12 (e)
27	13	13	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	2	5	7	61	Total.
73	490	563	4	56	..	..	2	5	7	61	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

O L A S S I											
EAST INDIAN.											
Class of accident.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Cols. 130 and 131). 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137). 139	In- jured. (Cols. 134, 136 and 138). 140
				133	134	135	136	137	138	139	140
129											
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.	1	20	21	..	..	..	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.	..	4	4	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	18	18	..	..	1	2	..	..	1	2
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	8	9	..	1	1	1	..	..	1	2
(b) Other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	22	22	..	..	..	..	..	..	..	..
(b) Other causes	1	668	669	..	..	..	6	..	..	..	6
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, materials or workmanship in the mechanical department—											
(1) boilers and tubes.	..	35	35	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	84	84	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	31	31	..	..	..	..	..	..	..	..
(2) other causes	..	510	510	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	4	5	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	5	5	..	..	..	..	..	..	..	..
(e) Ditto axles	..	8	8	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	4	4	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	832	832	..	..	..	..	..	..	..	1
10. Failure of permanent-way—											
(a) Broken rails	..	44	44	..	..	..	..	..	..	..	..
(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	..	4	4	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	13	13	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	25	25	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	1,102	1,102	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	16	16	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	3	7	10	..	..	..	..	3	4	3	4
(e) Train wrecking or attempted train wrecking	2	18	20	..	..	..	..	..	..	..	..
(f) Miscellaneous	..	183	183	..	..	..	1	..	..	..	1
Total	9	3,678	3,687	..	1	2	12	3	5	5	18

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

GREAT INDIAN PENINSULA.												
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 130).	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148). 150.	Injured. (Cols. 145, 147, and 149). 151.		
												141	142	143	144	145	146	147	148	149	150	151	152
..	2	2	..	..	..	..	..	..	..	..	..	1
..	16	16	..	..	..	..	..	..	..	..	2	2
..	6	6	..	..	..	..	..	..	..	..	..	3
2	39	41	..	..	2	17	..	..	2	17	..	4
..	45	45	..	..	..	..	..	..	..	..	..	5
..	22	22	..	..	..	3	..	..	..	3	..	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	60	60	..	..	..	..	..	..	..	..	..	7 (b)
1	12	13	..	..	2	1	..	..	2	1	..	8 (d)
1	727	728	..	..	1	15	..	..	1	15	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	1	1	..	..	..	..	..	..	..	..	..	9 (a) 1
..	61	61	..	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	19	19	..	..	..	..	..	..	..	..	..	9 (b) 1
..	447	447	..	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	..	9 (d)
..	9	9	..	..	..	..	..	..	..	..	..	9 (e)
..	3	3	..	..	..	..	..	..	..	..	..	9 (f)
..	694	694	..	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	44	44	..	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	..	10 (c)
..	1	1	..	..	..	..	..	..	..	..	..	10 (d)
1	6	7	..	..	..	..	..	..	..	..	..	11 (a)
..	59	59	..	..	..	..	..	..	..	..	..	11 (b)
..	6	6	..	..	..	..	..	..	..	..	..	12 (a)
..	1	1	..	..	..	..	..	..	..	..	..	12 (b)
..	1,093	1,093	..	..	..	..	..	..	..	..	..	12 (c)
..	7	7	..	..	..	2	..	..	..	2	..	12 (d)
..	6	6	..	..	..	..	..	1	..	1	..	12 (e)
..	22	22	..	..	..	..	..	..	..	..	..	12 (f)
..	59	59	..	..	..	..	..	..	..	..	..	12 (g)
5	3,469	3,474	..	..	5	40	..	1	5	41	Total.	

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

MADRAS AND SOUTHERN MARRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents (See column No. 163). 178
			Killed. 168	Injured. 169	Killed. 170	Injured. 171	Killed. 172	Injured. 173	Killed. (Cols. 168, 170 & 172). 174	Injured. (Cols. 169, 171 & 173). 175	
..	..	..	..	..	..	..	..	..	..	..	1
3	..	3	..	1	..	..	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	9	10	..	..	..	..	2	2	2	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (a)
7	..	7	..	..	..	..	..	..	..	..	7 (b)
..	9	9	..	..	..	..	..	..	..	..	8 (a)
1	5	6	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (c)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	30	30	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	41	41	..	..	..	..	..	..	..	..	9 (b) 1
..	163	163	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
1	5	6	..	..	..	..	..	..	..	..	9 (e)
..	3	3	..	..	..	1	..	..	..	1	9 (f)
1	64	65	..	..	..	..	..	..	..	..	9 (g)
..	37	37	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
7	2	9	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	10	10	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	10	10	..	..	..	..	..	..	..	..	12 (b)
1	820	821	..	..	..	..	1	..	1	..	12 (c)
..	1	1	..	..	..	..	..	..	..	..	12 (d)
4	1	5	..	..	..	..	..	2	..	2	12 (e)
35	..	35	..	..	..	1	..	..	..	1	12 (f)
..	12	12	..	..	..	..	..	..	..	..	12 (g)
66	1,227	1,293	..	1	..	2	2	5	2	9	Total.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 177).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 193, 194 & 195).	Injured. (Cols. 193, 194 & 197).	
..	1	1	1
1	1	2	..	..	..	..	..	2	..	2	2
..	1	1	..	..	..	..	..	..	..	..	3
..	8	8	..	..	..	..	..	..	..	..	4
..	11	11	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
7	1	8	..	..	..	..	..	..	..	..	7(a)
28	6	34	..	..	..	..	..	..	..	..	7(b)
1	989	990	..	..	..	4	..	..	..	4	8(a)
2	449	451	..	..	1	5	1	..	2	5	8(b)
..	..	..	..	..	..	..	..	..	..	..	9(a)
..	10	10	..	..	..	..	..	..	..	..	9(a)1
..	94	94	..	..	..	..	..	..	..	..	9(a)2
..	..	..	..	..	..	..	..	..	..	..	9(b)
..	55	55	..	..	..	..	..	..	..	..	9(b)1
..	129	129	..	..	..	..	..	..	..	..	9(b)2
..	7	7	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	..	..	..	9(d)
..	19	19	..	..	..	..	..	..	..	..	9(d)
..	..	..	..	..	..	..	..	..	..	..	9(f)
..	485	485	..	..	..	..	..	..	..	..	9(g)
..	65	65	..	..	..	..	..	..	..	..	10(a)
..	3	3	..	..	..	..	..	..	..	..	10(b)
9	59	68	..	..	..	..	..	..	..	..	10(c)
2	40	42	..	..	..	..	..	..	..	..	10(d)
..	3	3	..	..	..	..	..	..	..	..	11(a)
..	4	4	..	..	..	..	..	..	..	..	11(b)
..	9	9	..	..	..	..	..	..	..	..	12(a)
..	721	721	..	..	..	..	..	..	..	..	12(b)
..	28	28	..	..	..	..	..	..	..	..	12(c)
6	3	9	..	..	..	..	4	13	4	13	12(d)
..	5	7	..	..	..	..	..	..	..	..	12(e)
2	20	20	..	..	..	..	..	..	..	..	12(f)
59	3,227	3,285	..	..	1	9	5	15	6	24	Total.

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 214
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (a)
5	..	5	..	1	1	..	1	..	2	1	7 (b)
4	1	1	..	..	..	..	..	..	..	..	8 (a)
2	4	6	..	..	..	1	..	..	..	1	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	52	52	..	..	..	..	..	..	..	..	9 (a) 1
..	154	154	..	..	..	..	..	..	..	..	9 (a) 2
..	23	23	..	..	..	..	..	..	..	..	9 (b)
..	86	86	..	..	..	..	..	..	..	..	9 (b) 1
..	..	..	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
7	..	7	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
193	..	193	..	..	..	..	..	..	..	..	9 (g)
8	..	8	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
65	..	65	..	..	..	..	..	..	..	..	10 (c)
1	2	3	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
16	..	16	..	..	..	..	..	..	..	..	12 (a)
..	2,142	2,142	..	..	..	..	..	..	..	..	12 (b)
21	..	21	..	..	..	..	..	..	..	..	12 (c)
19	..	19	..	1	..	..	1	2	1	3	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
341	2,465	2,606	..	2	1	2	2	2	3	6	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

TOTAL CLASS I									
Class of accident.	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890. 226	Other acci- dents. 227	Total (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed. 229	Injured. 230	Killed. 231	Injured. 232	Killed. 233	Injured. 234
1. Collisions between passenger trains or parts of passenger trains.	2	3	5	..	..	..	..	3	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	12	25	37	..	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.	3	9	12	..	11	..	2	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	6	143	149	..	2	12	36	3	4
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.	..	64	64	..	..	..	..	..	..
6. Collisions between light engines	..	50	50	..	..	1	11	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	22	12	34	..	1	1	1	..	..
(b) Other causes	96	111	207	3	16	7	17	2	1
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	2	1,069	1,061	..	..	2	5	..	..
(b) Other causes	12	2,838	2,850	..	..	2	29	1	..
9. 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	..	111	111	..	..	..	..	..	..
(2) machinery, springs, etc.	..	510	510	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	246	246	..	..	..	..	..	..
(2) other causes	..	2,125	2,125	..	..	..	..	..	..
(c) The failure of tyres	1	14	15	..	..	..	..	..	..
(d) Ditto wheels	..	6	6	..	..	..	..	..	..
(e) Ditto axles	9	62	71	..	..	..	..	..	..
(f) Ditto brake apparatus	..	19	19	..	..	..	..	..	..
(g) Ditto couplings and draft gear	195	2,824	3,019	..	..	..	1	..	1
10. Failure of permanent way—									
(a) Broken rails	8	396	404	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts or vias, etc.	2	6	8	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	119	101	220	..	..	..	..	..	..
(d) Slips in cuttings or embankments	7	70	77	..	..	..	..	..	..
11. Fires—									
(a) Fire in trains	2	118	120	..	..	..	..	..	3
(b) Fire at stations, or involving injury to bridges or viaducts.	..	144	44	..	..	..	..	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	16	70	86	..	2	..	..	..	..
(b) Trains running over cattle on the line	7	8,246	8,253	..	..	..	1	1	2
(c) Trains running over obstructions on the line (other than those at level crossings).	54	103	156	..	..	..	2	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	45	45	90	..	1	..	..	23	36
(e) Train-wrecking or attempted train wrecking.	79	51	130	7	75	..	..	..	..
(f) Miscellaneous	11	552	563	..	7	..	10	3	7
Total	710	20,032	20,742	10	116	25	117	36	57

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.		CLASS II RAILWAYS.												
		BARSI LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			Serial No. of class of accidents. (See column No. 226.)
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 237	Other acci- dents.	Total. (Cols. 237 and 238.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 240	Other acci- dents.	Total. (Cols. 240 and 241.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 243	Other acci- dents.	Total. (Cols. 243 and 244.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 246	Other acci- dents.	Total. (Cols. 246 and 247.)	
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)														235	236	238	239	241	242	244	245	247	248	249
3	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	5	..	..	..	..	..	..	..	..	..	..	..	..	2
..	14	..	..	..	..	..	..	..	..	..	..	..	..	3
15	42	..	..	..	..	..	..	..	..	..	..	2	2	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
1	11	..	..	..	..	..	..	1	..	1	..	..	..	6
1	2	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
12	34	..	4	4	..	..	..	3	..	3	5	..	5	7 (b)
2	5	..	..	..	..	..	..	..	..	..	..	..	..	8 (a)
3	29	..	27	27	..	..	..	..	..	..	..	23	23	8 (b)
..	..	..	..	..	..	..	..	..	6	6	..	..	..	9 (a)
..	..	..	..	..	..	..	..	..	6	6	..	..	..	9 (a) 1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (b)
..	..	..	5	5	..	..	..	..	1	1	..	10	10	9 (b) 1
..	..	..	24	24	..	2	2	..	5	5	..	7	7	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	1	1	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	6	6	..	..	..	..	..	..	2	..	2	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	2	..	1	1	..	2	2	..	..	..	1	4	5	9 (g)
..	..	..	2	2	..	..	..	..	2	2	..	2	2	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (c)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	3	..	..	..	..	..	..	..	..	..	1	1	2	11 (a)
..	..	..	..	..	..	..	..	..	..	..	..	2	2	11 (b)
..	2	..	4	4	..	..	..	..	..	..	..	..	..	12 (a)
1	3	..	68	68	..	2	2	..	58	58	..	173	173	12 (b)
..	2	..	1	1	..	..	..	..	2	2	2	1	3	12 (c)
23	37	..	..	..	..	2	2	1	..	1	..	1	1	12 (d)
7	75	..	7	7	..	..	..	2	1	3	..	..	..	12 (e)
3	24	..	9	9	..	..	..	..	1	1	1	6	7	12 (f)
71	290	..	159	159	..	8	8	7	82	89	14	233	247	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

Class of accident.	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON.	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents. 252	Total (Cols. 251 and 252.) 253	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents. 255	Total (Cols. 254 and 255.) 256	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents. 258	Total (Cols. 257 and 258.) 259	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 260	Other acci- dents. 261
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.	2	..	2	..	..	..	1	..	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.
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.
(b) Other causes	58	..	58	..	..	..	2	2	4	..	..
8. Other derailments—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	2	34	36	..	2	2	2	28	30	18	..
9. 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	..	6	6	..	..	..	..	..	..	3	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	1	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes	..	4	4	..	10	10	..	..	..	..	..
(2) other causes	..	5	5	..	..	..	..	8	8	..	..
(c) The failure of tyres
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	3	..	3	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	2	2	..	..	..	..	..
10. Failure of permanent way—
(a) Broken rails	1	..	1	..	..	..	..	..	..	3	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way.	..	2	2	..	..	..	11	..	11	..	..
(d) Slips in cuttings or embankments	..	9	9	..	..	..	1	..	1	..	..
11. Fires—
(a) Fire in trains	1	1	..	..
(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.	..	10	10	..	30	30	..	27	27	17	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	21	21	1	..
(d) Trains running over obstructions or vehicles at level crossings.	..	5	5	..	..	..	..	..	..	..	..
(e) Train-wrecking or attempted train-wrecking.	2	..
(f) Miscellaneous	7	7	..	..
Total	67	95	162	..	44	44	17	94	111	46	..

DLX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents (See column No. 247.)
	Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 263	Other accidents. 264	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other accidents. 267	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other accidents. 270	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 272	Other accidents. 273		Total. (Cols. 272 and 273.)
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
1	9	..	9	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	5	..	5	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7(a)
..	19	..	19	..	..	..	..	..	..	..	..	..	7(b)
..	..	..	..	..	1	1	..	..	..	..	..	..	8(a)
18	9	..	9	..	0	9	..	17	17	..	..	..	8(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(a)
3	..	..	..	..	6	6	..	..	..	..	2	2	9(a) (1)
1	..	6	6	..	..	..	..	..	..	..	9	9	9(a) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(b)
..	..	..	..	..	2	2	..	..	..	..	..	..	9(b) (1)
..	..	..	..	..	2	2	..	9	9	..	6	6	9(b) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(d)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(e)
..	..	..	..	..	..	..	..	..	..	..	1	1	9(f)
..	5	..	5	..	..	..	..	1	1	..	1	1	9(g)
3	..	..	..	..	..	..	..	..	..	..	..	..	10(a)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(b)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(c)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(d)
..	1	..	1	..	..	..	..	1	1	..	..	..	11(a)
..	1	..	1	..	..	..	..	..	..	..	..	..	11(b)
..	2	..	2	..	..	..	..	..	..	..	..	..	12(a)
17	..	2	2	..	23	33	..	7	7	..	4	4	12(b)
1	..	2	2	..	1	1	..	1	1	..	1	1	12(c)
..	1	..	1	..	..	..	..	..	..	..	1	1	12(d)
2	1	..	1	..	..	..	..	..	..	..	2	2	12(e)
..	8	..	8	..	..	..	..	2	2	..	3	3	12(f)
46	61	10	71	..	54	54	..	39	38	..	28	28	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling—
different classes of accidents and the number of passengers, on

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II						
	MYSORE RAILWAYS.			SHARDARA (DELHI). SAHARANPUR LIGHT.			Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 283 and 284.)	Passengers.			Railway servants.
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)				Killed.	In- jured.	Killed.	
	276	278	279	280	281	282	283	284	285	286	287	288	
1. Collisions between passenger trains or parts of passenger trains.	1	1	1	1	2	2	21	..	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	13	..	13	..	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.	5	2	7	..	..	..
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	1	..	1	..	..	..
7. Derailments of passenger trains—	
(a) Due to trains running in the wrong direction through points.	
(b) Other causes	1	..	1	..	1	1	88	7	95	..	..	..
8. Other derailments—	
(a) Due to trains running in the wrong direction through points.	3	3	..	4	4	..	..	..
(b) Other causes	1	1	..	..	..	31	141	172	..	..	..
9. 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	3	20	23	..	..	..
(2) machinery, springs, etc.	1	29	30	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff	
(1) boilers and tubes	22	22	..	..	..
(2) other causes	76	76	..	..	..
(c) The failure of tyres	1	1	..	..	..	..	1	1	..	..	..
(d) Ditto wheels	2	2	..	..	..
(e) Ditto axles	10	12	..	..	..
(f) Ditto brake apparatus	3	1	4	..	..	..
(g) Ditto couplings and draft gear.	4	12	16	..	..	..	10	23	33	..	..	..
10. Failure of permanent way —	
(a) Broken rails	4	7	11	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	
(c) The flooding of portions of permanent-way.	3	..	3	..	..	..	16	2	18	..	..	..
(d) Slips in cuttings or embankments	1	9	10	..	..	..
11. Fires—	
(a) Fire in trains	2	3	5	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	2	3	..	..	..
12. Other accidents—	
(a) Passenger trains running in the wrong direction through points but not derailed.	2	4	6	..	..	..
(b) Trains running over cattle on the line.	..	84	84	..	3	3	17	501	518	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	1	1	3	39	42	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	9	11	..	..	..
(e) Train-wrecking or attempted train-wrecking	5	10	15	..	..	..
(f) Miscellaneous	2	..	2	..	6	6	11	34	45	..	1	..	
Total	10	99	109	..	15	15	222	959	1,181	2	23	..	

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1930-31 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.											Serial No. of class of accidents (see col. No. 305.)
Railway servants. Injured.	Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295).	Passengers.		Railway servants.		Other persons.		Total.		
	Killed.	Injured.	Killed. (Cols. 286, 288 and 290).	Injured. (Cols. 287, 289 and 291).				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 297, 299 and 301).	Injured. (Cols. 298, 300 and 302).	
289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
1	2	22	..	..	..	..	..	..	..	..	..	..	..	1
2	3	10	1	11	..	1	..	1	..	1	..	3	2
..	3
1	1	1	1	2	..	..	..	..	..	..	..	..	4
..	5
..	1	1	2	..	..	..	..	..	..	..	..	6
..	1	1	2	..	..	..	..	..	..	..	..	7(a)
1	1	26	5	31	..	..	..	..	..	..	..	..	7(b)
..	60	60	..	..	..	..	..	..	..	..	8(a)
3	3	10	19	29	..	..	..	..	..	..	..	..	8(b)
..	13	13	..	..	..	..	..	..	..	..	9(a)
..	5	20	25	..	..	..	..	..	..	..	..	9(a) (1)
..	9(a) (2)
..	2	2	..	..	..	..	..	..	..	..	9(b)
..	12	12	..	..	..	..	..	..	..	..	9(b) (1)
..	9(b) (2)
..	3	3	..	..	..	..	..	..	..	..	9(c)
..	1	6	7	..	..	..	..	..	..	..	..	9(d)
2	2	..	..	7	..	..	..	3	..	..	..	3	9(e)
..	3	40	43	..	..	..	..	..	..	..	..	9(f)
..	9(g)
..	1	1	..	..	..	..	..	..	..	..	10(a)
..	10(b)
..	10(c)
..	10(d)
..	11(a)
..	1	1	..	..	..	..	..	..	..	..	11(b)
..	3	1	4	..	..	..	..	..	..	..	..	12(a)
..	33	35	33	35	3	87	90	..	..	..	..	..	..	..	..	12(b)
..	4	20	24	..	..	..	..	..	..	..	..	12(c)
..	1	2	1	2	1	2	3	..	..	..	..	..	..	..	..	12(d)
..	12(e)
1	1	1	1	3	4	4	8	..	..	..	..	..	..	..	..	12(f)
11	35	38	37	72	78	300	378	..	1	..	4	..	1	..	6	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling stock, distinguishing between the different classes of accidents and the number of passengers, railways

TOTAL ALL RAILWAYS.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
					(Cols. 307 and 309.)	(Cols. 308 and 310.)	Killed.		Injured.	
	1930-31. 307	1929-30 308	1930-31. 309	1929-30. 310	1930-31. 311	1929-30. 312	1930-31. 313	1929-30. 314	1930-31. 315	1929-30. 316
1. Collisions between passenger trains or parts of passenger trains.	3	1	4	7	7	8	2	..	21	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	35	41	26	29	61	70	..	3	3	25
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	3	9	7	12	10	..	..	11	6
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	12	12	146	201	158	213	..	..	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	64	86	64	87	..	..	..	..
6. Collisions between light engines	2	6	51	66	53	71	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	23	39	13	20	36	59	..	..	1	..
(b) Other causes	210	235	123	217	333	452	3	1	16	23
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	2	11	1,123	1,067	1,125	1,078	..	..	..	..
(b) Other causes	53	53	2,998	2,964	3,051	3,017	..	..	..	..
9. 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	3	7	144	139	147	146	..	..	..	..
(2) machinery, springs, etc.	6	..	559	637	565	637	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes . . . . .	..	1	270	569	270	570	..	..	..	..
(2) other causes . . . . .	..	..	2,213	2,535	2,213	2,635	..	..	..	..
(c) The failure of tyres	1	2	15	9	16	11	..	..	..	..
(d) Ditto wheels . . . . .	..	..	11	3	11	3	..	..	..	..
(e) Ditto axles	12	17	78	77	90	94	..	..	..	..
(f) Ditto brake apparatus	3	..	20	19	23	19	..	..	..	..
(g) Ditto couplings and draft gear	213	196	2,887	2,395	3,100	3,091	..	..	..	1
10. Failure of Permanent way—										
(a) Broken rails	12	9	403	327	415	336	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	7	3	9	4	..	..	..	..
(c) The flooding of portions of permanent-way.	135	69	103	112	238	171	..	..	..	..
(d) Slips in cuttings or embankments	8	4	79	104	87	108	..	..	..	..
11. Fires—										
(a) Fire in trains	4	9	121	158	125	167	..	..	..	5
(b) Fire at stations, or involving injury to bridges or viaducts.	1	7	47	92	48	99	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	21	30	75	80	96	110	..	..	2	..
(b) Trains running over cattle on the line	27	20	8,834	9,265	8,861	9,235	..	2	..	1
(c) Trains running over obstructions on the line (other than those at level crossings).	61	39	161	128	222	217	..	..	..	1
(d) Trains running over obstructions or vehicles at level crossings.	48	42	56	33	104	125	..	..	1	..
(e) Train-wrecking or attempted train-wrecking.	84	23	61	35	145	38	7	..	75	1
(f) Miscellaneous	26	22	590	653	616	675	..	..	3	6
Total	1,010	940	21,291	22,556	22,301	23,526	12	6	140	69

DIX D (iii)—concl.

stock, permanent-way, etc., during the years 1929-30 and 1930-31 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

TOTAL ALL RAILWAYS													Serial No. of Class of Accidents (see column No. 339)
Railway servants.				Other persons.				Grand Total.					
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.			
1930-31. 317	1929-30. 318	1930-31. 319	1929-30. 320	1930-31. 321	1929-30. 322	1930-31. 323	1929-30. 324	(Cols. 313, 317 and 321.) 1930-31. 325	(Cols. 314, 318 and 322.) 1929-30. 326	(Cols. 315, 319 and 323.) 1930-31. 327	(Cols. 316, 320 and 324.) 1929-30. 328	329	
..	..	1	4	3	..	..	..	5	..	23	4	1
..	4	5	11	..	5	3	31	..	18	11	67	2	
..	..	2	..	..	..	1	..	..	..	14	6	3
12	6	37	42	3	1	4	3	15	7	43	45	4	
..	..	..	4	..	..	..	..	..	..	..	4	5
1	2	11	24	..	..	..	..	1	2	11	24	6
1	1	1	5	..	..	..	..	1	2	2	5	7 (a)
7	2	18	6	2	..	1	..	12	3	35	29	7 (b)	
2	1	5	2	..	1	..	..	3	2	5	2	8 (a)
2	3	32	30	1	..	..	..	3	3	32	30	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	2	..	..	..	..	..	..	..	2	..	..	9 (b)(1)
..	..	..	2	..	..	..	..	..	..	..	2	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	3	1	..	..	..	..	..	..	3	1	9 (e)
..	..	2	..	..	..	..	..	..	..	2	..	9 (f)
..	..	1	3	..	..	1	1	..	..	2	4	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	..	1	..	..	..	..	..	6	..	1	10 (c)
..	..	..	..	..	..	..	1	..	..	..	1	10 (d)
..	2	..	6	..	..	3	1	..	2	3	12	11 (a)
..	2	..	3	..	1	..	..	..	3	..	3	11 (b)
..	..	..	..	..	..	..	..	..	..	2	..	12 (a)
..	..	1	3	34	25	37	45	31	27	34	49	12 (b)	
..	1	2	3	..	..	..	2	..	1	2	6	12 (c)
..	..	..	2	24	34	35	47	24	34	39	40	12 (d)
..	..	..	..	..	..	..	..	7	..	75	1	12 (e)
..	1	11	22	4	..	8	40	4	1	27	64	12 (f)	
25	33	132	174	71	67	96	171	108	108	264	414	Total	

Number of persons killed or injured during the year 1930-31 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.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 331, 333 and 336.)	In-jured. (Cols. 332, 334 and 336.)	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 339, 341 and 343.)	In-jured. (Cols. 340, 342 and 344.)
1. Ascending or descending steps at stations.	3	..	1	..	4	..	..	..	1	..	..	..	1
2. Being struck by barrows, falling over packages, etc., on platform.	26	..	1	..	37	..	..	..	..	..	..	..	..
3. Falling off platforms	..	3	..	6	..	1	..	10	..	..	..	..	..	..	..	..
4. Loading, unloading or shunting wagons.	5	610	1	11	6	621	..	..	..	1	..	..	..	1
5. Moving or carrying goods at stations, etc.	1	223	1	1	2	224	..	..	..	..	..	..	..	..
6. Working at cranes or capstans	2	32	..	..	2	32	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	203	..	4	..	207	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	2	113	..	1	2	114	..	..	..	2	..	..	..	2
9. Falling off platforms, ladders, scaffolds, etc.	8	159	4	9	12	168	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	1	..	74	..	4	..	79	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1	1,215	..	..	1	1,215	..	..	..	2	..	..	..	2
12. Being trampled on or kicked by horses.	9	..	..	..	9	..	..	..	1	..	..	..	1
13. Working on the line or sidings.	5	497	3	4	8	501	..	..	..	..	..	..	..	..
14. Miscellaneous	..	7	20	1,462	15	24	35	1,493	..	4	..	1	..	..	..	5
Total	..	11	44	4,642	24	61	68	4,714	..	4	..	8	..	..	..	12

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.								Class of accident.
PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	4	..	1	..	5	1. Ascending or descending steps at stations.
..	36	..	1	..	37	2. Being struck by barrows, by falling over packages, etc., on platform.
..	3	..	6	..	1	..	10	3. Falling off platform.
..	5	611	1	11	6	622	4. Loading, unloading or shunting waggons.
..	1	223	1	1	2	224	5. Moving or carrying goods at stations, etc.
..	2	32	..	..	2	32	6. Working at cranes or capstans.
..	203	..	4	..	207	7. Falling of wagon doors, lamps, bales of goods, etc.
..	2	115	..	1	2	116	8. Falling off, or getting on or off, stationary engines or vehicles.
..	1	..	..	..	1	..	..	8	160	4	9	12	169	9. Falling off platforms, ladders, scaffolds, etc.
..	1	..	..	..	1	..	1	..	75	..	4	..	80	10. Stumbling whilst walking on the line or platforms.
..	1	..	..	..	1	..	..	1	1,218	..	..	1	1,218	11. Attending to stationary engines in sheds.
..	10	..	..	..	10	12. Being trampled on or kicked by horses.
..	3	..	..	..	3	..	..	5	500	3	4	8	504	13. Working on the line or in sidings.
..	1	..	3	..	..	..	4	..	12	20	1,466	15	24	35	1,502	14. Miscellaneous.
..	1	..	9	..	..	..	10	..	16	44	4,659	24	61	68	4,726	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1930-31
 [The figures in this statement represent the number of railway servants

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. 365	Percent- age of total. 366	Injured. 367	Percent- age of total. 368	Killed. 369	Percent- age of total. 370	Injured. 371	Percent- age of total. 372	Killed. 373	Percent- age of total. 374	Injured. 375	Percent- age of total. 376
364												
Assam-Bengal	2	40.0	14	87.5	2	40.0	2	12.5	1	20.0	..	..
Bengal and North-Western	1	25.0	5	19.0	3	75.0	22	81.0	..	..	..	..
Bengal-Nagpur	6	27.3	6	16.2	13	59.1	23	62.2	3	13.6	8	21.6
Bombay, Baroda and Central India	7	63.6	184	82.9	4	36.4	30	13.5	..	..	8	3.60
Burma	10	71.4	45	88.2	4	28.6	6	11.8	..	..	..	..
Eastern Bengal	2	10.0	18	35.3	18	90.0	27	52.9	..	..	5	9.80
East Indian	56	77.8	79	87.8	16	22.2	11	12.2	..	..	..	..
Great Indian Peninsula	40	77.0	707	96.0	12	23.0	25	3.00	..	..	5	1.00
Jodhpur	1	100.0	1	100.0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	0	69.2	97	90.7	4	30.8	10	9.30	..	..	..	..
Mizam's State	4	66.7	19	61.3	2	33.3	12	38.7	..	..	..	..
North Western	46	93.0	313	99.1	..	..	..	..	3	6.12	3	0.95
Rohilkund and Kumaon . . . . .	..	..	..	..	2	100.0	6	100.0	..	..	..	..
South Indian	3	100.0	62	82.7	..	..	12	16.0	..	..	1	1.30
Total	187	68.2	1,550	87.7	80	29.2	186	10.5	7	2.56	30	1.70

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in appendix D (iii), killed and injured included in appendix D (ii)].

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. 377	Percent- age of total. 378	Injured. 379	Percent- age of total. 380	Killed. 381	Percent- age of total. 382	Injured. 383	Percent- age of total. 384	Killed. (Cols. 365, 369, 373, 377 and 381.) 385	Injured. (Cols. 367, 371, 375, 379 and 383.) 386		387
..	5	16	Assam-Bengal.
..	4	27	Bengal and North-Western.
..	23	37	Bengal-Nagpur.
..	11	222	Bombay, Baroda and Central India.
..	14	51	Burma.
..	..	1	1.06	..	..	..	..	20	51	Eastern Bengal.
..	72	90	East Indian.
..	52	737	Great Indian Peninsula.
..	1	2	Jodhpur.
..	13	107	Madras and Southern Mah- ratta.
..	6	31	Nizam's State.
..	40	316	North Western.
..	2	6	Rohilkund and Kumaon.
..	3	76	South Indian.
..	..	1	0.06	..	..	..	..	274	1,797	Total.

Number of accidents occurred during the year 1930-31 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
288	389	390	391	392	393	394	395	396	397
(a) Total number of accidents..	..	6	32	66	2,767	134	557	290	2,551
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops	Killed ..	..	..	1	1	..	..	4	1
	Injured ..	..	20	40	2,749	60	551	259	2,550
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	..	3	..	..	6	..
3. Lines under construction	Killed ..	1	..	2	..	..	..	2	..
	Injured ..	3	..	11	4	..	..	14	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	1	..	..	..	..
	Injured ..	..	..	..	5	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	1	2	1	..	..	..	..	..
Total (b)	Killed ..	1	1	4	2	..	..	7	1
	Injured ..	4	22	52	2,761	60	551	279	2,550
<i>(c) Affecting Other persons.</i>									
1. Railway workshops	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	1	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	4	..	..	..	1	..
	Injured ..	..	..	19	..	1	..	3	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	1	..	..	..	..
	Injured ..	..	..	..	3	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	4	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c)	Killed ..	..	4	4	1	..	..	1	..
	Injured ..	..	2	20	3	1	..	4	..
(d) Grand total = (b + c)	Killed ..	1	5	8	3	..	..	8	1
	Injured ..	4	24	72	2,764	61	551	283	2,550

DIX D (vi).

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

Railways.										No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Robil-kund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).		408
398	399	400	401	402	403	404	405	406	407	408
	1,114	440	1,241	31	502	9,731	183	1	9,915	(a) Total number of accidents.
										(b) Affecting Railway Servants.
	1	..	..	..	..	6	1	1	10	Killed } 1
	1,081	440	1,180	31	496	9,457	184	..	9,641	Injured } 1
	1	..	..	..	..	2	..	..	2	Killed } 2
	31	..	..	..	..	40	..	..	40	Injured } 2
	..	..	5	..	..	10	..	..	10	Killed } 3
	..	..	38	..	..	70	..	..	70	Injured } 3
	..	..	..	..	..	2	..	..	2	Killed } 4
	..	..	..	..	..	5	..	..	5	Injured } 4
	..	..	..	..	..	1	..	..	1	Killed } 5
	..	..	1	..	..	5	..	..	5	Injured } 5
	2	..	5	..	..	23	1	1	25	Killed } Total (b).
	1,112	440	1,219	31	496	9,577	184	..	9,761	Injured } Total (b).
										(c) Affecting Other persons.
	..	..	..	..	..	..	..	..	..	Killed } 1
	..	..	..	..	..	2	..	..	2	Injured } 1
	..	..	..	..	..	..	..	..	..	Killed } 2
	..	..	..	..	..	..	..	..	..	Injured } 2
	..	..	4	..	12	21	..	..	21	Killed } 3
	..	..	13	..	15	51	..	..	51	Injured } 3
	..	..	..	..	..	1	..	..	1	Killed } 4
	..	..	..	..	..	3	..	..	3	Injured } 4
	..	..	..	..	..	4	..	..	4	Killed } 5
	..	..	..	..	..	2	..	..	2	Injured } 5
	..	..	4	..	12	26	..	..	26	Killed } Total (c).
	..	..	13	..	15	85	..	..	85	Injured } Total (c).
	2	..	9	..	12	49	1	1	51	Killed } (d) Grand Total.
	1,112	440	1,232	31	511	9,625	184	..	9,819	Injured } (d) Grand Total.

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

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.									
Asam Bengal	3' 3 1/2"	200	97.5	761	95.3	2.89	5,776	85.4	3.72
Bengal and North-Western	3' 3 1/2"	381	58.3	1,532	65.8	13.8	11,881	Nil	0.90
Bengal Nagpur	5' 6"	738	98.4	1,134	98.4	1.50	22,927	68.5	30.5
	2' 6"	114	93.9	423	90.5	Nil	2,023	88.7	0.10
	2' 0"	17	Nil	1	Nil	Nil	520	Nil	Nil
Bombay, Baroda and Central India.	5' 6"	386	100.0	973	100.0	Nil	10,898	86.5	11.1
	3' 3 1/2"	497	99.8	1,651	99.0	0.06	10,401	20.9	9.87
	2' 6"	24	Nil	66	Nil	Nil	307	Nil	Nil
Burma	3' 3 1/2"	427	90.2	1,479	78.1	4.33	10,908	33.7	0.39
Eastern Bengal	5' 6"	328	100.0	1,004	99.4	0.55	8,375	48.9	49.8
	3' 3 1/2"	223	100.0	1,155	86.7	13.3	5,890	24.2	2.44
	2' 0"	9	Nil	63	Nil	Nil	66	Nil	Nil
East Indian	5' 6"	1,645	99.6	3,657	98.2	1.56	51,388	76.6	20.7
Great Indian Peninsula	5' 6"	1,000	99.6	2,569	100.0	Nil	19,279	87.5	10.3
	2' 6"	19	Nil	Nil	Nil	Nil	213	Nil	Nil
Jodhpur	3' 3 1/2"	108	61.1	316	75.9	3.48	2,602	0.35	0.04
Madras and Southern Mahratta	5' 6"	310	99.0	953	99.6	0.40	6,288	75.9	22.7
	3' 3 1/2"	358	63.4	1,052	85.0	4.84	8,853	8.47	38.0
Nizam's State	5' 6"	84	100.0	189	98.9	1.06	2,319	55.5	42.2
	3' 3 1/2"	89	83.1	199	100.0	Nil	1,512	33.9	1.26
North-Western	5' 6"	1,267	97.6	3,955	99.3	0.66	30,369	88.3	16.6
	2' 6"	105	Nil	394	88.8	Nil	972	79.7	1.75
Rohilkund and Kumaon	3' 3 1/2"	78	67.9	234	50.4	28.6	2,712	0.66	0.21
South Indian	5' 6"	151	99.3	385	98.4	1.56	2,030	78.6	18.9
	3' 3 1/2"	424	99.8	1,451	91.5	5.58	7,084	4.11	4.15
	2' 0"	11	54.5	35	Nil	Nil	78	Nil	Nil
Total		8,993	92.6	25,721	92.7	3.04	224,761	59.7	16.9
CLASS II RAILWAYS.									
Barai Light	2' 6"	37	84.0	120	100.0	Nil	286	43.7	56.3
Bengal Doars	3' 3 1/2"	19	47.4	71	19.7	32.4	450	0.22	Nil
Bhavnagar State	3' 3 1/2"	31	77.4	161	68.3	29.2	658	0.15	1.82
Bikaner State	3' 3 1/2"	55	41.8	173	24.9	20.2	1,286	6.32	Nil
Darjeeling Himalayan	2' 0"	35	2.00	132	100.0	Nil	552	100.0	Nil
Dibru Sadiya	3' 3 1/2"	31	88.8	73	85.0	14.9	3,605	22.1	55.2
Gachwar's Baroda State	2' 6"	41	Nil	163	Nil	Nil	883	Nil	Nil
Gondal	3' 3 1/2"	21	100.0	115	69.6	27.8	420	Nil	1.43
Howrah-Amra	2' 0"	19	Nil	141	10.0	Nil	82	100.0	Nil
Jamnagar and Dwarka	3' 3 1/2"	22	54.6	75	65.3	93.3	625	94.4	7.50
Junagad State	3' 3 1/2"	21	61.9	91	65.9	23.1	320	15.0	22.2
Morvi	3' 3 1/2"	22	81.8	117	77.8	22.2	252	0.79	0.79
Mysore	3' 3 1/2"	35	88.5	186	84.9	10.2	512	57.8	2.34
	2' 6"	13	46.1	28	Nil	Nil	Nil	Nil	Nil
	2' 0"	6	Nil	7	Nil	Nil	Nil	Nil	Nil
Shaldara (Delhi)-Saharanpur	2' 6"	10	Nil	49	Nil	Nil	229	Nil	Nil
Total		418	51.0	1,705	55.1	16.9	8,140	26.2	14.7
GRAND TOTAL (CLASS I & II RLYS.)		9,411	90.8	27,426	90.8	3.90	232,901	58.6	16.8

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1931.

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.				Railway system
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	22
656	Nil	90.7	Nil	227	177	404	Nil	98.2	98.9	98.5	Class I Railways.
1,284	Nil	100.0	80	978	65	1,123	100.0	16.2	100.0	53.1	Assam Bengal.
903	15.4	84.6	73	450	147	670	100.0	10.9	89.8	91.6	Bengal and North Western.
391	2.05	89.0	11	222	82	316	100.0	81.2	83.7	84.7	Bengal Nagpur
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
724	6.63	93.4	Nil	327	198	525	Nil	92.7	82.8	77.9	Bombay, Baroda and Central India.
1,480	Nil	100.0	Nil	915	270	1,185	Nil	85.4	89.6	89.4	
66	Nil	28.8	Nil	41	22	63	Nil	66.9	100.0	77.8	
1,216	Nil	79.6	Nil	700	300	1,000	Nil	92.4	89.0	91.4	Burma.
822	0.12	99.6	16	259	329	604	87.5	74.5	63.2	68.7	
884	1.36	98.4	30	404	233	667	100.0	100.0	100.0	100.0	Eastern Bengal.
69	Nil	Nil	2	37	15	54	Nil	2.70	6.67	2.70	
2,994	16.0	78.8	150	1,365	758	2,273	100.0	94.3	94.6	94.3	East India.
1,649	7.09	92.9	3	828	450	1,281	100.0	86.6	76.2	83.0	
46	Nil	100.0	Nil	26	18	44	Nil	92.3	100.0	95.8	Great Indian Peninsula.
239	Nil	100.0	13	95	80	198	100.0	100.0	100.0	100.0	Jodhpur.
742	20.2	79.7	1	349	242	592	100.0	86.2	89.2	87.6	Madras and Southern
928	24.2	75.7	Nil	459	320	779	Nil	98.4	90.0	94.9	Mahratta.
445	53.1	46.9	Nil	59	17	76	Nil	100.0	88.2	97.4	
391	79.6	12.7	Nil	85	25	110	Nil	96.5	88.0	94.5	Nizam's State.
2,851	13.4	84.7	74	1,138	858	2,070	100.0	100.0	100.0	100.0	North Western.
324	9.58	75.7	19	192	59	270	100.0	100.0	100.0	100.0	
263	Nil	93.5	3	151	44	198	100.0	70.2	100.0	77.2	Rohilkund and Kurama.
308	Nil	91.9	Nil	140	94	234	Nil	100.0	100.0	100.0	
1,330	Nil	89.9	Nil	731	366	1,097	Nil	79.8	44.8	68.1	South Indian.
35	Nil	100.0	Nil	18	16	34	Nil	44.4	100.0	70.6	
20,527	8.84	86.8	475	10,197	5,195	15,967	99.2	86.8	86.0	86.2	Total.
											Class II Railways.
120	Nil	100.0	Nil	90	5	95	Nil	12.2	Nil	11.6	Barri Light.
58	Nil	100.0	3	36	9	45	100.0	85.6	100.0	66.7	Bengal Doon.
126	Nil	94.4	Nil	80	8	88	Nil	92.5	62.6	89.8	Bhavnagar State.
135	Nil	100.0	4	84	16	104	100.0	100.0	100.0	100.0	Bikaner State.
110	5.40	81.8	Nil	67	21	78	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
63	Nil	94.3	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadya.
157	Nil	85.3	Nil	113	27	140	Nil	59.2	100.0	67.1	Geokwar's Baroda State.
92	Nil	100.0	Nil	53	10	63	Nil	94.2	80.0	92.1	Gondal.
430	Nil	100.0	10	69	18	117	Nil	4.49	94.4	17.9	Howrah-Amra.
75	Nil	97.3	Nil	38	Nil	38	Nil	100.0	Nil	100.0	Jamnagar and Dwarka.
83	Nil	88.0	Nil	32	11	43	Nil	84.4	45.5	74.4	Junagad State.
94	Nil	100.0	Nil	58	9	67	Nil	100.0	100.0	100.0	Morvi.
160	13.1	80.6	Nil	108	16	119	Nil	100.0	100.0	100.0	
28	Nil	Nil	Nil	21	5	26	Nil	100.0	100.0	100.0	Mysore.
7	Nil	Nil	Nil	7	Nil	7	Nil	42.8	Nil	42.8	
49	Nil	100.0	3	42	2	47	100.0	26.2	100.0	24.0	Shabdara (Delhi)-Saharanpur.
1,477	1.63	91.1	20	936	169	1,125	50.0	64.6	77.5	66.2	Total.
22,004	8.37	87.9	495	11,133	5,364	16,992	97.2	84.6	85.7	85.6	GRAND TOTAL (Class I & II RLYS.).

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1930-31.

Railway system.	Crimes 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-Bedgal	49,013	97,463	2,166	1,48,632	116-0	0-04
Bengal and North-Western	90,348	86,877	1,447	1,18,672	56-1	0-02
Bengal-Nagpur	1,08,640	3,99,553	27,820	5,36,013	162-6	0-04
Bombay, Baroda and Central India	2,08,679	7,25,460	37,683	9,71,822	247-6	0-05
Burma	Nil	78,794	6,845	85,639	41-6	0-01
Eastern Bengal	4,837	3,15,379	7,201	3,27,417	172-9	0-03
East Indian	Nil	9,02,466	1,04,090	10,06,556	235-5	0-03
Great Indian Peninsula	1,22,893	4,89,360	34,066	6,56,321	177-4	0-03
Jodhpur	Nil	21,747	3,107	24,854	25-5	0-01
Madras and Southern Mahratta	2,17,877	2,77,864	23,842	5,19,583	160-5	0-04
Nizam's State	1,63,722	†	41,949	2,05,671	166-1	0-05
North Western	Nil	9,87,927	14,652	10,02,579	114-2	0-04
Rohilkund and Kumaon	10,000	24,826	†	34,826	61-0	0-02
South Indian	1,08,275	1,55,632	5,768	3,67,675	145-3	0-03
Total	11,12,084	45,73,348	3,10,628	59,96,060	157-7	0-04
CLASS II						
Barsi Light	4,300	7,030	655	11,985	59-0	0-02
Bengal Dobari	61	8,955	483	9,499	60-8	0-03
Bhavnagar State	14,757	11,719	†	26,476	86-2	0-04
Bikaner State	Nil	8,407	234	8,641	10-9	0-01
Darjeeling Himalayan	1,521	Nil	Nil	1,521	10-3	Nil
Dihru Sadiya	Nil	5,638	Nil	5,638	65-5	0-02
Geekwar's Baroda State	Nil	8,487	123	8,610	24-1	0-01
Gondal	13,997	8,706	27	22,130	116-7	0-05
Howrah Amta	1,509	3,444	Nil	4,953	112-9	0-01
Jamnagar and Dwarka	2,514	4,226	113	6,857	43-6	0-02
Junagad State	6,555	2,012	Nil	8,572	57-8	0-03
Morvi	8,352	1,425	Nil	9,777	95-5	0-02
Mysore	Nil	6,820	Nil	6,820	15-4	0-01
Shabdara (Delhi)-Saharanpur Light	Nil	6,178	576	6,754	73-0	0-05
Total	52,990	83,022	2,191	1,38,203	42-9	0-02
Class II Total	11,845	9,333	334	21,512	20-7	0-01
GRAND TOTAL	11,76,919	46,65,703	3,13,153	61,55,775	145-6	0-03

* Including the Bangalore-Chik Ballapur Light, Kolar District and Terikere-Narasimharajapura Light Railways.

† Included in column 2.

‡ Included in column 3.