

153

Report by the Railway Board on Indian
Railways, Volume II, for 1938-39.

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A d d e n d u m

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13	Heading No. 7	1937-38	12	156,322	157,474
13	" " 8	1937-38	12	40.3	*40.6
13	" " 10	1937-38	12	13.2	*13.1
13	" " 7	1937-38	14	22,776,688	22,777,840
237	Bengal Provincial	1938-39	20	129	120
254	IV-"Fire in trains"	1935-36	3	615	156
254	V-"Miscellaneous"	1935-36	3	3	387
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255	Summary of Appx.D	1938-39	6	indistinct	†
267	Item 12(b)	1938-39	95	800	809
294	Item 11(c)	1938-39	259	indistinct	1
	Item 11(c)	1938-39	259	indistinct	5
	Item 12(c)	1938-39	259	indistinct	1
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	Item 12(b)	1938-39	260	4	41
300	Item 8(b)	1938-39	308	3,901	3,109
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313	Part I			224	244

GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1938—39

Volume II—Statistics



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- (2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3s
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- (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.
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„ 153	River training and control on the gude bank system	F. J. E. SPRING.
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<i>Technical paper.</i>	<i>Name.</i>	<i>Author.</i>
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" 282	Note on "Fridera" a composition for reconditioning abraided spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
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The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE.

1. For the information of those 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 are 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. It may in particular be noted that with effect from this financial year the Mysore State Railway has been included among the Class I Railways, that Administration having taken over, with effect from 1-1-1938, the Bangalore-Harihar and the Hindupur-Yesvantpur (Mysore Frontier) sections formerly worked by the Madras & Southern Mahratta Railway.

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SECTION A.
SUMMARIES.

H30RB

SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39 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.

NOTE—Please see note under heading of summary No. II (a)

(In thousands of rupees.)

Classification	Year	*Capital at charge.	Net Revenue Receipts	Percentage of Net Revenue Receipts on Capital at Charge. (Col 4 × 100) 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 share 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.	1937-38	4,63,46,23	18,68,29	4.03	..	17,81,63	17,81,63	86,66		0.19
	1938-39	4,63,73,69	17,39,32	3.75	..	17,76,27	17,76,27		36,95	-0.08
2. State Lines worked by Companies or by Indian States.	1937-38	2,88,97,48	13,26,34	4.59	62,55	11,38,86	11,91,41	1,34,93		0.47
	1938-39	2,90,14,02	12,90,86	4.45	49,15	11,46,99	11,96,14	94,72		0.33
3. Miscellaneous items	1937-38	1,36,36	..	..	..	5,79	6,79	..	5,79	-4.25
	1938-39	1,37,29	..	..	..	6,33	6,33		6,33	-4.61
4. GRAND TOTAL	1937-38	7,53,80,07	31,94,63	4.24	62,55	†29,26,28	†29,78,83	†2,16,80		0.29
	1938-39	7,55,25,60	30,30,18	4.01	49,15	29,29,59	29,78,74	51,44		0.07

* On open lines and on lines wholly or partly under construction (including ferries and suspension).
Figures shown under Provincial in previous years included against (2) above (13,22) and balance (1,39) decided to be omitted from railway books

† Revised figures

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

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1938 and 1939

Note.—Upto 1931 32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s 6d to the rupee

(In thousands of rupees)

Details.	State owned lines worked by the State		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1938.	31st March 1939.	31st March 1938.	31st March 1939.	31st March 1938. (Cols. 2+4)	31st March 1939 (Cols. 3+5.)
1	2	3	4	5	6	7
1. Liabilities incurred in the purchase of railways —						
(a) During the year						
(b) To end of the year	1,16,56,81	1,16,56,81	44,52,15	44,52,15	1,61,08,96	1,61,08,96
2 Capital outlay during the financial year from funds provided by the State —						
(a) Works	—8,86	12,05	68,14	88,37	59,28	1,00,42
(b) Rolling-stock	—23,42	18,88	17,71	35,27	—5,71	49,15
(c) General charges	—2,36	—3,69	—34,29	1,94	—36,66	—1,75
(d) Stores, etc., not finally charged off in the accounts.	29,40	50,79	5,53	34,73	34,93	85,52
(e) Total	—5,26	73,03	57,09	1,60,31	51,83	2,33,34
3 Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase —						
(a) Works	2,38,84,13	2,38,59,64	1,61,57,87	1,62,60,14	4,00,72,00	4,01,18,78
(b) Rolling-stock	89,64,60	89,67,42	67,28,98	67,42,57	1,56,93,58	1,57,00,99
(c) General charges	12,47,33	12,47,08	12,92,86	12,94,80	25,40,19	25,41,86
(d) Stores, etc., not finally charged off in the accounts.	5,91,97	6,42,76	3,73,37	4,02,25	9,65,34	10,45,01
(e) Total	3,46,88,03	3,47,16,88	2,45,53,08	2,46,99,76	5,92,71,11	5,94,16,64
4. Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)]	4,63,44,84	4,63,73,69	2,90,35,23	2,91,51,91	7,53,80,07	7,55,25,60

11-B.—Summary of Capital Outlay to end of the years 1937-38

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	1937-38	2	Nil	Nil	33	35
	1938-39	12	—1	Nil	2	13
(b) Worked by the main line	1937-38	15	Nil	Nil	Nil	15
	1938-39	10	Nil	Nil	Nil	10
2. Branch line Companies' Railways under rebate terms worked by the main line.	1937-38	1,13	1	1	Nil	1,15
	1938-39	99	2	3	Nil	1,04
3. Branch line Companies' Railways under guarantee and rebate terms.	1937-38	32	—3	Nil	Nil	24
	1938-39	2,08	Nil	2	Nil	2,10
4. Companies' lines subsidized by the Government of India.	1937-38	7,27	11,90	2	—4,18	15,01
	1938-39	7,90	2,00	37	—27	10,00
5. Companies' lines subsidized by Local Governments.	1937-38	26	—1,64	Nil	1,35	47
	1938-39	49	—1,48	Nil	—1,58	—2,57
6. Unassisted Companies' lines	1937-38	18	Nil	Nil	—3	15
	1938-39	8	—1	Nil	—1	6
7. District Board lines	1937-38	23	—2	Nil	Nil	21
	1938-39	5	Nil	Nil	Nil	5
8. Companies' lines subsidized by District Boards.	1937-38	37	19	2	—13	45
	1938-39	79	2	Nil	12	93
9. Indian State lines worked by Indian States	1937-38	38,73	11,32	1,45	6,97	57,47
	1938-39	51,68	19,93	4,87	—3,35	73,13
10. Indian State lines worked by the main line	1937-38	—2,47	35	23	19	—1,70
	1938-39	6,07	1,88	62	—36	8,21
11. Companies' lines guaranteed by Indian States	1937-38	4	—2	Nil	Nil	2
	1938-39	4	37	Nil	Nil	41
12. Lines in Foreign territory worked by British Indian Railway Companies.	1937-38	1,68	Nil	Nil	Nil	1,68
	1938-39	2,53	Nil	Nil	Nil	2,53
13. TOTAL	1937-38	47,91	22,01	1,73	4,00	75,65
	1938-39	72,92	22,72	5,91	—5,43	96,12
14. Miscellaneous	1937-38	Nil	Nil	Nil	Nil	Nil
	1938-39	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1937-38	47,91	22,01	1,73	4,00	75,65
	1938-39	72,92	22,72	5,91	—5,43	96,12

and 1938-39 of other than State-owned Railways.

[For details see Statement 2 (b), pages 28-39.]
(In thousands of rupees.)

§ 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
93,02	21,41	9,31	1,72	1,25,46	1. Branch line Companies' Railways under Guarantee Terms—
03,14	21,40	9,31	1,74	1,25,59		(a) Worked by the branch line company
82,55	1,17	7,89	Nil	91,61	(b) Worked by the main line
82,65	1,17	7,89	Nil	91,71	
5,85,51	57,01	79,23	Nil	7,21,75	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,86,50	57,03	79,23	Nil	7,22,70	
1,78,23	2,88	9,56	2,00	1,92,67	3. Branch line Companies' Railways under guarantee and rebate terms.
1,80,02	2,88	9,87	2,00	1,94,77	
*12,17,03	4,09,19	1,21,54	10,44	17,58,20	4. Companies' lines subsidized by the Government of India
*12,24,93	4,11,19	1,21,91	10,17	17,68,20	
1,43,18	84,03	20,98	¶5,29	¶2,53,48	5. Companies' lines subsidized by Local Governments
1,43,67	82,55	20,98	¶3,71	¶2,50,91	
50,36	10,65	2,41	14	63,56	6. Unassisted Companies' lines
49,58	10,64	2,41	13	62,76	
72,10	4,91	6,51	Nil	83,52	7. District Board lines.
48,37	4,91	4,90	Nil	58,18	
1,17,66	46,84	3,10	2,26	1,69,86	8. Companies' lines subsidized by District Boards.
1,18,45	46,86	3,03	*2,45	1,70,79	
31,79,52	10,37,91	2,01,38	76,55	44,95,36	9. Indian State lines worked by Indian States.
32,30,65	10,58,12	2,06,52	73,20	45,68,49	
8,48,21	43,77	69,25	3,81	9,64,84	10. Indian State lines worked by the main line
8,54,09	45,65	70,08	3,25	9,73,05	
8,47	6,99	1,76	Nil	16,22	11. Companies' lines guaranteed by Indian States.
8,51	6,36	1,70	Nil	16,63	
†2,39,84	Nil	1,50	Nil	2,41,34	12. Lines in Foreign territory worked by British Indian Railway Companies
†2,42,37	Nil	1,50	Nil	2,43,87	
68,15,68	17,25,76	5,34,42	1,02,01	91,77,87	13. TOTAL
68,62,93	17,48,76	5,39,40	96,65	92,47,74	
8,23	Nil	64	Nil	8,87	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
68,23,91	17,25,76	5,35,06	1,02,01	91,86,74	15. GRAND TOTAL
68,71,16	17,48,76	5,40,04	96,65	92,56,61	

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

† Includes 2,27,94 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,30,48 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year plus those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

[For details, see Statement 4, page 49.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39.

Particulars.	CENTRAL.						Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
	1937-38	1938-39	1937-38	1938-39.	1937-38	1938-39	1937-38	1938-39
	2	3	4	5	6	7	8	9
1 Interest on sterling debt	£ 3,410,452	3,410,498	899,366	899,366	.	..	4,309,818	4,309,854
2 Interest on capital contributed by companies —								
(a) On share capital .. . . .	£ ..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock .. . . .	£ ..	..	459,089	413,946	..	..	459,089	413,946
3 TOTAL .. . . .	£ ..	..	879,089	833,946			879,089	833,946
4 GRAND TOTAL	£ 3,410,452	3,410,498	1,778,455	1,733,312	..	..	5,188,907	5,143,800
5. Converted into rupees at average rate of exchange (In thousands of rupees.)	4,52,37	4,56,72	2,36,86	2,31,56	(a)—1,23	(a) 94	6,88,00	6,89,22
6 Interest on capital outlay provided by Government (In thousands of rupees)	13,29,22	13,19,51	8,94,50	9,07,93	7,02	5,39	22,30,74	22,32,83
7. Interest on rupee debt (In thousands of rupees.)	4	4	7,50	7,50	..	..	7,54	7,54
8. GRAND TOTAL (In thousands of rupees)	17,81,63	17,76,27	11,38,86	11,46,99	5,79	6,88	*29,26,28	29,29,59

(a) Represents exchange charges

* Revised figures.

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-29.

[In thousands of rupees.]

Class of Railway.	Year.	GROSS REVENUE RECEIPTS			WORKING EXPENSES				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total	Ordinary.	Appropriation to Depreciation Reserve Fund	Suspense.	Total			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State.	1937-38	58,07.87	5.37	58,13.24	30,98.24	7,67.67	4.61	38,70.52	74.43	18,68.29	53.35
	1938-39	57,37.30	10.70	57,48.00	31,61.89	7,69.37	1.82	39,32.81	75.96	17,39.32	55.11
State Railways worked by Companies or Indian States and Miscellaneous	1937-38	42,22.19	9.91	42,32.13	21,95.44	4,80.31	2.67	26,87.42	2,18.37	13,26.34	52.00
	1938-39	42,12.96	1.06	42,14.02	22,29.23	4,86.74	8.47	27,24.44	1,08.72	12,00.86	52.91
Total	1937-38	1,00,30.06	15.31	1,00,45.37	52,93.68	12,56.98	7.28	65,57.94	2,92.80	31,94.63	52.78
	1938-39	99,50.35	11.76	99,62.11	53,90.85	12,56.11	10.29	66,57.25	2,74.68	30,30.18	54.18

[For details, see Statement 5, pages 43-47.]

V.—Summary of Capital at Charge*, Revenue Earnings and Expenses of Railways for the years 1937-38 and 1938-39.

[In thousands of rupees.]

Note—Please see notes under headings of Summary IIA and Statement 5.

Classification.	Year.	For the system, i.e., both State-owned and other than State-owned portions					
		† Total capital at charge	‡ Gross earnings	§ Working expenses	Net earnings (Col 4-5)	Percentage of working expenses to gross earnings. (Col 5 x 100 / Col 4)	Percentage of net earnings on total capital at charge given in column 3. (Col 6 x 100 / Col 3)
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1937-38	8,05,19.93	1,03,54.85	67,12.01	36,42.84	64.82	4.52
	1938-39††	8,13,26.07	1,03,47.30	68,70.22	34,68.08	66.48	4.26
Class II Railways	1937-38	31,35.22	3,47.12	2,12.71	1,34.41	61.28	4.29
	1938-39§§	26,47.67	3,10.32	1,91.00	1,19.32	61.55	4.68
Class III Railways	1937-38	5,91.52	56.30	43.87	12.43	77.92	2.19
	1938-39	5,91.95	57.34	45.10	12.24	78.65	2.07
Other items not included in the preceding heads	1937-38	3,21.53	-1.27	-6.04	4.77	..	..
	1938-39	3,17.52	..	3.17	-3.17	..	..
By Ownership							
Total State Railways (a)	1937-38	7,50,59.93	94,86.62	62,82.54	32,03.98	66.23	4.27
	1938-39	7,52,08.08	94,37.84	63,92.95	30,45.49	67.73	4.05
Other items not included in the preceding heads.	1937-38	3,21.53	-1.27	-6.04	4.77	..	..
	1938-39	3,17.52	..	3.17	-3.17	..	..
Total other Railways	1937-38	91,77.87	12,70.86	6,85.71	5,85.15	53.98	6.28
	1938-39	92,47.74	12,76.55	7,22.53	5,54.02	56.60	5.99
Miscellaneous (b)	1937-38	8.87	89	34	55	..	..
	1938-39	8.87	67	44	13	..	..
GRAND TOTAL	1937-38	8,45,83.20	1,07,57.00	69,62.55	37,94.45	64.73	4.49
	1938-39	8,47,82.21	1,07,14.96	71,18.49	35,98.47	66.44	4.24

* 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 realised, or the expenses paid. They are the administrative figures of railway accounts.

†† Includes Mysore State Railway which ranks as a Class I Railway from 1938-39

§§ Excludes

(a) The method of exhibiting the figures in Summary IV has been changed from 1934-35, the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI

(b) Represents figures pertaining to Alnagar-Dandoli (Provincial) Railway.

NOTE—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bimal & North Western and Rithkhund & Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under:—

	In thousands
Gross Earnings	1,07,53.26
Working Expenses	69,76.86
Net Earnings	37,81.40
Percentage of Working Expenses to Gross Earnings	64.85
Return on Capital at charge	4.47%

(For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.)

VI.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital Outlay}^\dagger}$, Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1937-38 and 1938-39.

N. B.—Please see notes under headings of Summary II A and Statement 5

Classification.	Year.	Route mileage on 31st March	In the units 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)	1937-38	Miles. 15,676 90	4,61,62,45	56,74,72	37,97,51	18,77,21	(a) Please see footnote (a) in Summary V on page 7 (c) Includes Bezwada-Masulipatam line, purchased by the Government of India on 4th February 1938
	1938-39	15,629-86	4,61,93,46	56,01,42	38,59,22	17,42,20	
2 State lines worked by companies (a)	1937-38	14,035 69	2,83,97,48	35,11,30	24,85,03	13,26,77	
	1938-39(c)	14,095-51	2,90,14,62	38,36,42	25,33,13	13,03 20	
3 Branch line companies' railways under Guarantee terms, worked by the Branch line company	1937-38	177 96	1,25,46	6,31	6,31	—	
	1938-39	177 93	1,25,59	6,63	6,64	—1	
4 Branch line companies' railways under Guarantee terms, worked by the main line	1937-38	114 65	91,61	9,84	4,97	4,87	
	1938-39	114 65	91,71	9,51	4,80	4,71	
5 Branch line companies' railways under Rebate terms, worked by the main line	1937-38	1,076 58	7,21,75	83,12	45,73	37,39	
	1938-39	1,076 34	7,22,79	81,03	44,25	36,78	
6 Branch line companies' railways under Guarantee and rebate terms	1937-38	166 74	1,92,67	12,18	6,55	5,63	
	1938-39	175 11	1,94,77	13,70	7,72	5,98	
7 Companies' lines subsidized by the Government of India.	1937-38	1,913 61	17,58,20	2,82,15	1,31,95	1,50,20	
	1938-39	1,911-76	17,68,20	2,81,39	1,43,21	1,38,18	
8 Companies' lines subsidized by Local Governments.	1937-38	229 59	2,53,48	41,79	24,45	17,34	
	1938-39	229 18	2,50,91	40,80	24,99	15,81	
9 Unassisted companies' lines	1937-38	127 50	63,56	4 04	3,33	71	
	1938-39	127-50	62,76	4,13	3,61	52	
10 District Board lines	1937-38(c)	136 43	33,62	18,47	9,94	8,53	
	1938-39	84 63	58,18	8,75	5,86	2,89	
11 Companies' lines subsidized by District Boards	1937-38	299-13	1,69,86	30,47	21,19	9,28	
	1938 39	299-13	1,70,79	31,16	22,22	8,94	
12 Indian State lines worked by Indian States	1937-38	5,552 09	44,95,36	5,82,26	3,19,38	2,62,88	
	1938-39	5,897 90	45,08,49	6,17,23	3,55,16	2,62,07	
13 Indian State lines worked by the main line	1937-38	1,438 88	9,64,84	1,75,79	97,33	78,46	
	1938 39	1,182-94	9,73,05	1,51,33	85,48	65 85	
14 Companies' lines guaranteed by Indian States	1937-38	38 63	16,22	1,33	1,09	24	
	1938-39	38 63	16,63	1,34	89	45	
15 Lines in foreign territory worked by British Indian railway companies	1937-38	73 54	2,41,34	23,11	13,49	9,62	
	1938 39	73-54	2,43,87	29,55	17,70	11,85	
16 Miscellaneous (b)	1937-38	19 12	8,87	89	34	55	
	1938-39	19-12	8,87	57	44	13	
17. Other items not included in the preceding heads	1937-38	..	3,21,53	-1,27	-6,04	4,77	
	1938-39	..	3,17,52		+3,17	-3,17	
18 TOTAL	1937 38	41,075 94	8,45,68,20	1,07,57,00	69,62,55	37,94,45	
	1938 39	41,133-73	8,47 82,21	1,07,14,96	71,18,49	35,96 47	

* 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 realised or the expenses paid They are the administrative figures of Railway Accounts

¶ Include State lines worked by Indian States.

NOTE.—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal & North Western and Rohilkhand & Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under—

Gross Earnings	In thousands.
Working Expenses	1,07,58,26
Net Earnings	69,76,86
	37,81,40

[For details, see Statement 3, pages 62-77.]

VII.—Summary of the Mileage of Railways as on 31st March 1939.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1939			TRACK MILEAGE OPEN ON THE 31st MARCH 1939.			Route mileage opened during the financial year 1938-39	ROUTE MILEAGE AUTHORIZED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1939	
	Single line	Double, treble, etc., lines as the case may be.	Total	Running track	Sidings	Total		Sanctioned but not commenced	Under construction
1	2	3	4	5	6	7	8	9	10
I. (a) Class I Railways—									
5' 6" gauge	17,733 65	3,430 96	21,164 61	24,851 33	7,464 52	32,315 85	Nil	Nil	88 21
3' 3½" gauge	13,014 44	63 18	13,077 62	13 156 35	2,769 41	15 925 76	22 10	Nil	166 18
2' 6" and 2' 0" gauges	2,330 85	Nil	2,330 85	2,330 85	259 59	2,590 44	Nil	Nil	Nil
Total	33,078 94	3,494 14	36,573 08	40,338 53	10,493 52	50,832 05	22 10	Nil	254 30
(b) Class II Railways—									
3' 3½" gauge	2,638 66	Nil	2,638 66	2,638 66	404 47	3,043 13	86 64	67 12	151 99
2' 6" and 2' 0" gauges	797 31	Nil	797 31	797 31	100 44	897 75	Nil	Nil	Nil
Total	3,435 97	Nil	3,435 97	3,435 97	504 91	3,940 88	86 64	67 12	151 99
(c) Class III Railways—									
3' 3½" gauge	145 64	Nil	145 64	145 64	20 70	166 34	Nil	Nil	Nil
2' 6" and 2' 0" gauges	979 04	Nil	979 04	980 45	101 59	1,082 03	Nil	Nil	Nil
Total	1,124 68	Nil	1,124 68	1,126 09	122 28	1,248 37	Nil	Nil	Nil
II. (a) Total State-owned Railways—									
5' 6" gauge	15 734 14	3,430 96	19 165 10	22,851 32	7 178 02	30,029 34	Nil	Nil	88 21
3' 3½" gauge	8,929 65	45 36	8,975 01	9,036 92	2,014 82	11,050 74	10 06	Nil	20 66
2' 6" and 2' 0" gauges	1 604 38	Nil	1,604 38	1,604 38	201 70	1,806 08	Nil	Nil	Nil
Total	26,268 17	3,476 32	29,744 49	33,492 12	9 394 54	42,886 66	10 06	Nil	104 56
(b) Total Other Railways—									
5' 6" gauge	1,999 51	Nil	1,999 51	1,999 51	286 50	2,286 01	Nil	Nil	4 31
3' 3½" gauge	6,869 09	17 82	6,886 91	6,904 72	1,179 76	8,084 49	98 68	67 12	297 51
2' 6" and 2' 0" gauges	2,502 82	Nil	2,502 82	2,504 23	259 91	2,764 14	Nil	Nil	Nil
Total	11,371 42	17 82	11,389 24	11,408 47	1,726 17	13,134 64	98 68	67 12	301 82
III. (a) Total State-managed Rlys.—									
5' 6" gauge	12,072 65	2,863 98	14,936 63	18,010 33	5,577 59	23,587 92	Nil	Nil	88 21
3' 3½" gauge	1,129 81	7 29	1,137 10	1,144 09	331 31	1,475 70	Nil	Nil	Nil
2' 6" and 2' 0" gauges	952 50	Nil	952 50	952 50	108 97	1,071 47	Nil	Nil	Nil
Total	14,154 96	2,871 27	17,026 23	20,117 22	6,017 87	28,135 09	Nil	Nil	88 21
(b) Total Other Railways—									
5' 6" gauge	5,661 00	566 98	6,227 98	6,841 00	1,886 93	8,727 93	Nil	Nil	4 31
3' 3½" gauge	14,668 93	65 80	14,734 73	14,796 26	2,863 27	17,659 53	108 74	67 12	318 17
2' 6" and 2' 0" gauges	3,154 70	Nil	3,154 70	3,146 11	352 64	3,498 76	Nil	Nil	Nil
Total	23,484 63	632 78	24,117 41	24,783 37	5,102 84	29,886 21	108 74	67 12	322 48
IV. Total by gauges—									
5' 6" gauge	17,733 65	3,430 96	21,164 61	24,851 33	7,464 52	32,315 85	Nil	Nil	88 21
3' 3½" gauge	15,798 74	63 18	15,861 92	15,940 65	3,104 58	19,135 23	108 74	67 12	318 17
2' 6" and 2' 0" gauges	4,107 20	Nil	4,107 20	4,108 61	461 61	4,570 22	Nil	Nil	Nil
GRAND TOTAL	37,639 59	3,494 14	41,133 73	44,900 59	11,120 71	56 021 30	108 74	67 12	406 38

NOTE 1—Route mileage open on 31st March 1938
Add Route mileage opened during 1938-39

41,075 94
108 74

Total

41 184 68

Route mileage open on 31st March 1939 as shown in column 4 above

41,133 73

Difference (vide details below)

- 50 95

Net decrease on the B and N W Railway chiefly on account of lifting of ghat shifts, realignment, etc

- 3 67

Due to closing of Hat-Sharnabad to Bah of Agra Bah Railway on G I P Railway

- 31 75

Due to closing of Baijnath Paprola—Joginar Nagar Section of Kangra Valley Railway

- 14 53

Net decrease on account of remodelling realignments, etc., on the A B, B N, E B, E I, N W, S L, Dibru Sadiya and Kalighat Faiza Railways

- 1 00

Total

- 50 95

NOTE 2—The electrified route mileage on 31st March 1939 was 96 94 miles vide details in statement No 32, page 219.

VIII.—Summary of Rolling stock

Classification.	LOCOMOTIVES				RAIL CARS (STEAM PROPELLED)		RAIL CARS (INTERNAL COMBUSTION ENGINE PROPELLED)		ELECTRIC MOTOR COACHES		COACHING VEHICLES.									
	Steam No.	Electric No.	Total tractive effort in lbs		No	Seats.	No	Seats	No (In units.)	Seats.	Average weight in tons.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							OTHER VEHICLES INCLUDING BRAKE VANS	Railway Service vehicles (including officers' carriages)
			Steam.	Electric.								PASSENGER CARRIAGES.				No (In units.)	No (In units.)			
												Seats								
1	2	3	4	5	6	7	8	9	10	11	12	13	1st.	2nd	Inter.	Thrd.	17	18	19	
CLASS I RAILWAYS.																				
5' 6" gauge	5,230	70	138,108,984	2,133,352	12	1,104	7	715	93	11,668	138	9,078	22,076	42,187	59,726	625,624	3,429	1,190	*	
3' 3½" gauge (a)	2,319	4	34,685,222	41,600	5	567	6	288	24	1,248	38	6,672	9,869	12,013	14,715	321,771	1,379	565	*	
2' 6" and 2' 0" gauges	Number 296				Number 6		7	58	1	15	13	870	920	1,404	1,817	26,948	88	37		
CLASS II RAILWAYS.																				
3' 3½" gauge (b)			262				17					998	1,417	2,358	936	36,580	228	58		
2' 6" and 2' 0" gauges			110			2	8					521	341	685	78	13,453	40	16		
CLASS III RAILWAYS.																				
3' 3½" gauge			17				2					64	42	72	82	3,031	17	3		
2' 6" and 2' 0" gauges			142			6	15					560	531	449	1,513	13,962	50	14		

IX.—Summary of Net additions to or Reduction

Classification	LOCOMOTIVES				RAIL CARS (STEAM PROPELLED)		RAIL CARS (INTERNAL COMBUSTION ENGINE PROPELLED)		ELECTRIC MOTOR COACHES		COACHING VEHICLES.								
	Steam No.	Electric No.	Total tractive effort in lbs.		No	Seats	No	Seats	No (In units.)	Seats.	EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							OTHER VEHICLES INCLUDING BRAKE VANS	Railway Service vehicles (including officers' carriages)
			Steam.	Electric.							PASSENGER CARRIAGES.				No (In units.)	No (In units.)			
											Seats								
1	2	3	4	5	6	7	8	9	10	11	12	1st	2nd	Inter	Thrd.	17	18		
CLASS I RAILWAYS																			
5' 6" gauge	-22	1	-280,744	..			-1	34	..	2,480	*-188	-1,279	-260	-1,027	-3,851	-45	30		
3' 3½" gauge (a)			269,365	..			..			12	*54	140	173	549	1,875	11	-2
2' 6" and 2' 0" gauges	Number.				Number.					-1	-18	-55	10	18	-505				
CLASS II RAILWAYS.																			
3' 3½" gauge (b)			1.				5	..		..	2	18	-34	4	305	2	
2' 6" and 2' 0" gauges			-4				-1				-42	-13	-21		-1,024	-1	-3		
CLASS III RAILWAYS																			
3' 3½" gauge																			
2' 6" and 2' 0" gauges			1				2				5	-8	12	5	-179	-5			
BY GAUGES.																			
5' 6" gauge	-22	1	-280,744	..			-1	34		2,480	*-188	-1,279	-260	-1,027	-3,851	-45	30		
3' 3½" gauge			1				5	..		..	56	-122	131	564	2,195	13	-2
2' 6" and 2' 0" gauges			-3				2				-1	-55	-76	1	23	-1,708	-6	-3	

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 15 and 17 respectively in Summaries VIII and IX.
 ** Exclude seating accommodation of vehicles referred to at (*) above.
 † Motor Coach component.
 (a) Includes the Mysore State railway which ranks as Class I railway from 1938-39.
 (b) Excludes

in Service on 31st March 1939.

[For details see Statement 10, pages 79—88 and Statement 34, pages 224—225]

GOODS WAGONS									Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE											
COVERED WAGONS		OPEN WAGONS, HIGH SIDED		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS	No. (In units.)	No. (In units.)			
No. (In units)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)			27	28	
20	21	22	23	24	25	26		29			
92,694	1,965,467	40,411	874,829	4,098	94,208	11,928	3,881	118	CLASS I RAILWAYS 5' 6" gauge.		
40,546	536,113	3,059	48,909	3,629	49,553	5,065	3,432	15	3' 3½" gauge		
Number 3,587								74	2' 6" and 2' 0" gauges		
6,681								182	CLASS II RAILWAYS.		
2,114								35	3' 3½" gauge		
110									2' 6" and 2' 0" gauges		
1,511								37	CLASS III RAILWAYS.		
									3' 3½" gauge.		
									2' 6" and 2' 0" gauges		

in Rolling stock during the year 1938-39 †

* For details, see Statement 11, pages 90—91 and Statement 35, page 226.]

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.)	No. (In units.)	No. (In units.)			
No. (In units)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.				24	25	26
19	20	21	22	23							
383	50,573	453	13,417	—45		—19	1	CLASS I RAILWAYS: 5' 6" gauge.			
808	12,880	—97	—1,414	74		18		3' 3½" gauge.			
Number 7									2' 6" and 2' 0" gauges		
96								16	CLASS II RAILWAYS.		
—28								..	3' 3½" gauge.		
23								..	2' 6" and 2' 0" gauges.		
..								—6	CLASS III RAILWAYS.		
								..	3' 3½" gauge.		
								..	2' 6" and 2' 0" gauges		
								..	BY GAUGES		
383	50,573	453	13,417	—45		—19	1	5' 6" gauge.			
Total Number											
904								34	3' 3½" gauge.		
—21								—6	2' 6" and 2' 0" gauges		

† The figures in Summary IX are not susceptible of comparison with last year due to (a) the inclusion of the Mysore State Railway under Class I Railways in 1938-39 and (b) due to certain other adjustments carried out in Statement 11 at the instance of the railways

X.—Summary of Passenger and Goods Revenue

Headings. 1	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39.
	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class No.	460.7	447.5	18.1	14.8	14.1	12.3
2nd class "	4,386.3	4,316.8	222.4	161.6	23.2	23.5
Inter class "	11,433.4	11,593.3	73.5	72.0	182.2	173.7
3rd class "	488,161.1	507,582.6	30,681.8	24,955.8	9,718.3	9,711.1
TOTAL (a) "	504,490.5	523,940.2	30,995.8	25,204.2	9,937.8	9,920.6
2. Passenger miles (in thousands)—						
1st class Miles	83,107	82,100	913	656	369	316
2nd class "	321,141	307,488	10,268	6,629	664	660
Inter class "	561,823	575,082	2,276	2,021	2,697	2,237
3rd class "	16,967,509	17,022,985	744,325	588,655	152,154	153,964
TOTAL "	17,933,580	17,987,655	757,782	597,961	155,884	157,177
3. Average miles a passenger was carried—						
1st class Miles	180.4	183.5	50.4	44.3	26.2	25.7
2nd class "	73.2	71.2	46.2	41.0	28.6	28.1
Inter class "	48.9	49.6	31.0	28.1	14.8	12.9
3rd class "	34.8	33.5	24.3	23.6	15.7	15.9
TOTAL "	35.5	34.3	24.4	23.7	15.7	15.8
4. Earnings from passengers earned (in thousands of rupees)—						
1st class Rs.	77.82	76.04	1.04	78	30	27
2nd class "	1,39.03	1,35.05	4.77	3.58	60	57
Inter class "	1,20.73	1,21.79	69	59	75	63
3rd class "	25,94.62	25,89.32	1,37.26	1,14.60	30.81	30.18
TOTAL "	29,32.20	29,22.20	1,43.76	1,19.55	32.46	31.65
5. Average rate charged per passenger per mile (in pias)—						
1st class Pias.	18.0	17.8	21.9	22.8	16.6	16.4
2nd class "	8.31	8.43	8.92	10.4	17.3	16.6
Inter class "	4.13	4.07	5.82	5.61	5.34	5.41
3rd class "	2.94	2.92	3.54	3.74	3.89	3.76
TOTAL "	3.14	3.12	3.64	3.84	4.00	3.87
6. Tons of goods carried (in thousands) (b)	113,416	115,213	5,336	4,930	9,19	10,56
7. Net ton-miles (in thousands)	22,479,591	21,877,949	270,402	250,093	*27,847	30,798
8. Average miles a ton of goods was carried	198	190	50.7	50.7	*30.3	29.2
9. Earnings from goods carried (in thousands of rupees)	66,70.57	66,68.67	1,76.73	1,68.10	18.74	20.19
10. Average rate charged for carrying a ton of goods one mile (in pias)	5.69	5.84	12.5	12.9	*12.9	12.6

(a) } See remarks on page 13.
(b) }

*Revised figures.

{Includes } Mysore State Railway which ranks as a Class I Railway from 1938-39.
{Excludes }

[For details, see Statements 12, 13 and 36, pages 92—111 and 228—233.]

Statistics for the years 1937-38 and 1938-39.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges		All Railways		Headings
1937-38.	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	
8	9	10	11	12	13	14	15	
330,4	321,6	142,0	134,3	20,5	18,7	397,1	385,1	1 Number of Passengers (in hundreds)— 1st class No.
3,597,5	3,484,0	934,8	908,3	93,5	109,6	4,217,3	4,037,5	2nd class
9,711,0	9,716,1	1,742,8	1,847,4	285,3	275,5	11,323,5	11,375,5	Inter class
819,366,5	824,903,4	185,215,2	191,692,6	23,979,5	25,653,5	505,346,8	514,824,8	3rd class
333,005,4	338,425,1	188,034,8	194,582,6	24,383,9	26,057,3	521,284,7	530,622,9	TOTAL (a)
70,421	69,689	13,286	12,736	682	647	84,389	83,072	2 Passenger miles (in thousands)— 1st class Miles.
255,095	245,989	73,200	65,345	3,778	3,443	332,073	314,777	2nd class
481,675	491,183	79,249	82,711	5,872	5,446	556,796	579,340	Inter class
11,704,276	11,668,705	5,729,668	5,657,135	430,044	439,764	17,863,988	17,765,604	3rd class
12,511,467	12,475,566	5,895,403	5,817,927	440,376	449,300	18,847,246	18,742,793	TOTAL
213 1	216 7	93 6	94 8	33 3	34 6	212 5	215 7	3 Average miles a passenger was carried— 1st class Miles.
70 9	70 6	78 3	71 9	38 3	31 4	78 7	78 0	2nd class
49 6	50 6	45 5	44 8	20 6	19 8	50 1	50 9	Inter class
36 6	35 9	30 9	29 5	17 9	17 1	35 3	34 5	3rd class
37 6	36 9	31 4	29 9	18 1	17 2	36 2	35 3	TOTAL
65,24	63,76	12,98	12,43	94	90	79,16	77,09	4 Earnings from passengers carried (in thousands of rupees)— 1st class Rs.
1,12,67	1,08,89	29,27	27,99	2,46	2,32	1,44,40	1,39,20	2nd class
1,03,21	1,03,84	17,05	17,49	1,81	1,68	1,22,17	1,23,01	Inter class
18,02,93	17,80,02	8,76,58	8,71,87	8,3,78	82,21	27,62,69	27,34,10	3rd class
20,84,15	20,56,51	9,35,88	9,29,78	88,39	87,11	31,08,42	30,73,40	TOTAL
17-8	17 6	18 8	18 7	26 5	26 7	18 0	17 8	5 Average rate charged per passenger per mile (in pies)— 1st class Pies.
8 48	8 50	7 68	8 22	12 5	12 9	8 35	8 49	2nd class
4 12	4 06	4 13	4 06	5 92	5 92	4 14	4 08	Inter class
2-96	2 93	2 94	2 96	3 71	3 59	2 97	2 95	3rd class
3 20	3 16	3 05	3 07	3 85	3 72	3 17	3 15	TOTAL
88,208	89,365	27,581	28,003	3,381	3,831	87,289	88,361	6. Tons of goods carried (in thousands)(b).
19,222,629	18,620,775	3,397,737	3,385,853	156,322	152,212	22,776,688	22,158,840	7. Net ton miles (in thousands)
218	208	123 2	120 9	40 3	39 7	260 9	250 8	8 Average miles a ton of goods was carried
52,92,72	52,56,91	14,66,09	14,98,70	1,07,23	1,06,35	68,66,04	68,56,96	9 Earnings from goods carried (in thousands of rupees)
5 29	5 42	8 28	8 47	13 2	13 4	5 78	5 98	10 Average rate charged for carrying a ton of goods one mile. Pies.

(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.

[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 1937-38 and 1938-39.**

NOTE.—Please see notes under the headings of Statement No. 14.

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	1937-38	36,42,34	2 00	9,938	67,12,01	3 68	351	1,03,54,85	5 66	28,215	541
	1938-39†	34,68,08	1 84	9,336	68,79,22	3 64	354	1,03,47,30	5 48	27,603	532
Class II Railways	1937-38	1,34,41	1 64	3,286	2,12,71	2 60	99	3,47,12	4 25	8,487	163
	1938-39‡	1,19,32	1 72	3,452	1,91,00	2 76	106	3,10,32	4 48	8,979	172
Class III Railways	1937-38	12,43	0 48	1,081	43,87	1 70	74	56,30	2 18	4,896	94
	1938-39	12,24	0 48	1,063	45,10	1 75	75	57,34	2 23	4,982	95
					By gauges						
5' 6" Gauge	1937-38	28,08,47	2 25	13,012	51,73,89	4 15	459	79,82,36	6 40	36,943	709
	1938-39	26,77,77	2 09	12,411	52,51,09	4 10	466	79,28,86	6 19	36,732	705
3' 3½" Gauge	1937-38	9,76,53	*1 63	6,017	15,83,80	*2 64	186	25,60,33	*4 27	15,741	302
	1938-39	9,21,42	1 50	5,733	16,52,76	2 66	195	25,74,18	4 15	15,913	305
2' 6" and 2' 0" Gauges.	1937-38	4,68	0 05	113	2,10,90	2 48	97	2,15,58	2 53	5,187	99
	1938-39	45	0 01	11	2,11,47	2 49	98	2,11,92	2 50	5,107	98
					Total all railways.						
†TOTAL	1937-38	37,39,68	*1 96	9,043	69,68,59	*3 61	319	1,07,58,27	*5 57	25,643	492
	1938-39	35,99,64	1 82	8,819	71,15,32	3 58	326	1,07,14,96	5 40	25,612	491

*Revised figures.

†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.

‡ Includes

§ Excludes } Mysore State Railway which ranks as class I Railway with effect from 1938-39.

[For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1937-38 and 1938-39 (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	1937-38 (a)	87,499	57,389	23,103	172,688	27,112	14,196	41,308	213,996
		1938-39	91,411	59,083	22,855	178,869	28,212	14,514	42,726	221,595
	Electric	1937-38	1,359	594	Nil	1,979	223	307	530	2,509
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582
Class II Railways	Steam	1937-38 (b)	2,132	983	4,928	8,166	1,508	230	1,738	9,904
		1938-39	1,379	749	4,498	6,775	1,283	202	1,485	8,260
Class III Railways ||	Steam	1937-38	624	200	1,722	2,583	223	263	486	3,069
		1938-39	630	196	1,706	2,585	241	258	499	3,084
					By gauges					
5' 6" gauge	Steam	1937-38	59,462	42,767	11,437	116,657	18,979	11,288	30,267	146,924
		1938-39	61,480	43,702	10,881	119,803	19,517	11,527	31,044	150,847
	Electric	1937-38	1,359	594	Nil	1,979	223	307	530	2,509
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582
3' 3½" gauge	Steam	1937-38	28,768	14,456	13,370	68,270	8,783	2,921	11,704	69,974
		1938-39	29,914	15,064	13,263	60,024	9,139	2,973	12,112	72,136
2' 6" and 2' 0" gauges ||	Steam	1937-38	2,025	1,349	4,946	8,510	1,081	480	1,561	10,071
		1938-39	2,028	1,262	4,915	8,382	1,080	474	1,554	9,936
Total	Steam	1937-38	90,255	58,572	29,753	183,437	28,843	14,689	43,532	226,969
		1938-39	93,420	60,028	29,059	188,209	29,736	14,974	44,710	232,919
	Electric	1937-38	1,359	594	Nil	1,979	223	307	530	2,509
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582

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

† Excluding departmental

|| The figures of Jorhat Railway have not been included as the information is not available.

(a) Excludes figures of Mysore State Rly., which was class II in 1937-38.

(b) Excludes figures of Mysore State Rly., which is included under class I Rlys

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1939.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
1.* Coaching vehicle miles—(In thousands)	1,043,631	522,855	42,450
2.* Wagon miles—(In thousands)			
2-01 Loaded	1,468,051	470,554	24,502
2-02 Total (excluding brake vans)	2,117,936	648,238	35,254
2-03 Percentage loaded of total	69.3	72.6	69.5
3.* Net or freight ton miles (In thousands)	{ Steam . . . 18,013,462	{ Steam . . . 3,023,616	{ Steam . . . 86,572
	{ Electric† . . . 270,497	{ Electric† . . .	{ Electric† . . .
4. Gross ton miles (including weight of engine)—(In thousands)			
4-01 Passenger and proportion of mixed.	{ Excluding departmental { Steam . . . 26,248,892	{ Excluding departmental { Steam . . . 7,259,824	{ Excluding departmental { Steam . . . 354,257
	{ Electric† . . . 686,928	{ Electric† . . .	{ Electric† . . .
4-02 Goods and proportion of mixed.	{ Including departmental { Steam . . . 26,379,734	{ Including departmental { Steam . . . 7,344,687	{ Including departmental { Steam . . . 354,938
	{ Electric† . . . 687,445	{ Electric† . . .	{ Electric† . . .
4-02 Goods and proportion of mixed.	{ Excluding departmental { Steam . . . 43,456,658	{ Excluding departmental { Steam . . . 7,676,781	{ Excluding departmental { Steam . . . 297,140
	{ Electric† . . . 682,149	{ Electric† . . .	{ Electric† . . .
4-02 Goods and proportion of mixed.	{ Including departmental { Steam . . . 45,223,262	{ Including departmental { Steam . . . 8,107,218	{ Including departmental { Steam . . . 318,742
	{ Electric† . . . 691,861	{ Electric† . . . †	{ Electric† . . .
5.* Vehicle and Wagon Usage—			
5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers)	137	110	61
5-02 Wagon miles per wagon day (in terms of 4-wheelers)	40.2	30.9	15.4
5-03 Net ton miles per wagon day (in terms of 4-wheelers)	351	147	38
5-04 Average wagon load (Total traffic) (in terms of 4-wheelers)	12.5	6.43	3.44
6.* Average speed of goods trains—Tram miles per tram engine hour—			
Through Goods trains [excluding van goods and shunting (pick up) trains]—			
6-01 Main lines	{ Steam . . . \$	{ Steam . . . \$	{ Steam
	{ Electric† . . . 21.4	{ Electric†	{ Electric†
6-02 Branch lines	{ Steam . . . \$	{ Steam . . . \$	{ Steam
	{ Electric† . . .	{ Electric† . . .	{ Electric† . . .
6-03 Total	{ Steam . . . \$	{ Steam . . . \$	{ Steam
	{ Electric† . . . 21.4	{ Electric†	{ Electric†
All Goods trains—			
6-04 Main lines	{ Steam . . . 11.1	{ Steam . . . 11.9	{ Steam
	{ Electric† . . . 17.1	{ Electric† . . .	{ Electric† . . .
6-05 Branch lines	{ Steam . . . 10.4	{ Steam . . . 9.40	{ Steam
	{ Electric† . . .	{ Electric† . . .	{ Electric† . . .
6-06 Total	{ Steam . . . 10.9	{ Steam . . . 10.9	{ Steam . . . 8.94
	{ Electric† . . . 17.1	{ Electric† . . .	{ Electric† . . .
7.* Average train load—			
Passengers—			
7-01 Number of vehicles	{ Steam . . . 15	{ Steam . . . 15	{ Steam
	{ Electric† . . . 19	{ Electric† . . .	{ Electric† . . .
Passenger and proportion of mixed—			
7-02 Gross weight (including weight of engine)	{ Steam . . . 382	{ Steam . . . 213	{ Steam
	{ Electric† . . . 508	{ Electric† . . .	{ Electric† . . .
Goods—			
7-03 Main lines—Loaded wagons	{ Steam . . . 34	{ Steam . . . 29	{ Steam
	{ Electric† . . . 40	{ Electric† . . .	{ Electric† . . .
7-04 Main lines—Total	{ Steam . . . 49	{ Steam . . . 40	{ Steam
	{ Electric† . . . 51	{ Electric† . . .	{ Electric† . . .
7-05 Percentage loaded of total	{ Steam . . . 69.9	{ Steam . . . 72.3	{ Steam
	{ Electric† . . . 79.8	{ Electric† . . .	{ Electric† . . .

* Excluding Departmental.
† Excluding Electric Multiple Unit Suburban trams.
‡ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*Average train load—conclid.			
Goods—conclid.			
7-06 Branch lines—Loaded wagons	24	25	—
7-07 Branch lines—Total	37	35	—
7-08 Percentage loaded of total	65.2	72.4	—
Main and Branch Lines—			
Goods and proportion of mixed—			
7-09 Net or freight weight	{ Steam 380	161	49
	{ Electric† 427	—	—
7-10 Gross weight (including weight of engine)	{ Steam 917	409	169
	{ Electric† 1,069	—	—
7-11 Gross weight (excluding weight of engine)	{ Steam 806	350	124
	{ Electric† 929	—	—
8. *Light Running—			
Light engine miles per 100 train miles—			
8-01 Passenger and proportion of mixed	1.75	0.82	—
8-02 Goods and proportion of mixed	6.69	2.54	—
Light and assisting not required miles per 100 train miles—			
8-03 Passenger and proportion of mixed	2.18	1.10	—
8-04 Goods and proportion of mixed	7.56	3.59	—
9. *Shunting—			
Shunting miles per 100 train miles—			
9-01 Passenger and proportion of mixed	4.96	4.71	—
9-02 Goods and proportion of mixed	33.9	34.3	—
9-03 Wagon miles per shunting engine hour	651	512	—
10. Efficiency—			
10-01 Wagon* miles per engine hour (including departmental)	215	176	—
10-02 Net* ton miles per engine hour (including departmental)	1,854	822	—
10-03 Gross ton miles (including weight of engines, but excluding departmental) per engine hour (including departmental).	4,657	2,204	—
11. Engines and Engine Usage—			
11-01 Average authorised stock	{ Steam 5,347	2,320	303
	{ Electric† 66	—	—
11-02 Average total number on line	{ Steam 5,247	2,331	296
	{ Electric† 66	—	—
11-03 Average number available for use	{ Steam 4,255	2,042	237
	{ Electric† 56	—	—
11-04 Engine miles per day per engine on line (including departmental)	{ Steam 79	76	49
	{ Electric† 107	—	—
11-05 Net* ton miles per goods locomotive day on line (including departmental).	{ Steam 15,144	7,019	1,693
	{ Electric† 27,282	—	—
11-06 Net* ton miles per goods locomotive day in use	{ Steam 24,172	10,795	3,456
	{ Electric† 42,963	—	—

*Excluding departmental.

†Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
12. Density (including departmental)—			
12 01 Passenger miles per running track mile per annum	502,008	403,145	89,310
12 02 Passenger miles per route mile per annum	589,454	405,572	89,310
12 03 Net ton miles per running track mile per annum	749,297	240,572	39,521
12 04 Net ton miles per route mile per annum	879,807	242,021	39,521
12 05 Gross ton miles (including weight of engine) per running track mile per annum.	2,936,756	1,174,483	289,028
12 06 Gross ton miles (including weight of engine) per route mile per annum	3,448,318	1,181,553	289,028
12 07 Train miles per running track mile per day	13.4	11.4	5.31
13. Repair of Rolling stock—			
Engines (including departmental)—			
Average number under or awaiting repair (daily)—			
In Mechanical workshops—			
13 01 Number			
	{ Steam	319	98
	{ Electric†	3	Nil
13 02 Percentage of item 13 01 to average number on line	{ Steam	6.08	4.20
	{ Electric†	4.55	10.3
In sheds and transportation workshops—			
13 03 Number			
	{ Steam	670	201
	{ Electric†	7	Nil
13 04 Percentage of item 13 03 to average total number on line.	{ Steam	12.8	8.62
	{ Electric†	10.6	Nil
Coaching Stock (excluding departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13 05 Passenger carriages	711	396	40
13 06 Other coaching vehicles	240	77	6
13 07 Percentage of item 13 05 to average total number on line	8.00	5.94	4.57
13 08 Percentage of item 13 06 to average total number on line	7.63	6.62	6.99
In sick lines and transportation Workshops—			
13 09 Passenger carriages	209	67	25
13 10 Other coaching vehicles	81	12	8
13 11 Percentage of item 13 09 to average total number on line	9.35	1.01	2.86
13 12 Percentage of item 13 10 to average total number on line	2.58	1.03	9.30
Goods Stock (excluding departmental)—			
Average number of unserviceable wagons (daily)—			
In Mechanical Workshops—			
13 13 Number	1,334	411	47
13 14 Percentage of item 13 13 to average number on line	0.94	0.73	0.78
In sick lines and transportation Workshops—			
13 15 Number	6,843	1,248	283
13 16 Percentage of item 13 15 to average number on line	4.80	2.21	4.35
Hot boxes—			
13 17 Coaching vehicles—Number. (Monthly)	40	120	..
13 18 Wagons—Number (Monthly)	1,576	459	3

†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 (including departmental)—			
14-01 Foreign coal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
14-02 Indian coal	5,705,398	1,363,154	141,868
14-03 Wood	4,323	3,962	156
14-04 Oil fuel	43,194	7	18
14-05 Total† (in terms of coal)	5,785,662	1,364,753	141,963
14 06* Total net tons of coal consumed—Passenger and mixed	2,256,710	746,901	93,914
14-07 Total tons of coal consumed.—Rail cars (Steam propelled)	1,323	1,022	623
14 08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	327	<i>Nil</i>	33
14-09* Total net tons of coal consumed—Goods service	2,679,512	427,634	33,430
14 10* Total net tons of coal consumed—Shunting (including siding)	605,622	113,142	9,969
14 11 Total tons of coal consumed—Locomotives on miscellaneous services.	39,040	25,931	356
14 12 Total net tons of coal consumed—Departmental	205,128	50,123	3,633
14 13 Total tons of coal consumed on all Locomotive services.	5,785,662	1,364,753	141,963
14 14* Lbs of coal consumed per engine mile (Shunting including siding)	60 3	37 7	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)			
14 15* Passenger and proportion of mixed	180 2	200 1	430 3
14 16* Goods and proportion of mixed	142 4	149 4	422 6
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15-01 Total pints (Passenger and Mixed)	6,560,250	2,131,967	} 314,275 (b)
15 02 Total pints (Goods trains)	4,898,063	923,039	
15 03 Pints per 100 engine miles (Passenger and Mixed)	8 58	5 41	} 8.80 (b)
15 04 Pints per 100 engine miles (Goods)	9 62	5 69	
Lubricating oil used on coaching, goods and departmental vehicles—			
15 05 Total pints	4,477,539	1,540,259	(a)
15 06 Pints per 1,000 vehicle miles	1.33	1 21	(a)

* Excluding Departmental.

† 2½ tons of wood=1 ton of coal.

0 55 tons of oil fuel=1 ton of coal.

(a) Not published.

(b) Including departmental.

SECTION B.

STATEMENTS.

STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1938-39 and of the per Government after meeting all charges against the

NOTE — Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1939.	Net Revenue Receipts	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	51,71,15	98,31	1.90
2. East Indian (including South Bihar)	1,48,41,38	7,85,73	5.30
3. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,57,94	5,06,53	4.48
4. North Western (Military)	34,01,14	-59,50	-1.75
5. Great Indian Peninsula	1,14,21,85	4,08,25	3.57
6. Coal Department	1,80,23	..	..
7. TOTAL	4,63,73,69	17,39,32	3.75
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,48,43	28,26	1.15
9. Bengal-Nagpur	77,64,58	2,43,76	3.14
10. Bezwada Extension including D. K. extension (N S)	45,64	6,86	15.05
11. Bombay, Baroda and Central India	74,07,95	4,82,36	6.51
12. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,24,14	16,42	13.23
13. Lucknow-Bareilly (R & K)	2,63,41	18,59	7.06
14. Madras and Southern Mahratta	53,28,25	2,57,15	4.83
15. South Indian	45,94,19	1,61,72	3.52
16. Tirhoot (B & N W)	10,24,81	78,89	7.70
17. Jorhat	13,22	..	..
18. Railway Clearing Accounts		4	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)		-3,06	..
20. Controller, Railway Accounts		-13	..
21. TOTAL	2,90,14,62	12,90,86	4.45
Miscellaneous Items.			
22. Miscellaneous items	1,37,29	..	..
23. Deduct—Interest during construction . . . . .		..	..
24. TOTAL	1,37,29	..	..
25. Grand Total	7,55,25,60	80,30,18	4.01

centage of those figures on the Capital at Charge, on 31st March 1939 also of the net gain or loss to net Revenue Receipts.

of statement No. 2 (a).

(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 Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain	Loss.		
5	6	7	8	9	10	11
Central.						
State Lines worked by the State.						
..	1,92,80	1,92,80	..	94,49	-1.83	1. Eastern Bengal
..	5,85,72	5,85,72	2,00,01	..	1.35	2. East Indian (including South Bihar)
..	4,43,09	4,43,09	63,44	..	0.56	3. North Western (Commercial) including Delhi (New Capital) Rlys Works Scheme.
..	1,32,28	1,32,28	..	1,91,78	-5.64	4. North Western (Military)
..	4,14,61	4,14,61	..	6,39	-0.08	5. Great Indian Peninsula.
..	7,77	7,77	..	7,77	-4.31	6. Coal Department
..	17,76,27	17,76,27	..	36,95	-0.08	7. Total
State Lines worked by Companies or Indian States.						
..	93,86	93,86	..	65,60	-3.68	8. Assam-Bengal
4.01	3,22,44	3,26,45	..	82,69	-1.06	9. Bengal-Nagpur
..	1,83	1,83	5,08	..	11.03	10. Bezwada Extension including D. R. extension (N. S.).
18,82	2,71,66	2,90,48	1,91,88	..	2.59	11. Bombay, Baroda and Central India
..	5,09	5,09	11,33	..	9.13	12. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,27	9,60	10,87	7,72	..	2.93	13. Lucknow-Bareilly (R. & K)
18,14	2,32,79	2,50,93	9,22	..	0.12	14. Madras and Southern Mahratta
4,90	1,71,30	1,76,20	..	14,48	-0.32	15. South Indian.
2,01	38,42	40,43	38,46	..	3.75	16. Tirhoot (B & N W).
..	..	..	..	..	..	17. Jorhat
..	..	..	..	3,06	..	18. Railway Clearing Accounts.
..	..	..	..	13	..	19. Contribution to Depreciation Reserve Fund (Miscellaneous)
..	..	..	..	..	..	20. Controller, Railway Accounts.
49,15	11,46,99	11,96,14	94,72	..	0.33	21. Total
Miscellaneous Items.						
..	6,49	6,49	..	6,49	-4.73	22. Miscellaneous items.
..	16	16	..	16	..	23. Deduct—Interest during construction.
..	6,33	6,33	..	6,33	-4.61	24. Total
49,15	29,29,59	29,78,74	*51,44	..	0.07	25. Grand Total.

*The total gain (Central) for the year is :-

Gain as per column 8 above	..	..	..	..	Rs.	51.44
Add—Miscellaneous Railway Receipts	..	..	..	..	..	1,33.45
Government share of surplus profits from subsidised Companies	..	..	..	..	..	15.61
Deduct—Miscellaneous Railway expenditure	..	..	..	..	..	63.18

Net Gain .. 1,37.32

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

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange. From 1935-36 they have again been converted into rupees at the statutory rates of exchange.

RAILWAYS	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
<i>Central</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Eastern Bengal	5,28,82	—5,24	19,91	—19	7,98	22,46
East Indian (including South Bihar)	..	49,58,45	41,57	17,68	22	5,38	64,85
Great Indian Peninsula (including Bhopal State)	..	49,09,94	—27,27	—13,81	—2,43	6,18	—37,33
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	36	—8,71	8	26,73	18,40*
North Western (Military)	11,13	—1,19	1,51	—3,55	7,90
Coal Department	—3,63	..	..	8	—3,55
Total I (i)	..	1,16,56,81	16,92	13,88	—81	42,80	72,79
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal
East Indian	—3,34	..	—35	40	—3,29
Great Indian Peninsula	—36	..	..	..	—36
North Western (Commercial)	—1,17	..	—2,53	7,69	3,89
North Western (Military)
Total I (ii)	—4,87	..	—2,88	7,99	24
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES							
† Assam-Bengal—I
† Assam-Bengal—II	19,64	4,27	—9	9,29	33,11
Bengal Nagpur	17,13	9,45	—4	22,02	48,56
Bezwada Extension (N S)
Bombay, Baroda and Central India	..	19,40,92	16,27	—1,63	8	9,56	24,08
Total Companies' Lines (Open lines)
Carried over	..	19,40,92	53,04	11,89	—5	40,87	1,05,75

* Includes (1) Campbellpur Reserve Nil and (2) Frontier Railway Reserve —3,96.

† 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 1892.

Railways on the 31st March 1939

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1s 6d. to the rupee.

(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 8+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total		
9	10	11	12	13	14	15
						<i>Central.</i>
						I—STATE LINES WORKED BY THE STATE
						(i) OPEN LINES
29,70,91	11,93,27	1,89,09	70,10	44,23,37	49,52,19	Eastern Bengal
55,54,09	35,45,20	2,57,01	1,61,87	95,18,17	1,44,76,62	East Indian (including South Bihar).
47,85,66	14,48,55	1,74,95	1,02,74	65,11,91	1,14,21,85	Great Indian Peninsula (including Bhopal State)
71,60,34	23,00,11	3,85,52	2,35,33	1,00,81,30	1,13,40,90	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme
26,78,14	4,80,29	1,80,31	(b) 61,01	33,99,75	33,99,75	North Western (Military).
1,76,51			3,72	1,80,23	1,80,23	Coal Department.
2,33,25,65	80,67,42	11,86,89	6,34,77	3,41,14,73	4,57,71,54	TOTAL I (i)
						(ii) NEW CONSTRUCTIONS.
1,95,53		23,43		2,18,96	2,18,96	Eastern Bengal.
3,29,22		35,14	40	3,64,76	3,64,76	East Indian
7,85		1,60	7,59	17,04	17,04	Great Indian Peninsula
1,39				1,39	1,39	North-Western (Commercial).
5,33,99		60,17	7,99	6,02,15	6,02,15	North Western (Military)
						TOTAL I (ii).
						II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES
						(i) OPEN LINES.
97,91				97,91	97,91	Assam Bengal—I
16,64,26	4,87,28	1,70,08	28,92	23,50,52	23,50,52	Assam Bengal—II
46,68,34	26,23,66	3,45,08	1,25,47	77,62,53	77,62,53	Bengal Nagpur
16,89		1,17		18,06	18,06	Bezwada Extension (N S)
37,68,92	14,18,34	1,89,96	89,81	54,67,03	74,07,95	Bombay, Baroda and Central India
1,02,16,32	45,29,26	7,06,27	2,44,20	1,56,96,05	1,76,36,97	Total Companies' Lines (Open Lines) Carried over

NOTE—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways
(a) Excludes Rs 29,83 under East Indian and Rs 15,75 under Great Indian Peninsula Railways respectively representing outlay on Telegraph wires by the old companies and included erroneously in the Railway Accounts. These figures are already included in the Capital expenditure of the Telegraph Department.

(b) Includes (1) Campbellpur Reserve 12,44 and (2) Frontier Railway Reserve 34,67.

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

NOTE.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange which came into being. From 1935-36 they have again been converted into rupees at the statutory rates of exchange.

(In thousands of rupees.)

RAILWAYS	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	.	19,40,92	53,04	11,89	—5	40,87	1,05,75
Jodhpur	1,66	..	2	—1,93	—25
Lucknow-Bareilly (R. & K.)	1,32	3,40	—1	1,56	6,27
Madras and Southern Mahratta (excluding Mysore State)	.	17,47,74	6,41	3,22	2	—3,77	88
Dhone-Kurnool (N S)	3	..	..	..	3
South Indian	7,63,49	12,26	8,09	48	5,17	26,00
Tirhoot (B & N W) including Mashrak-Thawe Extension.	8,84	8,67	2	—3,39	15,14
Jerhat
TOTAL II (a)	44,52,15	83,56	25,27	48	24,51	1,58,82
II (a)—New Constructions							
Bengal Nagpur	1	..	..	..	1
Jodhpur	5,22	..	54	22	5,98
Madras and Southern Mahratta
South Indian	—42	..	—1	..	—43
TOTAL II (a)	4,81	..	53	22	5,56
III.—Miscellaneous Items.							
Controller of Railway Accounts—A account Current	93	..	93
TOTAL III	93	..	93
GRAND TOTAL I (a)—III	1,61,08,96	1,00,42	49,15	—1,75	85,52	2,38,24

on the 31st March 1939—concl'd.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1s 6d. to the rupee.

(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
1,02,16,32	45,29,26	7,06,27	2,44,20	1,56,96,05	1,76,36,97	Total Companies' Lines (Open Lines)—Brought forward.
92,11		8,10	30	95,51	95,51	Jodhpur
1,69,17	79,20	8,86	6,18	2,63,41	2,63,41	Lucknow-Bareilly (R. & K)
21,69,81	9,95,05	1,52,59	57,71	33,75,16	51,22,90	Madras and Southern Mahratta (excluding Mysore State)
25,26		2,32		27,58	27,58	Dhone-Kurnool (N. S.)
19,37,36	6,79,20	1,51,83	60,70	30,29,09	37,92,58	South Indian
6,86,08	2,55,16	51,31	32,26	10,24,81	10,24,81	Tirhoot (B & N W) including (Mashrak-Thawe Extension.)
7,43	4,70	41	68	13,22	13,22	Jorhat.
1,53,03,54	67,42,57	10,76,69	4,02,03	2,35,24,83	2,79,76,98	TOTAL II (a).
						II (a)—New Constructions
1,66		39		2,05	2,05	Bengal Nagpur
27,09		1,32	22	28,63	28,63	Jodhpur
1,88,49		16,86		2,05,35	2,05,35	Madras and Southern Mahratta.
7,30,36		62,25		8,01,61	8,01,61	South Indian
9,56,60		80,82	22	10,37,64	10,37,64	TOTAL II (a)
						III—Miscellaneous Items.
		1,37,29		1,37,29	1,37,29	Controller of Railway Accounts—Account Current.
		1,37,29		1,37,29	1,37,29	TOTAL III.
4,01,19,78	1,57,09,09	25,41,86	10,46,01	5,94,16,84	7,55,25,60	GRAND TOTAL I (a)—III

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways

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
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
OPEN LINES.		(A) Worked by the Branch				
Ahmadpur-Katwa	2' 6"	3	Nil	Nil	Nil	3
Bankura-Damodar River	"	4	—1	Nil	—13	—10
Burdwan-Katwa	"	3	Nil	Nil	11	14
Futwah-Islampur	"	Nil	Nil	Nil	5	5
Kalighat-Falta	"	3	Nil	Nil	—1	1
TOTAL 1-(A) . . . . .	..	13	—1	Nil	9	13
OPEN LINES,		(B) Worked by the				
Hardwar-Dehra (E L)	5' 6"	10	Nil	Nil	Nil	10
Chaparmukh-Silghat (A. B.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Katekhal Lalabazar (A. B.)	"	Nil	Nil	Nil	Nil	Nil
Daaghara-Jamalpurang (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1-(B) . . . . .	..	10	Nil	Nil	Nil	10
OPEN LINES.		2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE				
Hooharpur Doab (N W)—						
Jullundur-Mukerian (N. W.)	5' 6"	12	Nil	Nil	Nil	12
Phagwara-Rahon (N W)	"	1	Nil	Nil	Nil	1
Mandra-Bhaun (N W)	"	3	Nil	Nil	Nil	3
Sara-Siraganj (E. B)	"	27	Nil	Nil	Nil	27
Sialkot-Narowal (N. W.)	"	5	Nil	Nil	Nil	5
Tapti Valley (B B & C I)	"	21	Nil	2	Nil	23
Ahmedabad-Parantj (B. B & C. I)	3' 3½"	10	Nil	1	Nil	11
Champaner-Shivrajpur-Fam Light (B. B & C I)	2' 6"	Nil	Nil	Nil	Nil	Nil
Dhond-Baramati (G L P)	"	—3	Nil	Nil	Nil	—3
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G L P)	"	—6	Nil	Nil	Nil	—6
Godhra-Lunavada (B. B & C I)	"	1	Nil	Nil	Nil	1
Jacobabad-Kashmor (N W)	"	1	Nil	Nil	Nil	1
Khulna Bagerhat (E B)	"	Nil	2	Nil	Nil	2
Larkana-Jacobabad (N W)	"	1	Nil	Nil	Nil	1
Mayurbhanj (B. N.)	"	—1	Nil	Nil	Nil	—1
Nadiad Kapadvanj (B B & C. L)	"	Nil	Nil	Nil	Nil	Nil
Paohora-Jamner (G I P)	"	Nil	Nil	Nil	Nil	Nil
Darjeeling-Himalayan Extensions	2' 0"	27	Nil	Nil	Nil	27
TOTAL (2) . . . . .	..	99	2	3	Nil	1,04

year 1938-39 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 ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.						OPEN LINES
16,30	2,38	2,00	1	20,75		Ahmadpur-Katwa.
30,23	5,60	3,90	38	40,11		Bankura-Damodar River.
14,62	3,67	1,71	68	20,68		Burdwan-Katwa.
16,89	2,70	Nd	8	19,67		Futwah-Islampur.
15,10	7,05	1,64	59	24,38		Kalighat-Falta.
93,14	21,40	9,31	1,74	1,25,59		TOTAL 1 (A).
						OPEN LINES.
31,54	Nd	4,59	Nd	36,13		Hardwar-Dehra (E. I.)
33,30	Nd	1,72	Nd	35,02		Chaparmukh-Silghat (A. B.)
15,80	Nd	1,39	Nd	17,19		Katakhal-Lalabazar (A. B.)
2,01	1,17	19	Nd	3,37		Dasghara-Jamalpurganj (Bengal Provincial).
82,65	1,17	7,89	Nd	91,71		TOTAL 1-(B)

TERMS WORKED BY THE MAIN LINE.

						OPEN LINES.
33,68	Nd	3,12	Nd	36,80		Hoshiarpur-Doab (N. W.)—
26,42	Nd	2,52	Nd	28,94		Jullundur-Mukerian (N. W.).
24,67	Nd	3,13	Nd	27,80		Phagwara-Rahon (N. W.).
91,64	Nd	6,94	Nd	98,58		Mandra-Bhaun (N. W.).
29,23	Nd	2,55	Nd	31,78		Sara-Siraganj (E. B.).
1,26,45	Nd	11,02	Nd	1,37,47		Sialkot-Narowal (N. W.).
34,09	3	4,05	Nd	38,17		Tapti Valley (B. B. & C. I.)
11,28	6,35	3,43	Nd	21,06		Ahmedabad-Parantij (B. B. & C. I.):
8,38	2,34	1,85	Nd	12,57		Champater-Shivrajpur-Pani Light (B. B. & C. I.)
59,72	16,87	15,09	Nd	93,68		Dhond-Baramati (G. I. P.).
8,96	1,83	3,42	Nd	14,21		Ellohpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.)
17,61	5,31	1,67	Nd	24,59		Godhra-Lunavada (B. B. & C. I.).
6,72	1,51	81	Nd	9,04		Jacobabad-Kashmir (N. W.):
20,45	6,75	3,54	Nd	30,74		Khulna-Bagerhat (E. B.):
24,11	62	Nd	Nd	24,73		Larkana-Jacobabad (N. W.):
8,85	4,78	2,72	Nd	16,30		Mayurbhanj (B. N.).
12,04	2,02	3,77	Nd	17,83		Nadiad Kapadvanj (B. B. & C. I.).
42,20	6,67	9,63	Nd	58,50		Pachora-Jamner (G. I. P.).
5,86,50	57,03	79,26	Nd	7,22,79		Datjeshing-Himalayan Extensions.
						TOTAL (2)

* Includes Rs. 1,20,414 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-Dwarka	3' 3½"	2,08	Nil	2	Nil	2,05
Mymensingh-Bhairsab Basar (A. B)	"	5	Nil	Nil	Nil	5
TOTAL (3)	..	2,08	Nil	2	Nil	2,10
OPEN LINES.		4. COMPANIES' LINES SUBSIDIZED BY THE				
Bengal and North-Western*	3' 3½"	6,97	3,12	35	12	10,56
Bengal Doonams Extensions*	"	34	4	Nil	-26	12
Mirpur Khas-Khadro† (Jodhpur)	"	8	Nil	Nil	Nil	8
Rohilkund and Kumaon	"	32	31	Nil	Nil	63
Barsi Light†	2' 6"	19	-1,47	2	-13	-1,39
Matheran Light†	2' 0"	Nil	Nil	Nil	Nil	Nil
TOTAL (4)	..	7,90	2,00	37	-27	10,00
OPEN LINES.		5. COMPANIES LINES SUBSIDIZED				
Dibru-Sadiya	3' 3½"	48	-1,57	Nil	Nil	-1,09
Shahdara (Delhi) Saharanpur Light*‡	2' 6"	1	2	Nil	-1,50	-1,47
Darjeeling Himalayan	2' 0"	Nil	7	Nil	-8	-1
TOTAL (5)	..	49	-1,48	Nil	-1,58	-2,57
OPEN LINES.		6. UNASSISTED				
Ledo and Tikak Margherata Colliery (Dibru-Sadiya)	3' 3½"	7	Nil	Nil	Nil	7
Bengal Provincial	2' 6"	Nil	Nil	Nil	-1	-1
Parlakumedi Light (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Jagadhri Light	2' 0"	1	-1	Nil	Nil	Nil
Kulaseharapatnam Light	"	Nil	Nil	Nil	Nil	Nil
Trivellore Light	"	Nil	Nil	Nil	Nil	Nil
TOTAL (6)	..	8	-1	Nil	-1	6

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 5 from "4 Companies' lines subsidised by the Government of India".

year 1938-39 of other than State-owned Railways—contd. (In thousands of rupees)

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.	

OPEN LINES

GUARANTEE AND REBATE TERMS.

62,52	2,88	2,87	2,00	70,27	Jamnagar-Dwarka
1,17,50	Nil	7,00	Nil	1,24,50	Mymensingh-Bhairab Bazar (A. B.).
1,80,02	2,88	9,87	2,00	1,94,77	TOTAL (3).

GOVERNMENT OF INDIA.

					OPEN LINES.
8,45,82(b)	2,88,05	91,67	6,11	12,31,65(b)	Bengal and North-Western.*
94,46	16,38	8,61	2,61	1,22,06	Bengal Doon Extensions *
9,21	Nil	58	Nil	9,79	Mirpur Khas-Khadro† (Jodhpur).
1,35,72	59,81	12,94	Nil	2,08,47	Rohilkund and Kumaon.
1,27,77	46,53	8,04	1,45	1,83,79	Barsi Light †
11,95	4	7	Nil	12,44(a)	Matheran Light.‡
12,24,93	4,11,19	1,21,91	10,17	17,68,20	TOTAL (4).

BY LOCAL GOVERNMENTS.

					OPEN LINES.
75,27	55,79	18,18	Nil	1,49,24	Dibru-Sadiya.
35,82	14,19	Nil	1,29	51,30	Shahdara (Delhi)-Saharanpur Light.*‡
32,58	12,57	2,80	2,42	50,37	Darjeeling-Himalayan
1,43,67	82,55	20,98	3,71	2,50,91	TOTAL (5).

COMPANIES' LINES.

					OPEN LINES
18,89	Nil	Nil	Nil	18,89	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya)
8,80	2,76	1	13	11,70	Bengal Provincial.
17,49	5,30	2,16	Nil	24,95	Parlakimedi Light (B N).
63	38	12	Nil	1,13	Jagadhri Light.
3,38	1,50	3	Nil	4,91	Kulasekarapatnam Light.
39	70	9	Nil	1,18	Trivellore Light.
49,58	10,64	2,41	13	62,76	TOTAL (6).

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

(b) Includes 4 on account of survey.

‡ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a subsidy was payable.

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

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.					Total.
		Works.	Rolling Stock	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.		
		3	4	5	6	7	
1	2	Rs.	Rs.	Rs.	Rs.	Rs.	
7. DISTRICT							
OPEN LINES.							
Tenah-Repalle (M. & S. M.)	5' 6"	Nil	Nil	Nil	Nil	Nil	
Podanur-Pollachi (S. L.)	3' 3½"	1	Nil	Nil	Nil	1	
Tinnevely-Truchendur (S. L.)	"	4	Nil	Nil	Nil	4	
TOTAL (7)		5	Nil	Nil	Nil	5	
8. COMPANIES' LINES SUBSIDIZED							
Bengal Doonars	3' 3½"	80	Nil	Nil	7	73	
Arrah-Sasaram Light	2' 6"	Nil	Nil	Nil	4	4	
Haraset-Basrhat Light	"	Nil	2	Nil	12	14	
Bukhtiarpur-Bihar Light	"	1	Nil	Nil	5	6	
Dehn Rohtas Light *	"	1	Nil	Nil	11	12	
Howrah-Amra Light	2' 0"	—3	Nil	Nil	—13	—16	
Howrah Sheakhala Light	"	Nil	Nil	Nil	Nil	Nil	
Tarpur-Balpara Light ‡	2' 6"	Nil	Nil	Nil	Nil	Nil	
TOTAL (8)		79	2	Nil	12	93	

* This line has been transferred from "4" Companies lines subsidized by the Government of India.

‡ This line has been shown under "8" Companies' lines subsidized by District Board" instead of "6. Unassisted Companies' lines."

1938-39 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferriss)	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.
14,84	Nil	1,14	Nil	15,98	Tenali-Repalle (M. & S M).
8,88	4,91	1,26	Nil	15,05	Podanur-Pollachi (S I).
24,65	Nil	2,50	Nil	27,15	Tinnevely-Tiruchendur (S. I).
48,37	4,91	4,90	Nil	58,18	TOTAL (7)
BY DISTRICT BOARDS.					OPEN LINES.
35,57	7,35	2,54	Nil	45,46	Bengal Doars
18,75	6,73	Nil	14	25,62	Arrah-Sasaram Light.
19,43	6,79	Nil	25	26,47	Baraset-Baerhat Light.
10,62	4,83	Nil	14	15,59	Bukhtinpur-Bihar Light.
7,68	3,85	42	80	12,75	Dehri-Bohtas Light.
18,20	12,18	Nil	1,12	31,48	Howrah-Amra Light
5,00	3,55	Nil	Nil	8,55	Howrah Sheekhala Light.
3,20	1,60	7	Nil	4,87	Tezpur-Balpara Light. §
1,18,45	46,86	3,03	2,45	1,70,79	TOTAL (8).

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.
(a) OPEN LINES.		9. INDIAN STATE LINES WORKED				
Nizam's State†	5' 6"	5,52	—46	62	Nil	5,88
Bhavnagar State	3' 3½"	8	46	59	—24	89
Bikaner State	"	11,05	2,47	3,14	71	17,37
Gaekwar's-Baroda State (Mehsana)	"	60	58	2	Nil	1,20
Gondal	"	1,97	Nil	Nil	86	2,83
Jaipur State	"	86	1,61	Nil	55	3,02
Jetalsar-Rajkot (Gondal)	"	12	Nil	Nil	—12	Nil
Jodhpur	"	1,34	9,24	Nil	86	11,44
Junagad State	"	1,05	4	1	—1,28	—18
Morvi	"	51	92	Nil	—82	61
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arakere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Harhar and Yeswanthpur-Hindupur)	"	19,40	3,46	1	—3,39	19,48
Porbandar State (Gondal)	"	35	1,52	Nil	—85	1,02
Udaipur-Chitorgarh	"	19	24	Nil	—50	—7
Bodeh-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	—2	Nil	Nil	Nil	—2
Cutch State	"	Nil	13	Nil	Nil	13
Dholpur State*	"	Nil	1	Nil	Nil	1
Gaekwar's Baroda State	"	—49	—1,03	Nil	78	—74
Kolar District (Mysore)	"	2	74	Nil	Nil	76
Gwalior Light	2' 0"	4	Nil	Nil	Nil	4
Tankere-Narasimharsapuram Tramway (Mysore)	"	Nil	Nil	Nil	Nil	Nil
TOTAL (a)	..	42,59	19,93	4,39	—3,44	63,47
(b) LINES UNDER CONSTRUCTION.						
Tahsil Bhadra to Sadulpur (Bikaner State).	3' 3½"	5,04	Nil	20	Nil	5,24
Anandapuram to Sagra (Mysore)	"	2,50	Nil	21	Nil	2,71
Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)	"	25	Nil	Nil	Nil	25
Jhunjhunu Loharu Sikar-Bissau	"	72	Nil	7	9	88
Kunkavav-Derdi section (Gondal)	"	58	Nil	Nil	Nil	58
Dholpur to Rajakhara (Dholpur State)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL (b)	..	9,09	Nil	48	9	9,66
TOTAL (9) [=a+b]	..	51,68	19,93	4,87	—3,35	73,13

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Baranli Section.

† Includes figures for Metre Gauge.

1938-39 of other than State-owned Railways—contd.

(In thousands of rupees.)

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.	
BY INDIAN STATES					(a) OPEN LINES.
10,55,55	2,80,96	92,92	22,63	14,52,06	Nizam's State †
1,61,34	77,29	8,10	7,56	2,54,29	Bhavnagar State
2,84,29	94,04	8,90	8,74	3,95,97	Bikaner State.
1,47,77	26,54	11,16	Nil	1,85,47	Gaekwar's Baroda State (Mehsana).
70,28	35,34	2,52	2,75	1,10,89	Gondal
75,77	15,61	3,39	1,06	95,83	Jaipur State
28,32	Nil	90	15	29,37	Jaisalmer-Rajkot (Gondal)
2,87,76	1,87,89	3,59	10,44	4,89,68	Jodhpur
1,20,43	33,35	5,17	5,13	1,64,08	Junagad State
69,19	39,71	2,23	2,38	1,13,51	Morvi
4,07,21	1,42,38	27,32	3,01	5,79,92	Mysore (including Birur Shimoga Chick- jaipur Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud- Chamarajanagar, Shimoga-Arsaku Sections and Areas—Anandapuram, Bangalore-Harihar and Yeavanthpur- Hindupur)
15,56	10,57	46	5	26,64	Porbandar State (Gondal)
1,00,71	22,18	5,32	25	1,28,46	Udaipur-Chitorgarh.
9,35	Nil	1,19	Nil	10,54	Bodeli-Chhota, Udaipur, (Gaekwar's Baroda State).
16,11	3,71	2,09	2,03	23,94	Cutch State
11,63	4,43	51	Nil	16,57	Dholpur State *
2,24,33	53,43	20,92	6,93	3,05,61	Gaekwar's Baroda State.
14,53	12,32	1,50	Nil	28,35	Kolar District (Mysore)
1,01,85	15,22	6,10	Nil	1,23,17	Gwahar Light
5,92	3,15	76	Nil	19,83	Tarikere-Narasimharajapura Tramway (Mysore)
32,07,90	10,58,12	2,05,05	73,11	45,44,18	TOTAL (a)
					(b) LINES UNDER CONSTRUCTION.
8,41	Nil	31	Nil	8,72	Tahsil Bhadra to Sadulpur (Bikaner State)
10,42	Nil	1,02	Nil	11,44	Anandapuram to Sagra (Mysore).
82	Nil	Nil	Nil	82	Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)
72	Nil	7	9	88	Jhunjhunu-Loharu, Sikar Bissau (Jaipur)
1,51	Nil	Nil	Nil	1,51	Kunkavav-Derdi section (Gondal)
87	Nil	7	Nil	94	Dholpur to Rajakhera (Dholpur State).
22,75	Nil	1,47	9	24,31	TOTAL (b)
32,30,65	10,58,12	2,06,52	73,20	45,68,49	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.

† Excludes the outlay on Tadasa Hebbe Tramway.

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.		
		Rs.	Rs.	Rs.	Rs.	Rs.	
1	2	3	4	5	6	7	
(a) OPEN LINES.		10. INDIAN STATE LINES					
Bahawalnagar Fort Abbas Kut-Al-Imara (N W)	5' 6"	4	Nil	Nil	Nil	4	
Bhopal Itarsi* (G I P)	"	Nil	Nil	Nil	Nil	Nil	
Bhopal Ujjain (G I P)	"	Nil	Nil	Nil	Nil	Nil	
Bma-Goons-Baran (G I P)	"	Nil	Nil	Nil	Nil	Nil	
Jammu and Kashmir (Indian State section) (N W)	"	5	Nil	Nil	Nil	5	
Jind Pampat (Indian State section) (N. W)	"	—2	Nil	Nil	Nil	—2	
Khanpur-Chachran (N W)	"	Nil	Nil	Nil	Nil	Nil	
Kolar Gold Fields (M. & S M.)	"	Nil	Nil	Nil	Nil	Nil	
Ludhiana-Dhuri-Jakhal (N W)	"	—1	Nil	Nil	Nil	—1	
Nagda-Ujjain (B B & C I)	"	2	Nil	Nil	Nil	2	
Petlad-Cambay (Anand-Tarapur section) B. B. & C I.)	"	Nil	Nil	Nil	Nil	Nil	
Petlad-Cambay (Tarapur-Cambay section) B. B. & C I.)	"	—3	Nil	Nil	Nil	—3	
Raypura-Bhatinda (N W)	"	49	Nil	3	Nil	52	
Shoranur-Cochin (including Idappalli Ernakulam Extension) (S I)	"	3,66	Nil	55	—15	4,06	
Sirhind Rupar (N. W) †	"	Nil	Nil	Nil	Nil	Nil	
Cooch Behar State (E B)	3' 3½"	6	Nil	Nil	Nil	6	
Dhrangadra (B B & C I.)	"	Nil	Nil	Nil	Nil	Nil	
Jamnagar (Jamnagar Dwarka)	"	1,00	3	1	Nil	1,04	
Kolhapur State (M. & S M.)	"	3	Nil	Nil	Nil	3	
Okhamandal (Jamnagar Dwarka)	"	Nil	1,82	Nil	Nil	1,82	
Palanpur State (B. B & C. I.)	"	2	Nil	Nil	Nil	2	
Quilon Trivandrum Extension (Travancore Ry.) (S I)	"	29	Nil	1	—21	9	
Sangli State (M. & S M.)	"	1	Nil	Nil	Nil	1	
Piplod Devgad Bara (B B & C I)	2' 6"	Nil	Nil	Nil	Nil	Nil	
Rayppla State (B B & C I) †	"	5	3	1	Nil	9	
Total (a)	"	5,66	1,88	61	—36	7,79	
(b) Lines under Construction—							
Hadmatia-Dhrol Jodiya Extension (Jamnagar)	3' 3½"	41	Nil	1	Nil	42	
Total (b)	"	41	Nil	1	Nil	42	
TOTAL (10) [(a) + (b)]	"	6,07	1,88	62	—36	8,21	

* 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.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

1938-39 of other than State-owned Railways--contd

(In thousands of rupees).

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
81,30	Nil	12,30	Nil	93,60	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (G I P).
75,13	Nil	6,96	Nil	82,09	Bhopal Ujjain (G I P)
93,73	18	6,24	Nil	1,02,15	Bina-Goons-Baran (G I P).
11,17	Nil	60	Nil	11,77	Jammu and Kashmir (Indian State section). (N W)
15,81	Nil	1,73	Nil	17,54	Jind-Panipat (Indian State section) (N W.).
13,48	Nil	88	Nil	14,36	Khanpur Chachran (N W).
11,84	Nil	64	Nil	12,48	Kolar Gold Fields (M & S. M.)
47,48	Nil	2,29	Nil	49,77	Ludhiana-Dhuri-Jakhal (N W.).
21,08	Nil	1,73	Nil	22,81	Nagda-Ujjain (B. B & C I)
13,68	Nil	83	10	14,61	Petlad-Cambay (Ad T'pur sec.) (B. B. & C. I.).
9,12	Nil	33	Nil	9,45	Petlad-Cambay (T'pur-Caby. sec.) (B. B. & C. I.).
78,34	Nil	2,76	Nil	81,10	Rajpura-Bhatinda (N. W.).
99,28	63	12,94	15	1,13,00	Shoranur-Cochin (S I.).
29,53	Nil	2,08	Nil	31,61	Sirhind Rupar (N W) †
19,80	1,07	96	Nil	21,83	Cooch Behar State (E B.).
14,39	4	67	Nil	15,10	Dhrangadra (B. B & C. I.).
31,56	17,03	98	2,00	51,55	Jamnagar (Jamnagar Dwaraka).
22,42	Nil	1,21	Nil	23,63	Kolhapur State (M. & S. M.).
25,19	14,09	2,23	1,00	42,51	Okhamandal (Jamnagar Dwaraka).
5,82	Nil	15	Nil	5,97	Palanpur State (B. B. & C. I.).
60,96	5,78	7,60	Nil	74,34	Quilon-Trivandrum Extension (Trevancore Ry.) (S I.)
1,98	Nil	10	Nil	2,08	Sangli State (M & S M.).
5,82	3,29	66	Nil	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,79	3,54	1,20	Nil	19,53	Rajpipla State† (B. B. & C. I.).
8,53,88	45,65	70,05	3,25	9,72,63	Total (a)
41	Nil	1	Nil	42	(b) Lines under Construction— Hadmatia-Dhrol Jodiya Extension (Jamnagar)
41	Nil	1	Nil	42	Total (b)
8,54,09	45,65	70,06	3,25	9,73,05	TOTAL (10) [(a) + (b)].

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

Railway.	Gauge	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock	General charges (including ferries)	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.

11. COMPANIES' LINE

OPEN LINES.						
Bangalore Chick Ballapur Light (Mysore)	2' 6"	4	37	Nil	Nil	41
TOTAL (11)	..	4	37	Nil	Nil	41

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.						
Peralam-Karaikkal (S. I.)	3' 3 1/2"	1	Nil	Nil	Nil	1
Pondicherry (S. I.)	"	—2	Nil	Nil	Nil	—2
West of India Portuguese (M. & S. M.)	"	2,54	..	..	..	2,54
TOTAL (12)		2,53	Nil	Nil	Nil	2,53
13. TOTAL (1) TO (12)		72,92	22,72	5,91	—5,43	96,12
14. Miscellaneous ¹	..	Nil	Nil	Nil	Nil	Nil
15 Grand Total	..	72,92	22,72	5,91	—5,43	96,12

1. Represents total figure, the details not being available.

1938-39 of other than State-owned Railways—concl.

(In thousands of rupees).

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.	

GUARANTEED BY INDIAN STATES.

					OPEN LINES
8,51	6,36	1,76	Nil	16,63	Bangalore-Chick Ballapur Light (Mysore).
8,51	6,36	1,76	Nil	16,63	TOTAL (11).

BY BRITISH INDIAN RAILWAY COMPANIES.

					OPEN LINES.
6,13	Nil	1,14	Nil	7,27	Peralam Karaikkal (S. I.).
5,76	Nil	38	Nil	6,12	Pondicherry (S. I.).
12,30,48	..	..	..	2,30,48	West of India Portuguese (M. & S. M.)
2,42,37	Nil	1,50	Nil	2,43,87	TOTAL (12).
68,62,93	17,48,76	5,39,40	98,65	92,47,74	13. TOTAL (1) TO (12).
8,23	Nil	64	Nil	8,87*	14. Miscellaneous.
68,71,16	17,48,76	5,40,04	98,65	92,56,61	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeh Railways Rs. 8,87.

† Represents the total figure, details not being available.

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

Class and Name of Railway 1	GROSS REVENUE RECEIPTS For the system including worked lines.			WORKING For the		
	Earnings	Sus- pense.	Gross Receipts Total (Cols 2 and 3). 4	Ordinary Working Ex- penses. 5	Renewals and Replace- ments. 6	Appro- priation to Depre- ciation Reserve Fund. 7
	2	3	4	5	6	7
STATE LINES WORKED BY THE STATE						
East Indian	20,84,15	7,00	20,91,15	10,52,82	1,13,01	2,46,97
Eastern Bengal	6,07,77	—8	6,07,71	4,16,35	60,80	85,91
North Western	16,97,71	19	16,97,90	9,75,93	1,35,12	2,45,34
Great Indian Peninsula	13,47,76	3,57	13,51,33	7,16,52	1,04,12	1,91,25
TOTAL	57,37,39	10,70	57,48,09	31,61,62	4,13,05	7,69,37
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,04,30	—1,80	2,02,50	1,25,47	23,72	40,44
Bengal-Nagpur	9,49,25	55	9,49,80	5,73,75	1,00,72	1,29,34
Beawada Extension and Dhons Kurnool	14,28	..	14,28	6,66	—1	76
Bombay, Baroda and Central India	12,50,00	—99	12,49,01	6,13,50	65,33	1,23,65
Jodhpur-Hyderabad (British Section) (Jodhpur)	38,61	3,04	41,65	22,01	4,71	1,97
Lucknow-Bareilly (R. & K)	74,56	17	74,73	32,39	5,29	4,31
Madras and Southern Mahratta (exclud- ing Mysore State).	7,54,45	—59	7,53,86	3,93,52	42,07	89,79
South Indian (including Travancore)	5,46,74	2,38	5,49,12	3,02,32	43,34	76,51
Tirhoot (B. & N. W.)	3,80,77	—1,70	3,79,07	1,59,48	9,85	16,91
Railway Clearing Accounts . . . . .	..	..	..	..	..	..
Controller, Railway Accounts . . . . .	..	..	..	13	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous) . . . . .	..	..	..	..	..	3,06
TOTAL	42,12,96	1,06	42,14,02	22,29,23	2,95,02	4,86,74
GRAND TOTAL	99,50,35	11,76	*99,62,11	53,90,85	7,08,07	12,56,11

* The total Railway Receipts for the year are:—

Gross Receipts as per Col 4 above	99,62,11
Add—Miscellaneous Railway Receipts	1,33,45
Government share of surplus profits from the subsidized companies, etc	15,61
Total Receipts	1,01,11,17

Revenue Receipts of State-owned Railways for the year 1938-39. (In thousands of rupees.)

EXPENSES.							Class and Name of Railway.
system including worked lines							
Suspense.	Total (Cols. 5 to 8).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols 9-10)	Payment to Worked Lines	Net Revenue Receipts of State owned Railways (Cols 4- 11-12)	Percentage of Ordinary Working Expenses on Earnings (Col 5) × 100 (Col 2)	15
8	9	10	11	12	13	14	
							STATE LINES WORKED BY THE STATE.
-1,99	14,10,81	1,13,01	12,97,80	7,62	7,85,73	50 52	East Indian.
-1,37	5,61,59	60,80	5,00,79	8,61	98,31	68 50	Eastern Bengal
19	13,56,58	1,35,12	12,21,46	29,41	(b)4,47,03	57 49	North Western
4,99	10,16,89	1,04,12	9,12,76	30,32	4,08,25	53 16	Great Indian Peninsula.
1,82	43,45,86	4,13,05	39,32,81	75,96	17,39,32	55 11	Total
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES
1,11	1,90,74	23,72	1,67,02	7,22	28,26	61 41	Assam-Bengal
1,64	8,05,45	1,00,72	7,04,73	1,31	2,43,76	60 44	Bengal Nagpur.
	7,41	-1	7,42	..	6,86	46 59	Bezwada Extension and Dhone Kurnool
3,56	8,06,04	65,33	7,40,71	25,94	4,82,36	49 08	Bombay, Baroda and Central India
4	28,73	4,71	24,02	1,21	16,42	57 00	Jodhpur-Hyderabad (British Section) (Jodhpur)
24	42,23	5,29	36,94	19,20	18,59	43 44	Lucknow-Bareilly (R & K).
1,55	5,26,93	42,07	4,84,86	11,85	2,57,15	52 16	Madras and Southern Mahratta (excluding Mysore State).
1,11	4,23,28	43,34	3,79,94	7,46	1,61,72	55 30	South Indian (including Travancore).
-74	1,85,50	9,85	1,75,65	1,24,53	78,89	41-88	Tirhoot (B & N W)
-4	-4		-4		4		Railway Clearing Accounts
	13		13		-13		Controller, Railway Accounts
	3,06		3,06		-3,06		Contribution to Depreciation Reserve Fund (Miscellaneous)
8,47	30,19,46	2,05,02	27,24,44	1,98,72	12,90,86	52 91	TOTAL
10,29	73,65,32	7,08,07	*66,57,25	2,74,68	30,30,18	54 18	GRAND TOTAL.

	Receipts	Working expenses	Payment to worked lines.	Net Receipts.
(b) N. W. Railway, Commercial	15,66,21	10,30,27	29,41	5,06,53
N W. Railway, Military	1,31,89	1,91,19		-59,50
Total	16,98,10	12,21,46	29,41	4,47,03

* The total Expenditure on Railways for the year is -
 Working expenses as per column II above
 Payment to Worked Lines
 Add - Miscellaneous Railway Expenditure
 Surplus profits paid to companies
 Interest charges as per Statement 4

Total Expenditure 99,73,85

4 — Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1938-39.

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)
Central State Lines worked by the State.									
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,88	1,75 92	..	1,02,80
3. East Indian (including South Bihar)	1,929,790	..	..	..	1,929,790	2,58,20	3,27,48	4	5,85,72
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	49,33	3,93,78	..	4,43,09
5. North Western (Military)	..	..	..	..	..	..	1,32,28	..	1,32,28
6. Great Indian Peninsula	986,544	..	..	..	986,544	1,32,31	2,82,30	..	4,14,61
7. Coal Dept. (Ry Collieries)	..	..	..	..	..	..	7,77	..	7,77
8. TOTAL	3,410,488	..	..	..	3,410,488	4,56,72	13,19,51	4	17,76,27
State Lines worked by Companies or by Indian States.									
9. Assam-Bengal.	..	45,000	..	45,000	45,000	6,00	87,86	..	93,86
10. Bengal-Nagpur	..	105,000	84,500	189,500	189,500	25,27	2,07,17	..	3,22,44
11. Bezwada (including Dhone Kurnool)	..	..	..	..	..	..	1,83	..	1,83
12. Bombay, Baroda and Central India	388,851	60,000	34,998	94,998	483,849	65,32	1,98,84	7,50	2,71,66
13. Jodhpur (British Section) (Jodhpur)	..	..	..	..	..	..	5,09	..	5,09
14. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	2,16	7,44	..	9,60
15. Madras and Southern Maharashtra.	382,463	175,000	102,512	277,512	639,974	85,33	1,47,46	..	2,32,79
16. South Indian	148,053	35,000	92,730	127,730	275,783	36,77	1,34,53	..	1,71,30
17. Tirhoot (B & N W)	..	..	80,326	80,326	80,326	10,71	27,71	..	38,42
18 TOTAL	899,366	420,000	413,846	833,846	1,733,312	2,31,56	9,07,93	7,50	11,46,99
Miscellaneous Items									
19. Miscellaneous items	..	..	..	..	..	(b) 94	5,55	..	6,49
Deduct —	..	..	..	..	..	..	12	..	12
20. Interest during construction charged to Capital of the Bengal Nagpur Railway	..	..	..	..	..	..	..	..	..
21. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
22 TOTAL	..	..	..	..	..	94	5,32	..	6,33
23 Grand Total	4,309,854	420,000	413,846	833,846	5,143,800	6,89,22	22,32,83	7,54	20,29,59

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

(b) Represents exchange in respect of interest on capital contributed 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 1937-38 and 1938-39

(In thousands of rupees)

NOTE I—Upto the year 1935-36, the figures of total working expenses of OTHER THAN State managed railways (Class I) include actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B & N W, R & K., Jodhpur and N S railways in respect of other than State owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead

NOTE II—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37

NOTE III—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being From 1935-36 they have again been converted at the statutory rate of 1s 6d. to the rupee

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 5 × 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.									
Assam Bengal	3' 3½"	1937-38	Rs (a) 25,91,98	Rs **1,87,14	Rs 1,61,84	Rs 25,30	86.48	0.98	(a) Excludes Rs 75.70 lakhs representing interest during construction to end of June 1898 charged to Revenue in Government Accounts
		1938-39	(a) 26,25,14	**2,04,29	1,65,91	38,38	81.21	1.46	
Bengal and North-Western	3' 3½"	1937-38	22,30,76	3,84,24	1,83,34	2,00,90	47.71	9.01	
		1938-39	22,56,46	3,80,77	1,91,35	1,89,42	50.25	8.39	
Bengal Nagpur	5' 6", 2' 6" and 2' 0"	1937-38	77,74,08	9,50,75	6,81,10	2,69,65	71.64	3.47	
		1938-39	78,14,26	9,40,25	7,03,09	2,46,16	74.07	3.15	
Bombay, Baroda and Central India	5' 6", 3' 3½" and 2' 6"	1937-38	77,07,87	12,60,68	7,31,04	5,29,64	57.99	6.87	
		1938-39	77,32,40	12,50,00	7,37,15	5,12,85	53.97	6.63	
Easten Bengal	5' 6", 3' 3½" and 2' 6"	1937-38	52,77,79	5,95,18	4,73,28	1,21,90	79.50	2.31	
		1938-39	53,00,60	6,07,77	5,02,16	1,05,61	82.62	1.99	
East Indian	5' 6"	1937-38	1,48,54,41	21,15,03	12,72,01	8,43,02	60.14	5.68	
		1938-39	1,48,77,51	20,84,14	12,99,79	7,84,35	62.40	5.27	
Great Indian Peninsula	5' 6" and 2' 6"	1937-38	1,18,33,70	13,53,95	9,00,04	4,53,91	66.48	3.83	
		1938-39	1,17,80,17	13,47,77	9,07,77	4,40,00	67.35	3.74	
Jodhpur	3' 3½"	1937-38	6,06,93	1,26,65	65,78	60,87	51.94	10.03	
		1938-39	6,24,43	1,21,10	68,21	52,89	56.33	8.47	
Madras and Southern Maharashtra	5' 6" and 3' 3½"	1937-38	(b) 56,78,40	||7,57,33	||4,93,25	||2,64,08	||65.10	||4.43††	(b) Includes Rs. 8,87,000 being the capital outlay on the Alwar-Dand railway
		1938-39	(b) 56,21,75	||7,64,33	||4,89,62	||2,74,71	||64.1	4.89	
Mysore State	3' 3½", 2' 6" and 2' 0"	1937-38	§§	§§	§§	§§	§§	§§	
		1938-39	6,46,17	76,24	53,59	22,65	70.30	3.50	

* 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 railway accounts.

|| Includes Harbour receipts and expenditure

** Excludes 7 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohangan Railway cross traffic

§§ Included under Class II Railways

†† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of which was transferred to Mysore State Railway with effect from 1st January 1938 has, however, been included.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$ Revenue Earnings and Expenses for the years 1937-38 and 1938-39
—contd. (In thousands of rupees.)

Railway System.	Gauge.	Year	For the system, i.e., both State-owned and other than State-owned portions.					Percentage of working expenses to gross earnings $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	REMARKS.
			† Total capital at charge.	§ Gross earnings	§ Working expenses	Net earnings (Cols 5-6)				
1	2	3	4	5	6	7	8	9	10	
CLASS I—contd.			Rs.	Rs.	Rs.	Rs.				
Nizam's State	5' 6"	1937-38	14,91,99	1,58,72	67,84	90,88	42.75	8.61		
		1938-39	14,97,70	1,60,73	68,85	91,88	42.83	8.23		
	3' 3½"	1937-38	**	86,43	48,83	37,60	58.60	**		
		1938-39	**	81,89	50,56	31,33	61.75	**		
North Western (Commercial)	5' 6" and 2' 6"	1937-38	1,18,06,39	15,98,86	10,23,38	5,75,48	64.01	4.87		
		1938-39	1,18,38,34	15,66,02	10,30,07	5,35,95	65.78	4.53		
North Western (Military)	5' 6" and 2' 6"	1937-38	33,93,29	1,44,86	1,97,21	-52,35	136.14	-1.54		
		1938-39	34,01,14	1,31,69	1,91,20	-59.61	145.18	-1.75		
North Western (Total)		1937-38	1,51,99,68	17,43,72	12,20,59	5,23,13	70.00	3.44		
		1938-39	1,52,39,48	16,97,71	12,21,27	4,76,44	71.94	3.13		
Rohilkund and Kumaon	3' 3½"	1937-38	4,64,98	75,18	37,69	37,49	50.13	8.06		
		1938-39	4,71,88	74,56	41,06	33,50	55.07	7.10		
South Indian	5' 6", 3' 3½" and 2' 6"	1937-38	48,07,36	5,59,55	3,75,38	1,84,17	67.05	3.84		
		1938-39	48,37,12	5,46,75	3,78.84	1,67,91	69.29	3.47		
Total Class I Railways		1937-38	8,05,19,93	1,03,54,86	67,12,01	36,42,84	64.82	4.52		
		1938-39	8,13,25,07	1,03,47,30	68,79,22	34,68,08	66.48	4.26		
CLASS II.										
Barn Light	2' 6"	1937-38	1,85,18	18,45	10,58	7,87	57.36	4.25		
		1938-39	1,83,79	18,55	10,56	7,99	56.94	4.34		
Bengal Doon	3' 3½"	1937-38	1,66,67	19,50	11,67	7,83	59.82	4.76		
		1938-39	1,67,52	19,69	11,73	7,96	59.57	4.75		
Bhavnagar State	3' 3½"	1937-38	2,53,40	30,31	20,10	10,21	65.23	4.23		
		1938-39	2,54,29	29,55	20,06	9,49	67.89	3.73		
Bikaner State	3' 3½"	1937-38	3,82,08	45,15	29,18	15,97	64.64	4.18		
		1938-39	4,04,69	51,53	31,40	20,13	60.93	4.97		
Darjeeling Himalayan	2' 0"	1937-38	1,08,61	16,75	12,43	4,32	74.21	3.95		
		1938-39	1,08,87	17,14	12,51	4,63	72.98	4.25		

* 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 Broad Gauge.

5—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}}$, Revenue Earnings and Expenses for the years 1937-38 and 1938-39
—contd. (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 (Col 6 × 100 / Col 5)	Percentage of net earnings on total capital at charge given in column 4. (Col 7 × 100 / Col 4)	
I	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—contd									
Dibru-Sadiya	3' 3½"	1937-38	††1,09,15	21,21	11,77	9,44	55.49	5.58	
		1938-39	††1,08,13	21,04	12,31	9,33	58.67	5.55	
Gadkwar's Baroda State	3' 3½"	1937-38	1,34,27	22,69	15,04	7,65	66.29	4.15	
		1938-39	1,85,47	24,65	15,17	9,48	61.55	5.11	
	2' 0"	1937-38	3,16,91	23,01	16,24	6,77	70.56	2.14	
		1938-39	3,16,15	23,84	16,63	7,21	68.75	2.28	
Gondal	3' 3½"	1937-38	1,63,98	28,89	11,95	16,94	41.36	10.33	
		1938-39	1,68,41	26,55	15,75	10,80	59.32	6.41	
Jaipur State	3' 3½"	1937-38	92,81	13,31	7,97	5,34	59.86	5.76	
		1938-39	96,71	15,47	8,21	7,26	53.07	7.51	
Jamnagar Dwarka	3' 3½"	1937-38	1,69,42	14,92	7,83	7,09	52.44	4.45	
		1938-39	1,84,75	13,86	8,06	5.80	58.12	3.52	
Junagad State	3' 3½"	1937-38	1,64,26	19,25	9,83	9.42	51.06	5.73	
		1938-39	1,64,08	19,65	13,06	6.59	66.48	4.01	
Morvi	3' 3½"	1937-38	1,12,90	19,24	9,80	9.44	50.96	8.36	
		1938-39	1,13,51	18,86	10,84	8.02	57.46	7.07	
Mysore State	3' 3½"	1937-38	5,69,17	39,88	30,66	9,22	76.88	††2.56	
		1938-39	§§	§§	§§	§§	§§	§§	
	2' 6"	1937-38	43,81	3,06	2,50	56	81.84	1.28	
		1938-39	§§	§§	§§	§§	§§	§§	
2' 0"	1937-38	9,83	38	31	7	80.18	0.77		
	1938-39	§§	§§	§§	§§	§§	§§		
Shahdara (Delhi)-Saharanpur Light.	2' 6"	1937-38	52,77	10,62	4,85	5,77	45.69	10.93	
		1938-39	51,30	9,34	4,71	4,63	50.45	9.01	
Total Class II Railways		1937-38	31,36,22	3,47,12	2,12,71	1,34,41	61.28	4.29	
		1938-39	25,47,67	3,10,32	1,91,00	1,19,32	61.55	4.68	
CLASS III.									
Ahmadpur Katwa	2' 6"	1937-38	20,72	99	97	2	97.55	0.12	
		1938-39	20,75	1,06	1,02	4	95.88	0.21	

* † † For explanations see footnotes on opposite page.

†† Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

††† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of which was taken over by the Mysore State Railway from 1st January 1938, has been excluded.

§§ Included under Class I Railways.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1937-38 and 1938-39.

—contd.

(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. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column † (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—contd.									
Arrah-Sasaram Light . . .	2' 6"	1937-38	25,58	3 44	2,33	1,11	67.79	4 32	
		1938-39	25,62	3,82	2,40	1,83	85 06	5 21	
Bankura Damoodar River . . .	2' 6"	1937-38	40,21	1,19	1,34	—15	112.95	—0.37	
		1938-39	40,11	1,27	1,42	—15	112.42	—0.37	
Baraset-Basrhat Light . . .	2' 6"	1937-38	26,33	4,97	3,95	1,02	79 50	3 86	
		1938-39	26,47	4,03	4,05	—2	100.52	—0 08	
Bengal Provincial . . .	2' 6"	1937-38	15,08	1,06	98	8	92.08	0 55	
		1938-39	15,07	1,05	97	8	92 46	0 52	
Bukhtnarpur Bihar Light . . .	2' 6"	1937-38	15,53	2,41	2,02	39	83.87	2 50	
		1938-39	15,59	2,49	1,93	56	77 45	3 61	
Burdwan-Katwa . . .	2' 6"	1937-38	20,54	1,28	1,20	8	93 30	0 42	
		1938-39	20,68	1,29	1,29		99 69	0.02	
Cutch State . . .	2' 6"	1937-38	23,81	2,55	1,62	93	63 44	3.91	
		1938-39	23,94	2,79	1,92	87	68 94	3.61	
Dehri-Rohas Light . . .	2' 6"	1937-38	12,63	1,74	1,20	54	68 81	4 30	
		1938-39	12,75	2,43	1,56	87	64 23	6 82	
Dholpur State . . .	2' 6"	1937-38	17,50	1,80	1,13	67	62 68	3 85	
		1938-39	17,51	1,67	96	72	57 01	4 09	
Futwah-Islampur . . .	2' 6"	1937-38	19,62	1,12	1,09	3	97 32	0 15	
		1938-39	19,67	1,21	96	25	79 52	1 26	
Gwahar Light . . .	2' 0"	1937-38	1,23,13	8,52	6,14	2,38	72 07	1.93	
		1938-39	1,23,17	8,66	6,27	2,39	72 40	1 94	
Howrah Amta Light . . .	2' 0"	1937-38	31,64	8,70	6,05	2,65	69 56	8 37	
		1938-39	31,48	8,90	6,44	2,46	72 40	7 80	
Howrah-Sheakhala Light . . .	2' 0"	1937-38	8,55	1,89	1,59	30	83 96	3 55	
		1938-39	8,55	1 89	1,59	30	84 08	3 49	
Jagadhri Light . . .	2' 0"	1937-38	1,13	15	14	1	90 83	1.25	
		1938-39	1,13	16	15	1	95 72	0 59	

* 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 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 1937-38 and 1938-39.*

—concl'd

(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. (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—concl'd			Rs	Rs	Rs	Rs			
Jorhat	2' 0"	1937 (a)	13,22	98	1,41	—43	144.53	—3.25	
		1938 (a)	13,22	1,14	1,46	—32	128.32	—2.42	
Kāñghat-Falta	2' 6"	1937-38	24,37	1,73	1,71	2	98.76	0.09	
		1938-39	24,38	1,80	1,95	—15	108.20	—0.62	
Kāñchakarapāsnam Light	2' 0"	1937-38	4,91	63	65	—2	103.21	—0.41	
		1938-39	4,91	52	68	—16	131.03	—3.27	
Matheran Light	2' 0"	1937-38	12,44	97	79	18	81.44	1.40	
		1938-39	12,44	96	78	20	79.10	1.60	
Teapora-Bāhpara Light	2' 6"	1937-38	4,87	1,63	1,74	49	69.71	10.12	
		1938-39	4,87	1,59	1,10	40	74.85	8.23	
Tāñvelore Light	2' 0"	1937-38	1,18	1	3	—2	405.53	—1.73	
		1938-39	1,18	1	2	—1	389.96	—1.37	
Udāpur-Chitorgarh	3' 3½"	1937-38	1,28,53	8,54	6,39	2,15	74.77	1.67	
		1938-39	1,28,46	8,60	6,03	2,57	70.11	2.00	
Total Class III Railways		1937-38	5,91,52	56,30	49,87	12,43	77.92	2.10	
		1938-39	5,91,95	57,34	45,10	12,24	78.65	2.07	
Other items not included in the preceding heads (b)		1937-38	3,21,53	—1,27	—6,04	477	..	..
		1938-39	3,17,52		3,17	—3,17			
GRAND TOTAL		1937-38	8,45,65,20	1,07,57,00	69,62,55	37,94,45	64.73	4.49	
		1938-39	8,47,82,21	1,07,14,96	71,18,49	35,96,47	66.44	4.24	

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

(a) Figures are in respect of Calendar year

(b) 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) —

Coal Department	Capital at charge.	1,80,23
Controller of Railway Accounts' account current		1,37,29
Total		3,17,52

Gross Earnings	Nil	1937-38	1938-39	+3,06	Working Expenses	Contribution to Depreciation Reserve] Fund (Miscellaneous)
(c) State owned.		91,86,74	92,56,61	—2		Due to rounding off
Other than State owned		8,45,68,20	8,47,82,21	+3,17		

NOTE —The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and Replacement and renewal Expenditure on the Bengal and North Western and Rohilkhand and Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under —

Gross Earnings	In thousands	1,07,58,26
Working Expenses		69,76,86
Net Earnings		37,81,40
Percentage of Working Expenses to Gross Earnings		64.85
Return on Capital at charge		4.47%

6.—Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39.

(In thousands of rupees).

Note.—Credits for released materials previously accounted for under 'Earnings' in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1938-37

Railway System.	Gauge.	Year	Coaching earnings			Goods earnings.			Miscellaneous earnings.		Total gross earnings
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
			4	5	6	7	8	9	10	11	12
CLASS I.			Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.	Ra.
Assam Bengal	3' 3 1/2"	1937-38	66,99	9,08	76,07	1,02,17	69	1,02,86	23	7,98	1,87,14
		1938-39	72,00	8,16	81,16	1,16,55	55	1,17,10	32	5,81	2,04,29
Bengal and North Western	3' 3 1/2"	1937-38	1,48,33	13,23	*1,65,76	2,32,17	80	*2,16,39	39	11,70	3,84,34
		1938-39	1,48,78	13,02	*1,65,90	2,27,79	1,02	*2,12,92	38	11,57	3,80,77
Bengal-Nagpur	5' 6"	1937-38	1,54,86	32,07	1,86,93	7,16,00	2,14	7,18,14	33	12,41	9,17,81
		1938-39	1,52,79	31,92	1,84,71	7,17,11	3,32	7,20,43	31	10,30	9,15,78
	2' 6"	1937-38	11,75	1,20	12,95	19,38	33	19,71	5	23	32,94
		1938-39	11,88	1,20	13,08	19,64	50	20,14	4	24	33,50
	5' 6"	1937-38	2,20,01	53,44	2,73,45	4,38,34	-6,42	4,31,92	47	11,39	7,17,23
		1938-39	2,20,07	52,21	2,72,28	4,36,60	-4,48	4,31,12	41	11,57	7,15,38
North, Baroda and Central India.	3' 3 1/2"	1937-38	1,75,59	19,98	1,95,57	3,28,55	94	3,29,49	45	7,00	5,32,51
		1938-39	1,78,75	18,60	1,97,35	3,16,62	67	3,17,29	44	8,01	5,23,09
	2' 6"	1937-38	4,79	30	5,09	5,60	3	5,61	3	22	10,94
		1938-39	5,32	33	5,65	5,74	1	5,75	2	11	11,53
	5' 6"	1937-38	1,26,90	24,38	1,51,28	2,10,01	5,89	2,15,90	20	12,20	3,79,58
		1938-39	1,29,30	24,83	1,54,13	2,16,70	6,31	2,23,01	20	13,69	3,91,02
Eastern Bengal	3' 3 1/2" and 2' 6"	1937-38	79,14	7,65	86,79	1,22,49	71	1,23,20	19	5,42	2,15,66
		1938-39	76,78	7,59	84,37	1,26,58	88	1,27,46	19	4,72	2,16,74
East Indian	5' 6"	1937-38	5,36,99	75,93	6,12,93	14,60,76	3,53	14,64,29	1,29	36,02	21,15,03
		1938-39	5,41,79	72,61	6,14,40	14,18,87	4,33	14,23,00	1,32	45,42	20,84,16
	5' 6"	1937-38	3,32,07	1,02,17	4,34,24	8,83,29	9,82	8,93,11	1,01	17,44	13,45,80
		1938-39	3,37,27	96,24	4,33,51	8,69,34	7,66	8,76,40	1,01	28,41	13,39,33
Great Indian Peninsula	2' 6"	1937-38	2,48	25	2,73	5,27	7	5,34	1	7	8,15
		1938-39	2,78	24	3,02	5,30	3	5,33	1	8	8,44
Jodhpur	3' 3 1/2"	1937-38	43,47	5,75	49,22	72,55	30	72,85	19	4,41	1,26,65
		1938-39	41,35	5,67	47,02	69,16	23	69,39	23	4,46	1,21,10
	5' 6"	1937-38	1,31,83	28,98	1,60,81	2,76,65	1,20	2,77,85	15	10,16	4,48,97
		1938-39	1,25,90	32,01	1,57,91	2,97,70	1,36	2,99,06	14	7,00	4,04,11
Madras and Southern Maharastra.	3' 3 1/2"	1937-38	82,84	13,47	96,31	12,04,42	72	12,05,14	21	6,70	13,08,36
		1938-39	73,66	10,93	84,59	12,10,23	67	12,10,90	20	4,53	13,00,23
Mysore State	3' 3 1/2"	1937-38	§	§	§	§	§	§	§	§	§
		1938-39	28,50	3,25	31,75	39,17	50	39,67	4	1,19	72,85
	2' 6" and 2' 0"	1937-38	§	§	§	§	§	§	§	§	§
		1938-39	2,05	8	2,13	1,43	1	1,44		2	3,59
	5' 6"	1937-38	32,86	9,79	42,65	1,12,81	60	1,13,41	39	2,27	1,58,72
		1938-39	32,57	8,85	41,42	1,16,22	59	1,16,81	40	2,10	1,60,72
Nizam's State	3' 3 1/2"	1937-38	28,92	3,54	32,46	51,33	44	52,32	21	1,44	80,48
		1938-39	28,68	3,20	32,18	47,73	31	48,04	20	1,47	81,89

* Excluding the Cawnpore-Burhwal (3' 3 1/2" gauge) link earnings, which, as to details, are included with the Bengal and North Western Railway, and totals with the sundry earnings of the E. I. Railway

§ Includes Mormugao Harbour earnings.

‡ Included under Class II Railways.

6.—Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39—contd.

[In thousands of rupees]

Railway System.	Gauge.	Year	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I—contd											
North Western (Commercial)	5' 6"	1937-38	§	§	§	9,92,93	11,38	10,04,29	1,77	27,69	15,65,92
		1938-39	§	§	§	9,88,19	10,38	9,98,57	1,77	35,15	15,37,68
	2' 6"	1937-38	§	§	§	16,92	67	17,49	4	6	32,94
		1938-39	§	§	§	15,29	63	15,92	3	—52	28,46
North Western (Military)	5' 6"	1937-38	§	§	§	84,56	67	85,23	17	2,49	1,38,48
		1938-39	§	§	§	70,39	70	77,09	16	2,55	1,26,62
	2' 6"	1937-38	§	§	§	3,91	3	3,99	2	21	6,40
		1938-39	§	§	§	2,91	5	2,96	2	18	5,07
North Western (Total)	5' 6" & 2' 6"	1937-38	4,99,61	1,00,46	6,00,07	10,98,32	12,68	11,11,00	2,00	30,65	17,43,72
	1938-39	4,80,00	93,03	5,63,63	10,82,78	11,76	10,94,54	1,08	37,36	16,97,71	
Rohilkund and Kumaon	3' 3½"	1937-38	24,90	3,24	28,14	42,30	23	42,62	5	4,37	75,18
		1938-39	25,14	3,49	28,63	42,42	24	42,66	6	3,21	74,56
South Indian	5' 6"	1937-38	60,65	14,03	74,68	1,17,37	91	1,18,28	9	1,78	1,94,33
		1938-39	57,44	11,30	68,74	1,20,99	78	1,21,77	9	3,61	1,94,21
	3' 3½"	1937-38	1,65,73	14,60	1,80,33	1,63,90	2,30	1,71,20	26	10,32	3,62,11
		1938-39	1,57,91	14,53	1,72,44	1,64,17	1,68	1,65,85	25	11,60	3,50,14
	2' 6"	1937-38	1,58	6	1,64	1,25	1	1,26	Nil	1	2,91
		1938-39	1,29	6	1,35	1,03	1	1,04	Nil	1	2,40
Total Class I Railways		1937-38	29,32,20	6,33,58	34,59,98	66,70,57	37,90	66,91,59	8,19	1,94,79	1,03,54,85
		1938-39	29,22,20	5,15,25	34,31,55	66,08,67	38,34	66,91,12	8,14	2,16,49	1,03,47,30
CLASS II.											
Barat Light	2' 6"	1937-38	7,95	79	8,74	9,20	10	9,30	3	38	18,45
		1938-39	8,04	84	8,88	9,16	10	9,26	4	37	18,55
Bengal Doon	3' 3½"	1937-38	3,45	75	4,20	14,99	4	15,03	2	25	19,50
		1938-39	3,26	75	4,01	15,35	3	15,38	2	28	19,69
Bhavnagar State	3' 3½"	1937-38	14,63	1,27	15,90	13,79	8	13,87	26	78	30,81
		1938-39	14,31	1,38	15,69	13,11	9	13,20	23	43	29,55
Bikaner State	3' 3½"	1937-38	19,56	2,62	22,08	22,13	9	22,22	16	69	45,15
		1938-39	18,02	1,80	19,82	30,64	8	30,72	17	82	51,53
Darjeeling-Himalayan	2' 6"	1937-38	2,96	1,88	4,84	11,60	4	11,64	2	25	16,75
		1938-39	2,87	2,03	4,90	11,87	4	11,91	3	31	17,14
Dibru-Sadiya	3' 3½"	1937-38	3,30	57	3,87	16,72	2	16,74	1	59	21,21
		1938-39	3,35	61	3,96	16,91	1	16,92	2	84	21,64
Gaskwar's Boroda State	3' 3½"	1937-38	13,04	85	13,89	8,13	12	8,25	4	51	22,69
		1938-39	13,81	88	14,69	9,15	—4	9,11	5	80	24,65
	2' 6"	1937-38	10,00	55	10,55	11,12	6	11,18	11	1,17	23,01
		1938-39	9,77	59	10,36	12,43	4	12,47	10	91	23,84
Gondal	3' 3½"	1937-38	11,23	1,22	12,60	13,68	5	13,73	17	2,30	28,89
		1938-39	11,00	1,17	12,26	12,92	4	12,96	14	1,19	26,55

§ Figures not required.

6.—Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39—contd.
[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—contd.											
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jaipur State	3' 3½"	1937-38	7,19	50	7,69	5,43	3	5,46	3	13	13,31
		1938-39	6,95	80	7,75	7,53	4	7,57	3	12	15,47
Jamnagar Dwarka	3' 3½"	1937-38	7,09	43	7,52	6,57	3	6,59	4	77	14,93
		1938-39	5,82	44	6,26	6,78	2	6,80	3	77	13,85
Junagad State	3' 3½"	1937-38	2,68	60	2,28	2,37	4	2,41	7	49	12,25
		1938-39	2,02	65	2,67	2,40	3	2,43	7	42	10,65
Morvi	3' 3½"	1937-38	2,02	1,22	10,30	5,53	3	5,56	10	23	19,24
		1938-39	2,48	1,24	2,72	2,73	2	2,75	11	23	10,23
	3' 3½"	1937-38	18,59	1,53	120,17	12,60	24	12,84	2	25	139,23
		1938-39	§	§	§	§	§	§	§	§	§
Mysore State	2' 6"	1937-38	1,97	7	2,04	29	1	1,00		2	2,06
		1938-39	§	§	§	§	§	§	§	§	§
	2' 6"	1937-38	3	1	9	29	Nil	29	..	..	33
		1938-39	§	§	§	§	§	§	..	..	§
Shahdara (Delhi) Sabaranpur Light.	2' 6"	1937-38	4,87	15	5,02	5,59	-12	5,47	Nil	13	10,63
		1938-39	4,77	14	4,91	4,10	5	4,21	Nil	23	9,24
Total Class II Railways		1937-38	1,43,76	15,02	1,58,78	1,76,73	35	1,77,58	1,03	9,83	3,47,19
		1938-39	1,19,50	13,32	1,32,82	1,68,10	65	1,68,65	1,03	7,78	3,10,32
CLASS III.											
Ahmadpur-Katwa	2' 6"	1937-38	72	2	74	24	Nil	24	Nil	1	97
		1938-39	77	3	80	25	Nil	25	Nil	1	1,06
Arrah-Sasaram	2' 6"	1937-38	2,23	6	2,34	1,08	Nil	1,08	Nil	3	2,44
		1938-39	2,39	5	2,44	1,34	1	1,35	Nil	3	2,82
Bankura Damoodar River	2' 6"	1937-38	71	2	73	44	Nil	44	..	2	1,19
		1938-39	65	3	68	57	Nil	57	Nil	2	1,27
Baraset-Barrhat Light	2' 6"	1937-38	2,79	13	2,92	1,02	Nil	1,02	..	3	4,97
		1938-39	2,99	16	3,15	85	Nil	85	..	3	4,03
Bengal Provincial	2' 6"	1937-38	60	3	63	27	Nil	27	..	16	1,06
		1938-39	63	4	67	23	Nil	23	..	15	1,05
Bokhtuarpur Bihar Light	2' 6"	1937-38	1,42	9	1,51	87	1	88	Nil	2	2,41
		1938-39	1,50	5	1,55	86	3	91	Nil	3	2,49
Burdwan Katwa	2' 6"	1937-38	94	5	99	25	Nil	25	..	4	1,28
		1938-39	90	4	94	30	Nil	30	Nil	5	1,29
Cutch State	2' 6"	1937-38	1,29	25	1,64	67	14	81	..	10	2,65
		1938-39	1,30	41	1,71	83	15	98	..	10	2,79

† Includes Shimoga Anandapuram Section Bus collections.

‡ Included under Class I Railways.

6.—Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39—concl'd.

(In thousands of rupees)

Railway System.	Gauge	Year	Coaching earnings			Goods earnings			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri Rohtas Light . . .	2' 6"	1937-38	23	1	24	1,46	2	1,48	1	1	1,74
		1938-39	28	1	29	2,08	2	2,10	1	2	2,43
Dholpur State . . .	2' 6"	1937-38	57	2	59	1,18	Nil	1,18	1	2	1,56
		1938-39	57	2	59	1,05	Nil	1,05	1	2	1,57
Futwah Jalampur	2' 6"	1937-38	81	1	82	27	2	29	Nil	1	1,12
		1938-39	90	2	92	24	3	27	Nil	2	1,21
Gwalior Light . . .	2' 0"	1937-38	3,23	27	3,50	4,61	16	4,77	8	17	5,52
		1938-39	3,11	26	3,37	4,90	16	5,06	9	14	5,66
Howrah-Amta Light . . .	2' 0"	1937-38	6,67	29	6,96	1,70	Nil	1,70	1	2	2,70
		1938-39	6,64	34	6,98	1,89	Nil	1,89		3	3,00
Howrah-Sheekhala Light . . .	2' 0"	1937-38	1,17	44	1,61	28	Nil	28	Nil	Nil	1,89
		1938-39	1,10	41	1,50	28	Nil	28	Nil	1	1,89
Jagadhri Light . . .	2' 0"	1937-38	6	.	6	8	Nil	8	Nil	1	16
		1938-39	6	1	7	8	Nil	8	Nil	1	16
Jorhat †† . . .	2' 0"	1937-38	†	†	†	†	†	†	†	†	92
		1938-39	†	†	†	†	†	†	†	†	1,14
Kalighat-Falta . . .	2' 6"	1937-38	1,23	2	1,25	42	Nil	42		6	1,73
		1938-39	1,29	2	1,30	44	Nil	44	Nil	6	1,80
Kulasekarapatnam Light . . .	2' 0"	1937-38	42	..	42	21	Nil	21	.	.	63
		1938-39	37	.	37	14	Nil	14	Nil	1	52
Matheran Light . . .	2' 0"	1937-38	62	11	73	12	Nil	12		12	97
		1938-39	63	11	74	11	Nil	11	Nil	11	96
Taspoore-Balpara Light . . .	2' 6"	1937-38	43	12	55	39	Nil	39	1	13	1,63
		1938-39	43	12	55	39	Nil	39	1	15	1,69
Trivellore Light . . .	2' 0"	1937-38	1	†	1	†	†	†	†	†	1
		1938-39	1	†	1	†	†	†	†	†	1
Udaipur Chitorgarh . . .	3' 3 1/2"	1937-38	5,21	49	5,70	2,68	4	2,72	4	8	3,54
		1938-39	5,06	52	5,58	2,84	3	2,87	8	12	3,60
Total Class III Railways . . .		1937-38	32,46	2,53	34,99	12,74	39	12,13	16	1,04	56,30
		1938-39	31,05	2,65	34,30	20,19	43	20,62	15	1,13	57,34
Other items not included in the preceding heads.‡	..	1937-38	.	..	.	..	..	..	..	..	-1,27
		1938-39	.	..	.	..	..	..	..	..	.
GRAND TOTAL		1937-38	31,08,43	5,51,13	36,53,75	68,66,04	39,14	68,88,60	9,43	2,05,51	1,07,57,00
		1938-39	30,73,41	5,31,22	35,98,73	68,56,96	39,32	68,80,39	9,32	2,25,38	1,07,14,96

† Information not furnished.

‡ For details see foot-note in statement No. 5 for the year concerned

†† This Railway has become the property of the Central Government under the Government of India Act 1935 with effect from 1-4-37.

Note.—The figures of Gross Earnings for 1938-39 include those of the Jorhat Railway and certain other adjustments which were omitted in previous years. If these were included, the Gross Earnings for 1937-38 would be 1,07,53,26

7.—Details of Working Expenses of each Railway

NOTE—Up to the year 1935-36, the figures of total working expenses of other than State managed railways (Class I) included and N. S. railways in respect of other than State owned portions of their railway systems)

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"	1937-38 .	30,41	16 25	31,46	16 81	11,95	6 38	.	..
		1938-39 .	27,52	13 47	35,34	17 30	11,78	5 77	6,31	3 09
Bengal and North-Western	3' 3½"	1937-38 .	30,63	7 97	45,83	11 93	13,03	3 39	.	.
		1938-39 .	27,33	7 18	49,68	13 05	13,08	3 44	7,33	1 92
Bengal-Nagpur	5' 6"	1937-38 .	79,49	8 66	1,52,53	15 62	71,10	7 75	..	..
		1938-39 .	75,71	8 27	1,63,20	17 82	72,28	7 89	25,19	2 75
	2' 6"	1937-38 .	9,60	29 15	13,29	40 33	5,00	15 17	.	.
		1938-39 .	9,10	27 17	14,47	43 21	5,36	15 99	93	2 78
Bombay, Baroda and Central India.	5' 6"	1937-38 .	46,39	6 47	96,02	13 39	40,30	5 62	33,10	4 61
		1938-39 .	43,30	6 07	99,85	13 96	36,91	5 16	41,11	6 75
	3' 3½"	1937-38 .	31,13	5 84	95,75	17 98	29,86	5 61	9,45	1 77
		1938-39 .	31,01	5 93	93,27	18 79	31,06	5 94	13,32	2 55
	2' 6"	1937-38 .	1,54	14 09	3,07	28 10	1,00	9 13	8	0 76
		1938-39 .	1,50	13 00	3,17	27 51	84	7 28	12	1 05
Eastern Bengal	5' 6"	1937-38 .	51,00	13 40	73,04	19 20	28,62	7 54	..	.
		1938-39 .	51,60	13 20	74,89	19 20	26,11	6 68	14,09	3 60
	3' 3½"	1937-38 .	18,95	8 84	31,34	14 60	16,66	7 77	..	.
		1938-39 .	26,11	12 10	34,66	16 10	15,90	7 38	6,99	3 24
	2' 6"	1937-38 .	20	15 60	56	44 40	9	6 70	.	.
		1938-39 .	21	15 70	48	36 40	8	6 43	2	1 75
East Indian	5' 6"	1937-38 .	1,53,37	7 25	3,19,97	15 13	1,33,33	6 30	..	..
		1938-39 .	1,43,86	6 90	3,31,94	15 93	1,26,79	6 08	58,38	2 80
Great Indian Peninsula	5' 6"	1937-38 .	90,00	8 69	2,13,62	15 87	81,90	6 09	73,18	5 44
		1938-39 .	92,68	6 92	2,12,49	15 87	75,77	5 66	1,16,06	8 66
	2' 6"	1937-38 .	1,17	14 30	1,71	21 00	66	8 05	..	..
		1938-39 .	1,13	13 26	1,87	22 15	53	6 28	2	0 24
Jodhpur	3' 3½"	1937-38 .	10,29	8 12	18,08	14 27	5,39	4 26	..	..
		1938-39 .	10,36	8 55	19,27	15 92	6,36	5 25	3,04	2 51

System for the years 1937-38 and 1938-39. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B & N. W., E. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours		Expenses of Traffic Department		Expenses of General Departments		Miscellaneous Expenses		Appropriation to Depreciation Reserve fund		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.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23		24
												CLASS I.
4.98	2.66	22.12	11.83	12.41	6.63	8.73	4.67	32.78	21.26	1,61.84	86.48	Assam-Bengal.
4.00	1.98	20.06	9.82	10.04	5.35	9.51	4.65	40.45	19.80	1,65.91	81.21	
7.28	1.80	35.32	9.19	16.16	4.20	7.67	2.00	27.42	7.14	1,83.34	47.71	Bengal and North Western.
7.51	1.97	33.33	8.75	13.15	3.45	8.07	2.12	31.87	8.37	1,91.35	50.25	
7.22	0.79	1,03.39	11.26	50.01	6.45	48.29	5.26	1,20.33	13.11	6,32.36	68.90	Bengal-Nagpur.
6.02	0.72	1,02.67	11.21	39.50	4.31	47.67	5.21	1,20.11	13.12	6,52.95	71.30	
..	..	6.65	20.20	3.26	9.90	1.55	4.70	9.39	28.51	48.74	147.96	Bombay, Baroda and Central India.
..	..	6.02	19.75	2.85	8.49	1.58	4.71	9.23	27.67	50.14	149.67	
..	..	71.80	10.01	28.92	4.03	28.32	3.95	84.64	11.80	4,29.49	50.88	Eastern Bengal.
..	..	60.11	9.24	25.90	3.62	28.23	3.95	84.59	11.82	4,26.06	59.56	
..	..	46.39	8.71	23.90	4.49	18.99	3.57	37.74	7.09	2,93.21	55.08	East Indian.
..	..	47.61	9.10	21.14	4.04	21.82	4.17	38.47	7.35	3,02.70	57.87	
..	..	1.37	12.53	53	4.79	17	1.57	58	6.32	8.34	76.29	Great Indian Peninsula.
..	..	1.42	12.38	58	5.05	14	1.25	59	5.07	8.36	72.58	
..	..	62.87	16.60	25.08	6.61	23.94	6.31	56.88	15.00	3,21.43	84.70	Jodhpur.
..	..	03.81	16.30	21.27	5.44	24.31	6.22	59.88	14.50	3,32.71	85.10	
4.35	2.03	28.10	13.10	12.49	5.83	9.87	4.61	28.80	13.40	1,50.56	70.20	Jodhpur.
5.04	2.84	20.85	13.90	11.14	5.17	9.67	4.49	28.86	13.40	1,68.22	78.10	
..	..	20	15.60	7	5.93	5	3.88	12	9.30	1.29	101.30	Jodhpur.
..	..	20	14.80	7	5.32	5	3.87	12	8.96	1.23	93.20	
2.09	0.10	2,40.31	11.36	84.47	4.00	92.30	4.36	2,46.17	11.64	12,72.01	60.14	Jodhpur.
1.79	0.09	2,27.38	10.91	73.87	3.54	88.81	4.26	2,46.97	11.85	12,99.79	62.40	
..	..	1,31.16	9.75	61.25	4.55	53.70	3.99	1,90.96	14.19	8,95.77	66.57	Jodhpur.
..	..	1,15.42	8.62	43.48	3.25	50.32	4.20	1,91.26	14.28	9,03.48	67.46	
..	..	62	7.55	4	0.49	7	0.94	..	..	4.27	52.33	Jodhpur.
..	..	66	7.72	..	..	8	0.94	..	..	4.29	50.69	
..	..	10.95	3.65	6.18	4.88	6.99	5.52	7.90	6.24	65.78	61.94	Jodhpur.
..	..	9.61	7.94	4.53	3.74	6.50	5.37	8.54	7.05	68.21	56.83	

§ Includes replacements and renewals expenditure for other than State-owned portions as under :-

	1937-38	1938-39
B. & N. W. Railway (Govt's portion)	Rs. 10.74 ..	Rs. 14.96
Jodhpur Railway (Durbar lines)	Rs. 5.97 ..	Rs. 6.67

7.—Details of Working Expenses of each Railway

NOTE—Up to the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N S railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotives Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—concl.										
Madras and Southern Mahratta.	5' 6"	1937-38 .	27,73	6 18	91,49	20 40	23,75	6 15	..	..
		1938-39 .	27,49	5 92	92,14	19 90	22,32	4-81	11,94	2 57
	3' 3½"	1937-38	27,79	9 01	68,55	22 20	12,53	4 07	..	..
		1938-39	24,62	8 20	63,45	21 10	11,00	3 66	7,05	2-05
Mysore State	3' 3½"	1937-38	..	..	..	..	..	..	..	..
		1938-39 .	6,65	9-16	16,93	23 30	2,58	3 55	..	..
	2' 6"	1937-38 .	..	..	..	..	..	..	..	..
		1938-39 .	29	9 04	75	23 10	12	3 57	..	..
Nizam's State	2' 0"	1937-38	..	..	..	..	..	..	..	..
		1938-39	3	8 72	7	21 93	1	3 58	..	..
	5' 6"	1937-38 .	10,49	6 61	17,38	10 95	5,35	3 37	..	..
		1938-39 .	10,78	6 70	16,98	10 57	5,46	3-40	..	..
North Western (Commercial)	3' 3½"	1937-38 .	8,45	9 78	11,88	13 75	3,61	4 17	..	..
		1938-39 .	8,41	10 23	12,66	15 46	4,17	5 09	..	..
	5' 6"	1937-38 .	1,07,70	6 88	3,04,80	19 46	1,01,72	6 50	..	..
		1938-39	1,06,09	6-90	3,07,06	19 97	92,14	5 90	44,83	2 92
North Western (Military)	2' 6"	1937-38	5,81	17-55	12,63	38 35	4,00	12 14	..	..
		1938-39 .	5,51	19 38	11,40	40 27	3,66	12 83	1,30	4 55
	5' 6"	1937-38 .	26,54	18-45	53,44	38 59	11,74	8 43	..	..
		1938-39 .	22,21	17 54	49,92	39 42	10,52	8 30	5,81	4 59
North Western (Total)	5' 6"	1937-38	3,71	57-89	4,17	65 22	71	11-10	..	..
		1938-39 .	3,89	76 68	3,88	76 62	65	12 83	53	10 52
Rohilkund and Kumaon	3' 3½"	1937-38	1,42,76	8 19	3,75,04	21 51	1,18,17	6 78	..	..
		1938-39 .	1,37,70	8-11	3,72,32	21 93	1,06,97	6 30	52,47	3 09
South Indian	5' 6"	1937-38	5,93	7 89	11,52	15 32	2,59	3-44	..	..
		1938-39 .	5,90	8 04	13,19	17-68	2,77	3 71	66	0 88
	3' 3½"	1937-38 .	†	†	†	†	†	†	..	..
		1938-39 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	3' 3½"	1937-38	†	†	†	†	†	†	..	..
		1938-39 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	5' 6"	1937-38 .	8,18,87	7 91	17,92,24	17 31	6,24,94	6 03	1,20,21	1 16
		1938-39	8,03,57	7 76	18,50,22	17 88	5,95,80	5 76	1,38,93	1 72

† Included with 3' 3½" gauge.

‡ Includes 5' 6" and 2' 6" Gauges.

* Included under Class II Railways.

¶ The higher figures for 1938-39 are due to the introduction of a separate abstract (Abstract H) with effect from 1st April 1938 for recording all expenses of the Electrical Department which were formerly booked under the various other Abstracts

System for the years 1937-38 and 1938-39. (In thousands of rupees.)—contd.

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B & N W, R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead

Maintenance and working of Ferry Steamers and Harbours		Expenses of Traffic Department		Expenses of General Departments		Miscellaneous Expenses		Appropriation to Depreciation Reserve Fund.		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	Rs.	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23		24
..	.	38,20	8.51	23,50	5.23	22,05	4.91	55,70	12.40	2,81,82	62.80	CLASS I—concl.
..	.	38,86	8.37	18,79	4.05	22,88	4.93	55,88	12.00	2,90,30	62.60	
5.11	1.66	32,75	10.60	18,23	6.91	13,33	4.32	33,14	10.80	2,11,43	68.60	Madras and Southern Mahratta.
6.30	2.10	26,80	8.93	13,00	4.33	12,29	4.09	33,91	11.30	1,99,32	66.40	
.	.	.	.	.	.	.	.	.	.	.	.	Mysore State.
..	..	8.83	11.87	4.03	6.55	2.36	3.25	10.06	13.85	51.24	70.53	
..	..	37	11.53	18	5.51	10	3.01	33	10.26	2.14	66.02	Nizam's State.
..	..	4	10.55	2	5.16	1	2.31	3	8.89	21	61.13	
..	..	11.15	7.02	8.12	5.12	3.93	2.48	11.42	7.20	67.84	42.75	Nizam's State.
..	..	11.12	6.92	8.58	5.33	4.40	2.74	11.53	7.17	68.85	42.83	
..	..	8.30	9.60	6.09	8.09	2.02	3.38	56.68	7.73	48.83	56.60	North Western (Commercial).
..	..	8.42	10.28	7.32	8.04	3.26	3.98	56.32	7.72	50.56	61.75	
..	..	1,53,01	9.77	76,32	4.87	59,86	3.82	1,77,08	11.31	9,80,49	62.61	North Western (Total).
..	..	1,40,36	9.13	61,27	3.98	59,32	3.86	1,80,46	11.74	9,91,53	64.49	
..	..	6.56	16.89	1.59	4.82	1.97	5.96	11.33	34.40	42.89	130.21	North Western (Military)
..	..	5.19	18.24	1.05	3.70	2.05	7.20	8.32	29.25	38.54	135.47	
..	..	19.47	14.06	11.73	8.47	7.04	5.08	52.03	37.58	1,80,99	130.71	Rohilkhand and Kumaon.
..	..	18.34	14.48	9.04	7.14	7.26	5.74	49.32	38.95	1,72,42	136.16	
..	..	1.89	29.59	97	15.12	47	7.30	4.30	67.12	16.22	253.34	South Indian.
..	..	1.61	31.83	55	10.81	43	8.40	7.24	142.84	18.78	370.53	
..	..	1,79,93	10.32	90,61	5.20	69,34	3.97	2,44,74	14.03	12,20,59	70.00	TOTAL CLASS I RAILWAYS
..	..	1,65,50	9.75	71,91	4.24	60,06	4.07	2,45,34	14.45	12,21,27	71.94	
..	..	4.90	6.51	4.68	6.23	1.66	2.21	56.41	8.53	37.69	50.13	TOTAL CLASS I RAILWAYS
..	..	4.16	5.50	3.83	5.14	1.79	2.40	58.67	11.63	41.06	55.07	
†	†	†	†	†	†	†	†	†	†	1,11,69	57.33	TOTAL CLASS I RAILWAYS
†	†	†	†	†	†	†	†	†	†	1,12,97	58.17	
12.86	10.51	151.19	19.13	130.33	15.42	128.17	15.03	176.12	113.60	2,58,93	71.51	TOTAL CLASS I RAILWAYS
12.88	10.53	147.05	18.60	125.14	14.60	128.46	15.21	176.51	113.99	2,61,57	74.70	
†	†	†	†	†	†	†	†	†	†	4.76	163.57	TOTAL CLASS I RAILWAYS
†	†	†	†	†	†	†	†	†	†	4.30	179.19	
33.69	0.33	10,87,66	10.50	5,07,24	4.90	4,42,04	4.27	12,84,92	12.41	67,12,01	64.82	TOTAL CLASS I RAILWAYS
34.14	0.33	10,35,50	10.01	4,21,22	4.07	4,47,37	4.32	13,06,47	12.63	68,79,22	66.48	

† Included with 3' 3 1/2" gauge

‡ Includes 5' 6" and 2' 6" gauges

¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13

§ Includes replacements and renewals expenditure for other than State-owned portions as under —

1937-38
Nizam's State Ry. (H E H's Govt lines) Rs 17,34 (B. G. Rs. 11,12 & M. G. Rs. 6,22) Rs 17,09 (B. G. Rs. 11,23 & M.G. Rs. 5,86)
R & K. Ry. (Coy.'s portion)..... Rs. 2,17.
1938-39
Rs. 4,36

7.—Details of Working Expenses* of each Railway

Railways System.	Gauge.	Year.	Maintenance of Structural Works		Maintenance and supply of Locomotive Power.		Maintenance of Carriages 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"	1937-38 .	1,54	8 39	3,36	18 20	65	3 50	..	..
		1938-39 .	1,59	8 57	3,23	17 44	87	4 70	..	.
Bengal Doon	3' 3½"	1937-38	3,09	15 88	2,02	10 35	79	4 04	..	.
		1938-39	2,70	13 71	2,78	14 12	93	4 72	..	.
Bhavnagar State	3' 3½"	1937-38	3,62	11 76	7,14	23 17	1,82	5 91	..	..
		1938-39	3,49	11 79	7,41	25 08	1,74	5 90	1,00	3 38
Bikaner State	3' 3½"	1937-38 .	6,88	15 25	10,19	22 57	3,49	7 72	..	..
		1938-39	6,52	12 65	12,12	23 52	3,76	7 30	52	1 01
Darjeeling-Himalayan†	2' 0"	1937-38 .	2,57	15 34	3,42	20 42	1,57	9 38	..	..
		1938-39 .	2,27	13 24	3,51	20 47	1,73	10-09	21	1 23
Dihru-Sadiya	3' 3½"	1937-38 .	2,23	10-51	4,14	19 52	1,85	8 72	.	..
		1938-39	2,80	12 91	4,01	18 57	1,86	8 59	.	.
Gackwar's Baroda State.	3' 3½"	1937-38 .	4,04	17 79	5,41	23-87	1,08	4 79	..	.
		1938-39 .	3,90	15 84	5,39	21-87	1,35	5 48	..	..
	2' 6"	1937-38 .	5,36	23 28	4,04	17-54	1,93	8 39	..	.
		1938-39 .	5,93	24 87	4,15	17 42	1,90	7 04	..	..
Gondal‡	3' 3½"	1937-38	4,31	14 91	3,44	11 92	1,42	4 92	..	..
		1938-39	3,82	14 37	7,39	27 83	1,22	4 59	70	2 65
Jaipur State .	3' 3½"	1937-38 .	3,23	24 27	2,15	16 10	62	4 67	19	1-44
		1938-39 .	2,39	15 47	2,46	15-92	49	3 13	17	1-10
Jamnagar Dwarba	3' 3½"	1937-38	2,07	13 88	2,36	15 82	73	4 92	..	..
		1938-39	1,16	8 36	2,84	20 53	1,31	9 43	31	2-26
Junagad State	3' 3½"	1937-38	2 32	12 05	3,33	17 31	81	4 21	..	.
		1938-39 .	4,07	20 71	4,15	21-14	1,32	6 70	45	2-29
Morvi .	3' 3½"	1937-38 .	76	3 97	2,72	14 15	95	4 96	..	..
		1938-39	1,80	9 55	5,00	20 49	1,13	6 01	36	1-89
	3' 3½"	1937-38	5 69	14 26	12,90	32 34	2,25	5 66	..	..
		1938-39 .	†	†	†	†	†	†	†	†
Mysore . . .	2' 6"	1937-38	49	15-90	1,04	34 23	20	6-27	..	..
		1938-39 .	†	†	†	†	†	†	†	†
	2' 0"	1937-38 .	6	15-06	12	33 63	3	5-90	..	..
		1938-39	†	†	†	†	†	†	†	†
Shehdara (Delhi) Saharanpur Light.	2' 6"	1937-38 .	1,10	10 34	1,40	13-21	69	5-57	..	..
		1938-39 .	1,45	15 56	96	10-30	27	2 88	18	1 90
TOTAL CLASS II RAILWAYS		1937-38	49,36	14 22	69,18	19 93	20,78	5 98	19	0-06
		1938-39 .	43,89	14 14	65,40	21 08	19,88	6 41	3 90	1-26

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Forbandar State Railway.
§ Included under Class I Railways.

System for the years 1937-38 and 1938-39. (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	22
..	..	1,52	8 23	2,74	14 86	77	4.18	10,68	57 36	CLASS II. Barn Light
..	..	1,55	8 34	2,54	13 70	78	4.19	10,56	56 94	
19	0 96	2,19	11 22	2,22	11 37	1,17	6 00	11,67	59 82	Bengal Doocara.
17	0 86	2,18	11 07	2,20	11 17	77	3 91	11,73	59 57	
..	..	4,20	13 63	2,36	7.65	96	3 11	20,10	65 23	Bhavnagar State.
-	..	3,98	13 14	1,78	6 04	76	2 56	20,06	67 89	
-	..	4,17	9 23	2,77	6 15	1,68	3.72	29,18	64 64	Bikaner State
-	..	4,40	8 54	2,65	5.14	1,43	2.77	31,40	60 93	
..	..	2,35	14 03	1,50	8.95	1,02	6 09	12,43	74 21	Darjeeling Himalayan †
..	..	2,27	13 24	1,38	8 05	1,14	6 65	12,51	72 98	
..	..	1,96	9 24	1,50	7 07	9	0 43	11,77	55 49	Dibru-Sadiya.
..	..	2,01	9.30	1,49	6.88	14	0.62	12,31	56.87	
..	..	2,89	12 72	1,25	5 50	37	1 62	15,04	66 29	Gaekwar's Baroda State.
..	..	2,89	11.72	1,26	5 12	38	1.52	15,17	61 55	
-	..	3,02	13 14	1,49	6 46	40	1 75	16,24	70 56	Gondal †
..	..	2,79	11.71	1,42	5.96	44	1.85	16,63	69 75	
..	..	1,24	4 31	1,14	3.93	40	1 37	11,95	41 36	Jaipur State
..	..	1,42	5 34	96	3 61	24	0 93	15,75	59 32	
..	..	78	5 82	84	6 33	16	1 23	7,97	59 86	Jamnagar Dwarka.
..	..	1,66	10 75	87	5 62	17	1 08	8,21	53 07	
..	..	1,45	9.67	87	5 81	35	2 34	7,83	52 44	Junagad State.
-	..	1,41	10 19	75	5.37	28	1.93	8,08	58.12	
..	..	1,95	10.13	1,00	5 17	42	2 19	9,33	51 06	Morvi.
..	..	1,81	9.20	89	4 54	37	1.90	13,06	66.48	
..	..	1,62	8.40	83	4 29	2,92	15 19	9,80	50.96	Myaore.
..	..	1,76	9.31	65	3.47	14	0.74	10,84	57.46	
..	..	5,77	14.47	2,70	6.78	1,35	3.37	30,66	76 88	Shahdara (Delhi) Saharanpur Light.
†	†	†	†	†	†	†	†	†	†	
..	..	45	14.81	22	7.16	10	3 47	2,50	81.84	TOTAL CLASS II RAILWAYS.
..	..	6	15 30	3	7.20	1	3 09	31	80.18	
†	†	†	†	†	†	†	†	†	†	TOTAL CLASS II RAILWAYS.
..	..	96	9.00	57	5.38	23	2 19	4,85	45 69	
..	..	68	7.30	97	10.43	20	2.08	4,71	50.45	
19	0.06	36,58	10 54	24,03	6.92	12,40	3.57	2,12,71	61.28	
17	0 06	30,71	9.89	19,81	6 38	7,24	2 33	1,91,00	61 55	

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.						
Ahmadpur-Katwa	2' 6"	{ 1937-38 . 1938-39 .	27 26	26.36 24.14	27 30	26.96 28.48
Arrah-Sasaram Light	2' 6"	{ 1937-38 . 1938-39 .	67 80	16.53 20.99	89 76	25.98 20.00
Bankura-Damoodar River	2' 6"	{ 1937-38 . 1938-39 .	37 38	30.93 30.19	41 42	34.01 33.33
Baraset-Basurhat Light	2' 6"	{ 1937-38 . 1938-39 .	85 89	17.18 22.17	1,42 1,59	28.67 39.36
Bengal Provincial	2' 6"	{ 1937-38 . 1938-39 .	21 19	19.15 18.54	40 40	37.98 37.79
Bukhtarpur-Bihar Light	2' 6"	{ 1937-38 . 1938-39 .	66 42	26.96 17.02	60 77	24.93 30.96
Burdwan-Katwa	2' 6"	{ 1937-38 . 1938-39 .	28 28	22.05 21.30	36 44	28.34 33.80
Cutch State	2' 6"	{ 1937-38 . 1938-39 .	40 40	15.68 14.50	74 1,01	28.37 36.17
Debra-Rohtas Light	2' 6"	{ 1937-38 . 1938-39 .	33 38	18.95 16.65	52 78	29.35 32.11
Dholpur-State	2' 6"	{ 1937-38 . 1938-39 .	10 13	5.60 7.76	67 46	37.08 27.52
Fuawah-Islampur	2' 6"	{ 1937-38 . 1938-39 .	38 26	33.87 21.39	31 80	27.62 24.52

* Including Replacement and Renewals or Appropriation to Depreciation Reserve Fund as the case may be

System for the years 1937-38 and 1938-39 (In thousands of rupees.)—contd.

Electric Service Department		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.	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III
		24	23.99	17	17.66	2	2.08	97	97.55	Ahmadpur-Katwa.
		24	22.68	18	18.59	4	3.99	1,02	95.88	
		44	12.77	33	9.43	10	3.03	2,33	67.79	Arrah-Sasaram Light.
7	1.78	44	11.54	33	8.50	9	2.25	2,49	65.06	
		25	21.04	28	23.85	3	3.07	1,34	112.95	Bankura-Damodar River
		25	20.13	29	22.68	8	6.09	1,42	112.42	
		1,02	20.54	43	8.56	23	4.55	3,95	79.50	Baraset-Basrhat Light.
9	2.31	94	23.34	35	8.75	19	4.59	4,05	100.52	
		20	18.76	16	15.09	1	1.10	98	92.08	Bengal Provincial.
		21	19.86	15	14.79	2	1.48	97	92.46	
		40	16.67	28	11.78	9	3.53	2,02	83.87	Bukhtiarpur-Bihar Light.
4	1.52	37	14.66	25	10.25	8	3.04	1,93	77.45	
		29	22.80	22	17.20	3	2.41	1,20	93.30	Burdwan-Katwa.
		29	22.47	22	17.28	6	4.84	1,29	99.69	
		26	10.34	22	8.48		0.07	1,62	63.44	Cutch State.
1	0.48	27	9.82	22	7.92		0.07	1,92	68.94	
		19	11.01	12	6.51	4	2.49	1,20	68.31	Dehri-Rohtas Light.
		24	9.97	11	4.69	5	1.81	1,56	64.23	
		16	8.79	19	10.84	1	0.47	1,13	62.68	Dholpur-State.
3	1.50	15	9.06	18	10.62	1	0.58	95	57.01	
		21	18.72	15	13.81	4	3.30	1,09	97.32	Futwah-Islampur.
1	1.24	22	17.84	15	12.47	2	2.06	96	79.52	

7.—Details of Working Expenses* of each Railway

Railway System 1	Gauge. 2	Year 3	Maintenance of Structural Works		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock	
			Rs. 4	Per cent. of gross earnings. 5	Rs. 6	Per cent. of gross earnings 7
CLASS III—conold						
Gwahar Light	2' 0"	1937-38	1,06	12.44	3,42	40.14
		1938-39	1,01	11.66	3,58	41.34
Howrah Amta Light	2' 0"	1937-38	1,09	12.54	2,32	28.69
		1938-39	1,16	13.02	2,63	29.63
Howrah-Sheakhala Light	2' 0"	1937-38	45	23.20	38	20.25
		1938-39	43	22.60	43	22.60
Jagadhri Light	2' 0"	1937-38	1	7.80	6	33.45
		1938-39	1	5.68	7	44.65
Jorhat	2' 0"	1937†	29	29.59	52	53.23
		1938†	24	21.34	58	50.98
Kalyhat-Falta	2' 0"	1937-38	32	18.39	69	40.15
		1938-39	44	24.35	76	42.35
Kulasekarapatnam Light	2' 0"	1937-38	21	24.30	28	44.12
		1938-39	19	37.15	32	61.66
Matheran Light	2' 0"	1937-38	19	19.59	29	30.41
		1938-39	18	18.75	29	30.21
Tezpur-Balipara	2' 0"	1937-38	12	7.52	43	26.26
		1938-39	11	6.74	46	28.88
Trivellore Light	2' 0"	1937-38	..	15.99	1	143.67
		1938-39	..	25.63	1	177.78
Udaipur-Chitorgarh	3' 3½"	1937-38	1,53	17.96	2,97	34.71
		1938-39	1,55	18.04	2,40	27.86
TOTAL CLASS III RAILWAYS		1937-38	9,68	17.19	17,98	31.94
		1938-39	9,71	16.93	18,78	32.72

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.

System for the years 1937-38 and 1938-39. (In thousands of rupees.)—concl'd.

Electric Service Department.		Expenses of Traffic Department		Expenses of General Departments		Miscellaneous Expenses.		Total Working Expenses		Railway System.
Rs.	Percent 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	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—concl'd.
		70	8.22	59	6.93	37	4.34	6.14	72.07	} Gwahar Light.
	..	69	7.85	58	6.81	41	4.74	6.27	72.40	
		1.60	18.37	58	6.65	46	5.31	6.05	69.56	} Howrah Amta Light.
17	1.88	1.55	17.38	53	5.93	40	4.56	6.44	72.40	
		42	22.31	23	12.40	11	6.80	1.59	83.96	} Howrah-Sheakhala Light.
4	2.12	40	21.43	20	10.45	9	4.88	1.59	84.08	
		4	22.54	2	13.61	1	8.42	14	90.83	} Jagadhri Light.
	..	4	23.32	2	12.92	1	9.15	15	95.72	
		44	45.34	12	12.32	4	4.05	1.41	144.53	} Jorhat
4	3.94	44	38.21	11	9.26	5	4.59	1.46	128.32	
		35	20.12	27	15.72	8	4.38	1.71	98.76	} Kalghat-Falta.
		34	18.89	28	15.47	13	7.14	1.95	108.20	
		13	20.39	3	4.40			65	103.21	} Kulasekarapatnam Light
		14	26.66	3	5.56			68	131.03	
		9	9.28	16	16.49	6	5.67	79	81.44	} Matheran Light
	..	10	10.41	15	15.10	4	4.69	76	79.16	
		34	20.56	22	13.42	3	1.96	1.14	69.71	} Tezpur-Balipara.
	..	35	21.74	24	15.43	3	2.06	1.19	74.85	
		1	99.25	1	80.71		65.91	3	405.53	} Trivellore Light.
	..		80.46	1	96.77		9.32	2	389.96	
		1.13	13.17	58	6.78	18	2.15	6.39	74.77	} Udaipur-Chitorgarh.
36	4.16	1.17	13.60	38	4.49	17	1.96	6.03	70.11	
		8.91	15.82	5.36	9.52	1.94	3.45	43.87	77.92	} TOTAL CLASS III RAILWAYS.
86	1.50	8.84	15.42	4.96	8.65	1.97	3.43	45.10	78.65	

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1939				TRACK MILEAGE OPEN ON 31st MARCH 1939			
				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	1,129 21	2 50	.	1,131 71	1,134 21	233 86	19 24	1,387 31
	Chaparmukh-Silighat	3' 3½"	30-3-20	50 81	..	..	50 81	50 81	4 12	0 01	54 94
	Katakhal Lalabazar	3' 3½"	1-4-23	23 49	..	.	23 49	23 49	1 03	.	24 52
	Mymensingh-Bhairab Bazar	3' 3½"	20-3-17	100 38	..	..	100 38	100 38	18 73	0 36	119 47
	Total—1			1,303 89	2 50	.	1,306 39	1,306 89	257 74	19 61	1,586 24
2	Bengal and North-Western	3' 3½"	2-4-84	1,267 20	..	..	1,267 20	1,267 20	286 02	39 77	1,592 99
	Mashrak-Thawe	3' 3½"	12-1-31	39 32	.	..	39 32	39 32	4 64	1 95	45 91
	Tirhoot	3' 3½"	1-11-75	800 51	10 05	.	810 56	820 61	211 28	22 64	1,054 58
	Total—2			2,107 03	10 05	.	2,117 08	2,127 13	501 94	64 36	2,693 43
3	Bengal Nagpur	5' 6"	27-11-88	2,187 08	254 84	..	2,441 92	2,686 76	647 58	155 40	3,489 74
	Central India Coal-fields	5' 6"	17-6-28	53 84	.	..	53 84	53 84	5 17	2 21	61 22
	Mayurbhanj	2' 6"	20-1-05	70 64	..	..	70 64	70 64	3 61	0 11	74 36
	Parlakumedi Light	2' 6"	1-4-00	56 30	..	.	56 30	56 30	1 83	1 42	59 55
	Patalia-Banchi	2' 6"	16-11-07	116 54	.	..	116 54	116 54	11 30	0 05	127 89
	Raipur-Dhamtari	2' 6"	10-9-00	56 94	..	..	56 94	56 94	4 88	0 65	62 47
	Satpura	2' 6"	18-4-03	625 92	..	..	625 92	625 92	61 41	11 74	690 07
	Total—3			3,137 26	254 84	..	3,392 10	3,646 94	735 78	171 58	4,554 30

for the year 1938-39.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED (a)		UNDER CONSTRUCTION (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
..	State line.	Assam Bengal—
..	} Branch lines under guarantee terms †	Chaparmukh-Siliguri
..		Katakhal Lalabazar.
..	Branch line under guarantee and rebate terms.	Mymensingh Bhairab Bazar.
		Total—1
..	Line subsidised by the Government of India.*	Bengal and North-Western.
..	} Statelines.	Masbrak Thana.
..		Tirhoot.
		Total—2
..	State line.	Bengal Nagpur—
..	State line.	Central India Coal-fields.
..	Branch line under rebate terms.	Meyurbhanj
..	Unassisted company's line	Parlakumedi Light.
..	} State lines.	Purulia-Ranchi.
..		Raipur Dhamterai.
..		Sasypura.
		Total—3.

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1939.				TRACK MILEAGE OPEN ON 31st MARCH 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-3-00	775 04	240 82	*19 44	1,035 30	1,334 18	351 45	98 65	1,782 28
	Nagda-Ujjain . . .	5' 6"	15-7-96	34-79	..	..	34-79	34-79	4 68	1 01	40-48
	Gaekwar's Petlad . . .	5' 6"	5-5-90	21-42	..	..	21-42	21 42	1 28	2-45	25-15
	Tarapur-Cambay State . . .	5' 6"	20-6-01	12 35	..	..	12 35	12-35	1-48	2 35	16 18
	Tapti Valley	5' 6"	1-12-98	155 72	..	..	155-72	155 72	7-87	4-05	167-64
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,876-12	2-82	..	1,878 94	1,881-76	300 61	28 16	2,300 48
	Ahmedabad-Parantij . . .	3' 3½"	1-5-97	88 73	..	..	88-73	88-73	8-70	1-49	98-92
	Dhrangadra	3' 3½"	1-6-98	40 28	..	..	40 28	40-28	5-24	12-30	58 82
	Palanpur State	3' 3½"	8-11-93	17-11	..	..	17-11	17 11	1 47	..	18 58
	Bombay, Baroda and Central India.	3' 6"	22-11-14	72 28	..	..	72 28	72 28	4-90	2-32	80 50
	Champaner-Shivrajpur-Pani Light	3' 6"	2-2-11	30-68	..	..	30-68	30 68	3-90	3 07	37 65
	Godhra-Lonavada	3' 6"	4-2-12	25-49	..	..	25 49	25-49	1-82	0 85	26-16
	Nadiad-Kapadvanj	3' 6"	6-3-12	28-18	..	..	28-18	28-18	2-48	1-30	33 05
	Rajpura State	3' 6"	1-7-97	58-27	..	..	58-27	58-27	3-79	1-19	63-35
	Piplod Dergad Baria	3' 6"	1-1-29	9-52	..	..	9-52	9-52	0-54	1-08	11-09
	Total—4			3,246-08	243-64	19-44	3,509-16	3,610-88	791-11	160-31	4,762 28

* 0-26 miles treble and 18 18 miles quadruple.

for the year 1938-39—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	Bombay, Baroda and Central India—
..	} Indian State lines.	Nagda-Ujjain.
..		Gaekwar's Petlad.
..		Tarapur Cambay State.
..		Tapti Valley
..	Branch line under rebate terms.	
..	State line.	Bombay, Baroda and Central India—
..	Branch line under rebate terms.	Ahmedabad-Parantij
..	Indian State line.	Dhrangadra.
..	Indian State line.	Palanpur State.
..	State line.	Bombay, Baroda and Central India.
..	} Branch lines under rebate terms.	Champaner-Shivrajpur-Pant-Light.
..		Godhra-Lunavada.
..		Nadiad Kapadvanj.
..	} Indian State lines.	Rajpipla State.
..		Piplod-Devgad Baris.
..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

Serial No.	Name of Railway	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1930				TRACE MILEAGE OPEN ON 31ST MARCH 1930			
				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	677 58	146 13	22 60 (quad-ruple)	846 31	1,060 24	450 63	41 21	1,582 08
	Sara-Siraganj	5' 6"	1-7-15	53 98	.	..	53 98	53 98	25 52	.	79 50
	Eastern Bengal	3' 3½"	23-3-77	1,030 00	7 29	..	1 038 28	1,045 57	302 56	10 47	1,358 60
	Cooch Behar State	3' 3½"	15-9-93	33 09	.	.	33 09	33 09	2 42	.	35 51
	Eastern Bengal	2' 6"	13-7-81	17 14	.	.	17 14	17 14	1 28	.	18 42
	Khulna-Bagerhat Light	2' 6"	10-6-18	19 75	.	.	19 75	19 75	1 95	.	21 70
	Total—5			1,832 53	163 42	22 60	2 008 55	2 229 77	814 36	51 68	3 005 81
6	East Indian—	5' 6"	15-8-54	3 215 30	940 84	61 12	4 217 26	5,318 26	(e)1,736 29	185 43	7,239 08
	Hardwar Dehra	5' 6"	1-3-00	32 04	.	.	32 04	32 04	5 73	0 36	38 13
	South Bihar	5' 6"	5-7-99	75 82	.	.	75 82	75 82	6 59	.	82 41
	Cawnpore-Burhwal Link	3' 3½"	24-11-96	(a)65 73	.	.	(a) 65 73	(a) 65 73	14 17	1 69	(a) 81 59
	Total—6			3,388 89	940 84	61 12	4,390 85	5,491 85	1,762 78	187 48	7,442 11
7	Great Indian Peninsula (b) (f)	5' 6"	18-4-53	(g)2,925 62	775 52	32 74 (quad-ruple)	(g)3,133 88	4 007 62	941 39	157 92	5,106 93
	Bhopal Itarsi (Jointly owned by State and Indian State.)	5' 6"	1-11-84	56 64	..	..	56 64	56 64	23 90	0 18	80 61
	Bhopal Ujjain	5' 6"	11-11-95	113 46	.	..	113 46	113 46	9 19	1 52	124 17
	Bina-Goonn-Baran	5' 6"	23-9-95	147 07	.	..	147 07	147 07	10 06	.	157 13
	Darwha-Pusad	2' 6"	15-12-31	42 80	..	..	42 80	42 80	2 34	0 36	45 50
	Dhond Baramati	2' 6"	20-5-14	27 30	.	..	27 30	27 30	0 98	0 45	28 73
	Elhichpur-Yeotmal	2' 6"	1-12-13	117 81	.	..	117 81	117 81	5 77	2 64	126 22
	Pachora-Jamner	2' 6"	1-4-18	34 62	.	..	34 62	34 62	1 97	0 89	37 48
	Pulgaon-Arvi	2' 6"	25-9-17	21 83	.	..	21 83	21 83	1 13	0 24	23 20
	Total—7			2 887 15	775 52	32 74	3,695 41	4,560 15	900 82	164 20	5,730 17

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

‡ 30 54 miles treble, 25 60 miles quadruple, 4 01 miles quintuple, 0 08 miles sextuple and 0 89 miles septuple

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 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

(c) Includes 1 59 miles of Traverser track and 1 21 miles of Crane Path in Lillooah Workshops.

(f) The following mileages of Metre Gauge and Narrow Gauge at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included.

B B & C. I Railway	1 685 miles of 3' 3 3/8" Gauge in Agra Area.
M & S M Railway	0 084 miles of 3' 3 3/8" Gauge at Ghorpur
G L. Railway	0 998 miles of 2'-0" Gauge at Gwalior
B N Railway	1 070 miles of 2'-0" Gauge at Jubbulpore.
B. B & C. I Railway	2 259 miles of Mixed Gauge in Agra Area

(g) Excludes 31 75 miles, Est-Shamsabad Section to Bah of Agra-Bah Railway closed from 1-1-39.

for the year 1938-39—contd.

RAILWAYS—contd

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939				Classification.	Name of Railway.
Section	Miles	SANCTIONED BUT NOT COMMENCED (c)		UNDER CONSTRUCTION (d)			
		Section.	Miles	Section.	Miles.		
13	14	15	16	17	18	19	20
		State line	Eastern Bengal—
..	Branch line under rebate terms.	Sara-Sirajganj.
..	State line.	Eastern Bengal.
..	Indian State line.	Cooch Behar State.
..	State line.	Eastern Bengal.
..	Branch line under rebate terms.	Khulna-Bagerhat light.
		Total—5.
..	State line.	East Indian—
..	Branch line under guarantee terms.	Hardwar-Delra.
..	State line. ||	South Bihar
..	State line. ¶	Cawnpore Burhwallink.
		Total—6.
..	State line.	Great Indian Peninsula (b)—
..	} Indian State lines.	Bhopal Itarsi (Jointly owned by State and Indian State).
..		Bhopal-Ujjain.
..		Bina-Goonn-Baran.
..	State line.	Darwaa Fusad.
..	} Branch lines under rebate terms	Dhond Baramati
..		Ellichpur Yootmal.
..		Paohora-Jamner
..		Pulgaon Arvi
		Total—7

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

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

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown. (d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31st MARCH 1939				TRACK MILEAGE OPEN ON 31st MARCH 1939			
				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
8	Jodhpur—	3' 3½"	24-6-32	766 94	..	.	766 94	766 94	105 48	13 47	885 89
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-32	248 58	..	..	248 58	248 58	50 91	5 54	305-03
	Mirpurkhas Khadro	3' 3½"	1-1-12	49 50	..	.	49 50	49 50	3 91	1-50	54 91
	Total—8			1,065 02	..	.	1,065 02	1,065 02	160 30	20 51	1,245 83
9	Madras and Southern Mahratta—	5' 6"	1-7-56	1,067 22	48 17	3 71 (Quadruple).	1,119 10	1,178 40	332 41	11 12	1,521 93
	Kolar Gold-fields (M. S. Ry)	5' 6"	1-6-34	9 88	..	.	9 88	9 88	2 68	3 10	15 66
	Tenali Repalle	5' 6"	18-3-16	21-41	..	..	21 41	21 41	1 28	.	22 69
	Madras and Southern Mahratta†	3' 3½"	24-3-84	1,710 98	1-15	..	1,712 13	1,713 28	258 91	4 82	1,977-01
	Ainavar-Dandeh (Provincial)	3' 3½"	1-2-19	19 12	..	..	19 12	19 12	1-06	.	21 08
	Kolhapur State	3' 3½"	21-4-31	29 27	..	..	29 27	29 27	1 89	..	31-16
	Sangli State	3' 3½"	1-4-07	4 90	..	..	4 90	4 90	0 42	..	5 32
	West of India Portuguese	3' 3½"	17-1-87	51 04	..	.	51 04	51 04	22 50	1-58	75-12
	Total—9			2,913 82	49 32	3 71	2,966-85	3,027 30	622 05	20 62	3,669 97
10	Mysore State	3' 3½"	1-2-31	338 23			338 23	338 23	44 13	0 55	382 91
	‡Bangalore-Hanbar	3' 3½"	11-8-84	210 49			210 49	210 49	29 85	0 72	241 06
	‡Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51 19	.		51 19	51 19	4 21		55 40
	Bangalore-Chick Ballapur Light	2' 6"	6-4-15	38 63	.		38 63	38 63	4 96		107 16
	Kolar District.	2' 6"	15-12-13	63 57			63 57	63 57			
	Tari Kere—										
	Narasimharajapura Tramway	3' 0"	22-5-15	26 60	.		26 60	26 60	2 62	.	29 22
	Total—10			728 71	.		728 71	728 71	85 77	1 27	815 75
11	Nizam's State—	5' 6"	9-10-74	330 18	..	..	330 18	330 18	64 27	10 57	405 02
	Bezwada Extension	5' 6"	10-2-39	21 47	..	..	21-47	21 47	1-53	..	23-00
	Kazipet-Balharshah	5' 6"	1-2-24	145 69	..	..	145 69	145 69	5 08	3 43	154 20
	Karepalli Kothagudam	5' 6"	21-3-27	24 52	..	..	24-52	24-52	1 30	1 57	27 39
	Vikarabad Bidar	5' 6"	14-1-30 1-7-32	166 25	..	.	166 25	166 25	12 32	..	178 57
	Hingoli Branch	3' 3½"	15-5-12	50 31	..	..	50-31	50-31	0 88	..	51-19
	Hyderabad-Godavari Valley	3' 3½"	21-10-39	377-11	8-54	..	385-65	394-19	61 92	2-22	458-33
	Parbhani Puri	3' 3½"	16-10-29	39-44	..	..	39 44	39 44	3 12	..	41 56
	Secunderabad British Frontier	3' 3½"	1-2-16	138 80	9-28	..	148-08	157 36	16 00	0-05	173-41
	Dronachellam Kurnool	3' 3½"	1-1-09	36 28	..	..	36 28	36 28	3 41	..	39 69
	Jankampet Bodhan	3' 3½"	1-11-38	12 04	..		12 04	12 04	1 76	1 40	15 20
	Total—11			1,342 09	17 32	..	1,359 91	1,377-73	170 59	19 24	1,567 56

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

† Maintained by N. S. Ry 20 25 Miles & by M and S M Ry 1 22 miles.

‡ Includes Bezwada Masulipatam Section 51 80 miles, purchased by the Government of India from the District Board with effect from 4th February 1938

The working of these lines was taken over by the Mysore State Railway with effect from 1st January, 1939

for the year 1938-39—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
		Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
	Phalodi Pokaran.	35 40	Indian State line.	Jodhpur—
Khadro Prithambad (d).	10 08	..	..	Khadro-Nawabshah.	20 86	State line.	Jodhpur Hyderabad (British Section).
..	Line subsidised by the Government of India (a).	Mirpur Khas-Khadro.
	10 08				56 06		Total—8
..	State line.	Madras and Southern Mahratta—
..	Indian State line.	Kolar Gold-fields, (M. S. Ry)
..	District Board line.	Tenali-Repalle.
..	} State lines.	Madras and Southern Mahratta.
..		Ainavar-Dandeli (Provincial.)
..	} Indian State lines.	Kolhapur State.
..		Sangli State.
..	Foreign line.	West of India Portuguese.
		Total—9.
..	Sagara-Talaguppa.	9 43	} Indian State Line	Mysore State.
..		Bangalore Harihar
..	Line guaranteed by Indian State.	Hindupur (Yesvantpur Mysore Frontier)
..	Indian State Line	Bangalore-Chik Ballapur Light.
..	Indian State line	Kolar District.
..		Tarikere—
..		Narasimharajapura Tramway
	..				9 43		Total 10
..	Indian State line.	Nizam's State—
..	State line.	Benwada Extension.
..	} Indian State line.	Kanpet-Balharshah.
..		Karepalli-Kothagudam
..		Vikarabad-Bidar.
..		Hingoli Branch.
..	} State line.	Hyderabad-Godavari Valley Parbhani-Purli.
..		Secunderabad-British Frontier-Dronachellam Kurnool.
Jankampet to Bodhan.	12 04			Mudkhad to Adilabad	100 69	Indian State line. Indian State line.	Jankampet Bodhan.
	12 04				100 69		Total—11.

(a) Receives land only from Government and Indian State.

(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(d) Opened for goods traffic only from 10th March 1939.

8 — Mileage Statement
CLASS I

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1939				TRACK MILEAGE OPEN ON 31st MARCH 1939			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—††	5' 6"	13-5-61	4,717.71	885.03	..	5,602.74	6,457.77	1,809.71	73.30	*8,370.87
	Shahdara Narowal	5' 6"	21-12-28	48.33	..	..	48.33	48.33	1.58	..	49.89
	Bahawalnagar-Fort Abbas-Kut-Ai-Imara	5' 6"	4-4-28	151.51	..	..	151.51	151.51	7.13	..	158.64
	Jind Pampat (Indian State Section).	5' 6"	1-11-16	25.94	..	..	25.94	25.94	2.30	..	28.24
	Jullundur-Mukerian	5' 6"	1-1-15	45.08	..	..	45.08	45.08	4.37	..	49.45
	Phagwara-Rahon (including Jajon Extension).	5' 6"	1-4-15	46.03	..	..	46.03	46.03	5.85	..	51.88
	Jammu Kashmir (Indian State Section).	5' 6"	15-3-00	15.88	..	..	15.88	15.88	3.45	0.04	19.35
	Khanpur-Chachran	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.50	..	24.48
	Ludhiana-Dhuri-Jakhal	5' 6"	10-4-01	78.58	..	..	78.58	78.58	6.21	..	84.79
	Mandla-Bhaun	5' 6"	1-5-15	46.88	..	..	46.88	46.88	3.65	..	50.53
	Rajpura Bhatinda	5' 6"	1-11-94	107.78	..	..	107.78	107.78	20.84	..	128.62
	Sialkot-Narowal	5' 6"	10-11-15	38.70	..	..	38.70	38.70	5.98	..	44.68
	Sirhind-Bupar	5' 6"	20-2-28	30.98	..	..	30.98	30.98	4.80	..	35.78
	Jacobabad-Kashmir	2' 6"	1-12-14	78.46	..	..	78.46	78.46	4.19	..	82.65
	Kalka-Sumla	2' 6"	9-11-03	59.93	..	..	59.93	56.93	10.21	..	70.14
	Kangra Valley	2' 6"	1-12-28	88.46	..	..	88.46	88.46	9.06	..	97.52
	Zhob Valley (Fort Sandeman-Khansi).	2' 6"	1-1-21	173.84	..	..	173.84	173.84	14.24	16.72	204.80
	Kohat-Thal	2' 6"	1-4-03	61.86	..	..	61.86	61.86	10.74	..	72.60
	Larkana-Jacobabad	2' 6"	16-2-22	53.22	..	..	53.22	53.22	3.39	..	56.61
	Mari-Indus (Kolabagh Bannu) and Laki Pazu Tank Manza	2' 6"	15-6-13	157.48	..	..	157.48	157.48	22.20	8.22	187.90
	Total—12			6,046.39	885.03	..	6,931.42	7,816.45	1,952.18	98.37	9,867.00

* Nok Kundi Zahidan (137.28 miles, single line and 13.83 miles sidings) and Landi Kotal-Landi Khana (5 miles, single line and 0.88 miles sidings) sections closed to traffic, not included.
† Bahawalnagar-Joginder Nagar Section (14.63 miles single line and 0.93 miles sidings) closed to traffic, not included.
†† Includes 162.84 miles, "Sind Left Bank Feeder Railway" opened for traffic on 20-5-1930.

for the year 1938-39—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939				Classification	Name of Railway
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION (b)			
		Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
..	Larkana to Sirra Shahdad Kot.	32 14	State line	North Western
..	Sirra Shahdad Kot to Jacobabad.	51 76		
..			Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narawal.
..			Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara
..				Jand Pampat (Indian State Section)
..			Branch lines under rebate terms.	Jullundur-Mukerian.
..				Phagwara Rahon (Including Jajon Extension).
..			Indian State lines.	Jammu Kashmir (Indian State Section).
..				Khanpur-Chachran.
..				Ludhiana-Dhuri-Jakhal
..			Branch line under rebate terms.	Mandra-Bhann.
..			Indian State line.	Rejpura-Bhatinda
..			Branch line under rebate terms.	Shakot-Narawal.
..			Indian State line.	Sirhind Rupar
..			Branch line under rebate terms.	Jacobabad Kashmir.
..			State line.	Kalka-Simla
..			Under guarantee terms with the Punjab Government.	Kangra Valley.
..			State lines.	Zhob Valley (Fort Sandeman Khaur).
..				Kohat-Thal.
..			Branch line under rebate terms.	Larkana-Jacobabad
..			State line.	Mari Indus (Kalabagh Bannu) and Laki Posa Tank Manzal.
					83 90		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown. (b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

Serial N	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1939				TRACK MILEAGE OPEN ON 31ST MARCH 1939			
				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	Rohilkund and Kumaon—	3' 3½"	12-10-84	258 73	..	..	258 73	258 72	37 01	4 11	300 74
	Lucknow-Bareilly	3' 3½"	12-10-84	310 00	1 16	..	311 16	313 32	66 32	12 35	390 99
	Total—13			568 73	1 16	..	569 89	571 04	104 23	16 46	691 79
14	South Indian—	5' 6"	23-5-60	††599 13	..	.	††599 13	599 13	137 88	2 51	739 52
	Shoranur Cochin	5' 6"	**24-10-34	65 01	..	.	65 01	65 01	11 91	*1 25	*78 17
	South Indian	3' 3½"	15-7-61	1,485 88	4 84	15 55	†1,506 27	1,542 21	324 82	17 17	†1,884 20
	Nilgiri	3' 3½"	15-6-99	28 96	.	..	28 96	28 96	4 65	.	33 61
	Peralam Karaikkal	3' 3½"	14-3-98	14 65	..	..	14 65	14 65	1 41	..	16 06
	Podanur-Pollachi	3' 3½"	15-10-15	25 04	..	..	25 04	25 04	4 42	..	29 46
	Pondicherry	3' 3½"	15-12-79	7 85	..	..	7 85	7 85	2 21	0 18	10 24
	Tinnevely-Tiruchendur	3' 3½"	24-2-23	38 18	..	.	38 18	38 18	4 09	..	43 27
	Travancore (British Section)	3' 3½"	1-6-02	50 33	..	..	50 73	147 97	22 31	0 61	170 89
	Travancore (Indian State Section).	3' 3½"	1-6-04	97 64	..	..	97 64				
	Moreappur-Hosur	2' 6"	18-1-06	73 31	..	..	73 31	73 31	4 32	.	77 63
	Tirupattur-Krishnagiri	2' 6"	18-9-05	25 38	..	..	25 38	25 38	2 44	..	27 82
	Total—14			2,511 36	4 84	15 55	2,531 75	2,567 69	620 46	21 72	3,169 87
	Total Class I			33,078 94	3,338 98	155 16	36,573 08	40,338 53	9,476 11	1,017 41	50,832 05

* Includes 0 90 miles of 3' 3½" Gauge

** Date of conversion from 3' 3½" gauge to 5' 6" gauge (3' 3½" gauge first opened on 2nd June 1902)

† Include electrified lines between Madras Beach and Tambaram.

†† Excludes 1 97 miles of mixed gauge between Salem Junction and Salem Market which have been included in the Meter Gauge route mileage.

for the year 1938-39—contd.
RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway
Section.	Miles.	SANCTIONED BUT NOT COMMENCED (a)		UNDER CONSTRUCTION (b)			
		Section.	Miles.	Section.	Miles.	19	20
13	14	15	16	17	18		
						Line subsidized by the Government of India.	Rohilkund and Kumaon—
						State line.	Lucknow-Bareilly.
							Total—13
						State line.	South Indian
					4 31	Indian State line.	Shoranur Coshin.
						State line.	South Indian.
						State line.	Nilgiri.
						Foreign line.	Peralam-Karaikkal.
						District Board line	Podanur-Pollachi.
						Foreign line.	Pondicherry
						District Board line	Tinnevely-Tiruchendur
						State line	Travancore—(British Section).
						State line.*	Travancore (Indian State Section).
						State lines	Moreappur-Hosur
							Tirupattur-Krishnagiri.
					4 31		Total—14
	22 10				254 39		Total (Class I.

* Although the property of the Travancore Durbar, it is treated as State line

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8 - Mileage Statement
CLASS II

Serial No.	Name of Railway	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1939	TRACK MILEAGE OPEN ON 31st MARCH 1939			Classification.
					Running track	Sidings	Total	
1	2	3	4	5	6	7	8	9
CLASS II RAILWAYS.								
1	Barru Light	2' 6"	1-3-97	202 57	202 57	22 21	224 78	Line subsidized by the Government of India and Indian State* Lane subsidized by District Board.
2	Bengal Doonars	3' 3½"	15-1-93	39 50	39 50	7 65	47 15	
	Bengal Doonars Extensions	3' 3½"	20-4-00	121 16	121 16	17 75	138 91	Line subsidized by the Government of India.*
	Total—2			160 66	160 66	25 40	186 06	
3	Bhavnagar State	3' 3½"	20-12-80	307 04	307 04	70 95	377 99	Indian State Lines.
4	Bikaner State	3' 3½"	9-12-91	852 29	852 29	74 69	926 98	
5	Darjeeling Himalayan	2' 0"	23-8-90	51 07	51 07	10 66	61 73	Line subsidized by Local Government. Branch line under rebate terms.
	Darjeeling Himalayan Extensions	2' 0"	16-3-14	95 44	95 44	4 79	100 23	
	Total—5			146 51	146 51	15 45	161 96	
6	Dibru-Sadiya	3' 3½"	15-8-83	85 61	85 61	25 78	111 39	Lane subsidized by Local Government (c) Unassisted Company's line.
	Ledo and Tikak Margherita Colliery	3' 3½"	17-2-24	5 50	5 50	27 89	33 39	
	Total—6			91 11	91 11	53 67	144 78	
7	Gaekwar's Baroda State	3' 3½"	21-3-87	255 12	255 12	34 57	289 69	Indian State Lines.
	Khujadiya-Dhan†	3' 3½"	11-3-13	37 46	37 46	4 65	42 11	
	Prachi Road Kodinar	3' 3½"	6-4-38	15 65	15 65	0 87	16 52	
	Gaekwar's Baroda State	2' 6"	8-4-73	333 06	333 06	54 97	388 03	
	Bodeli Chhota Udaipur	3' 6"	1-12-17	22 67	22 67	2 02	24 69	
	Total—7			663 96	663 96	97 08	761 04	
8	Gondal	3' 3½"	19-1-81	118 74	118 74	19 79	138 53	Indian State Lines.
	Jetalsar-Rajkot	3' 3½"	12-4-93	46 16	46 16	10 42	56 58	
	Porbandar State	3' 3½"	1-10-89	††41 25	††41 25	7 75	49 00	
	Total—8			206 15	206 15	37 96	244 11	
9	Jaipur State	3' 3½"	10-11-05	179 80	179 80	14 01	193 81	
	Total—(9)							
10	Jamnagar-Dwarka	3' 3½"	1-4-22	**74 73	**74 73	4 37	79 10	Branch line under guarantee and rebate terms.
	Jamnagar	3' 3½"	8-4-97	159 96	159 96	13 46	73 42	
	Okhamandal	3' 3½"	15-11-22	37 21	37 21	4 77	41 98	
	Total—10			171 90	171 90	22 60	194 50	Indian State Lines.
11	Junagad State	3' 3½"	1-9-88	‡229 22	‡229 22	29 50	258 72	Indian State Lines.
12	Morva	3' 3½"	4-3-05	132 26	132 26	35 60	167 86	
13	Shahdara (Delhi)-Saharanpur Light	2' 6"	7-5-07	92 50	92 50	10 95	103 45	
	TOTAL CLASS II			3,435 97	3,435 97	510 07	3,946 04	Line subsidized by Local Government.*

* Receives land only from Government.

**Includes 8 81 Miles Khambhali Salaya opened for Coaching and Goods traffic.

† Taken over from Gondal Railway on 1st April 1934

‡ Includes 3 93 miles Jamnagar to Bedi-Bunder, worked for goods traffic only and 5 74 miles, Bodeswar Roza, opened for coaching.

†† Includes 0 72 mile of Dungarpur quarry and 0 53 mile of Veraval Dock Estate lines worked for goods traffic only

‡‡ Includes 1 51 miles of Porbandar Dock Estate Line and 2 70 miles of Banwao quarry line worked for goods traffic.

(c) Subsidy ceased with effect from 1920-21.

For the year 1938-39—contd
RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1939				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
						Barvi Light.
						Bengal Doonars.
						Bengal Doonars Extensions.
						Total—2
						Bhavnagar State.
						Bikaner State.
						Darjeeling Himalayan.
						Darjeeling Himalayan Extensions.
						Total—5
						Dibru-Sadiya.
						Ledo and Tikak Margherita Colliery
						Total—6.
						Gaekwar's Baroda State.
						Khajadiya-Dharl.
						Prachi Road-Kodinar.
						Gaekwar's Baroda State.
						Bodeli Chhota Udaipur.
						Total—7
						Kunkavav Dardi.
						7 30
						Gondal.
						Jetalsar Rajkot
						Porbandar State.
						7 30
						Total—8.
						Jhunjhunu to Loharu.
						35 80
						Sikar to Bissau
						47 88
						Total—9
						Jamnagar-Dwarka.
						83 68
						Jamnagar.
						30
						Okhamnadal
						30
						Total—10
						Junaged State.
						Morva
						30
						Shahdara (Delhi)-Saharanpur Light.
						151 99
						TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1939	TRACK MILEAGE OPEN ON 31st MARCH 1939			Classification.
					Running track.	Stings	Total	
1	2	3	4	5	6	7	8	9
CLASS III RAILWAYS.								
1	Ahmadpur-Katwa	2' 6"	30-5-17	32 26	32 69	2 87	35 56	Branch line under guarantee terms
2	Arrah-Sasaram Light	2' 6"	6-3-11	65 16	65 16	5 78	70 94	Line subsidized by District Board.
3	Bankura-Damoodar River	2' 6"	15-12-16	59 95	60 33	7 25	67 58	Branch line under guarantee terms.
4	Barasat-Barrhat Light	2' 6"	1-2-05	52 24	52 24	5 08	57 32	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.
	Dasghara-Jamalpurganj	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	Bukhtnarpur-Bihar Light	2' 6"	1-7-08	33 00	33 00	3 37	36 37	Line subsidized by District Board.
7	Burdwan-Katwa	2' 6"	1-12-15	32 47	32 90	4 08	36 98	Branch line under guarantee terms.
8	Cutch State	2' 6"	1-5-05	72 00	72 00	4 50	76 50	Indian State line.
9	Dehri Rohtas Light	2' 6"	6-2-11	25 51	25 51	8 09	33 60	Line subsidized by District Board.
10	Dholpur State	2' 6"	24-2-06	55 44	55 44	5 83	61 27	Indian State line.
11	Futwah-Jalampur	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	294 92	294 92	*30 27	325 19	Indian State line.
13	Howrah Amta Light	2' 0"	1-7-07	43 87	43 87	6 91	50 78	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2' 0"	2-8-07	19 75	19 75	1 41	21 16	
15	Jagadhri Light	2' 0"	11-8-11	3 31	3 31	0 55	3 86	Unassisted Company's line
16	Jorhat	2' 0"	13-9-83	32 50	32 50	1 32	33 82	State line.
17	Kalighat-Falta	2' 6"	28-5-17	26 25	26 42	5 96	32 38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2' 0"	18-7-15	26 75	26 75		26 75	Unassisted Company's line
19	Matheran Hill Light	2' 0"	22-3-07	12 61	12 61	1 02	13 63	Line subsidized by the Government of India.‡
20	Tespore-Balipara Light	2' 6"	9-8-04	20 10	20 10	2 42	22 52	Line subsidized by District Board †
21	Trivellore Light	2' 0"	17-9-21	2 37	2 37	0 14	2 51	Unassisted Company's line.
22	Udaipur Chitorgarh	2' 3 3/4"	1-8-05	145 64	145 64	20 70	166 34	Indian State line
	TOTAL CLASS III	.	.	1,124 68	1,126 09	122 28	1,248 37	

* Includes 1 14 miles of Gwalior Palace siding (5'-6" gauge) which is being maintained by the Gwalior Light Railway.

‡ Receives Land and rebate from Government.

† Subsidy ceased with effect from 1914-15

for the year 1938-39—concl'd.
RAILWAYS.

ROUTE MILEAGE OPENED DURING YEAR 1938-39		ROUTE MILEAGE AUTHORIZED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1939.				Name of Railway
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
						Ahmadpur-Katwa
						Arrah-Sasaram Light.
						Bankura-Damoodar River.
						Baraset-Basurhat Light.
						Bengal Provincial.
						Deoghara-Jamaipuranj.
						Total—5.
						Bukhtiarpur-Bihar Light.
						Burdwan-Katwa.
						Cutch State.
						Dehri-Rohtas Light.
						Dholpur State.
						Futwah-Lalampur
						Gwalior Light.
						Howrah Amta Light.
						Howrah Sheakhais Light
						Jagadhri Light
						Jorhat.
						Kalighat-Falta
						Kulasekarpattanam Light.
						Matheran Hill Light.
						Tesoro-Balipara Light.
						Trivellore Light.
						Udaipur-Chitorgarh.
						TOTAL, CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9—Mean mileage worked, number of stations and gradients on Class I Railways during the year 1938-39.

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 percentage	Average amount of curvature per mile (Degrees)
			1/50 and less	1/51 to 1/80	1/81 to 1/100	1/101 to 1/200	1/201 to 1/300	Total	Length (in miles)	Inclination	Degree	Radius in feet		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE Bengal Nagpur	2,542 0	408	1 47	10 1	222 0	916 0	204 4	1,354 0	0 87	1 in 50	10 0	573	16 3	15 3
Bombay, Baroda & Central India	1,259 6	258	Nd	1.35	0 61	261 7	95 0	358 7	0 88	1 in 80	5 75	996	14 6	19 9
Eastern Bengal	900.3	242	Nd	Nd	0.65	3 42	10 3	14 4	0 65	1 in 100	6 00	955	13 1	10 5
East Indian	4,455 7	769	0.15	23 0	66 1	304 6	135.4	529 3	0 15	1 in 50	8 00	712	15 0	9 80
Great Indian Peninsula	3,491 2	510	20 8	24 3	91 5	1,047 1	412 7	1,596 4	0 16	1 in 34	9 92	600	20 4	15 6
Madras and Southern Mahratta	1,157 2	237	Nd	14 1	36 0	185 4	109 0	344 5	0 80	1 in 60	7 96	720	22 9	12 1
Nizam's State	688 1	98	Nd	Nd	153.7	220 8	30 7	405 2	2 52	1 in 100	4 40	1,300	18 9	20 2
North Western	6,260 2	959	109 7	122 0	225 1	249 7	227 9	934 4	2 75	1 in 25	12 6	455	12 2	13 7
South Indian	799 1	154	Nd	33 4	65 7	135 5	55 2	289 8	1 16	1 in 62	7 16	800	34 8	24 6
Total	21,553 4	3,635	132 1	228 3	861 4	3,324 2	1,280 6	5,826 7						
3' 3 1/2" GAUGE Assam Bengal	1,329 3	306	10 3	47 8	31 2	182 3	39 8	311 4	10 1	(d) 1 in 37	15 0	382	14.8	35 2
Bengal and North Western	2,187 7	365	0 11	1 52	3.16	9 17	8 88	22 8	0 11	1 in 50	8 73	656	10 0	7 96
Bombay, Baroda & Central India	2,025 1	325	3 40	0 46	19 4	393 9	235 2	652 4	3 40	1 in 40	(e) 8 00	(e) 716	9.55	10 3
Eastern Bengal	1,071 4	213	0 34	0 63	3 97	40 7	47 5	93 1	0 34	1 in 50	11 5	500	11.1	10 9
East Indian	65 7	1	Nd	Nd	Nd	0 65	2 80	3 45	0 65	1 in 200	7 66	748	14.7	11.6
Jodhpur	1,053 4	165	0 51	Nd	1 75	238 9	72 2	313 4	0 51	1 in 50	8 00	716	8.57	11 3
Madras and Southern Mahratta	1,816 5	278	14 2	53 4	475 6	368.9	107 5	1,019 6	2.01	1 in 40	12 0	479	22.1	37.0
Mysore State	599 9	100	Nd	55 9	208 9	56 3	23 8	344 0	1 05	1 in 70	10 0	573	20 1	24 9
Nizam's State	664 7	115	Nd	Nd	11 5	352 7	175 0	539 2	0 78	1 in 100	5 00	1,146	10 8	8 92
Rohilkund and Kumaon	661 2	105	Nd	4 85	8 44	13 8	23 6	50 7	3 31	1 in 70	12 0	479	8.70	8.22
South Indian	1,770.6	439	24 0	35 3	90 8	368 7	137 1	655 9	0.31	(h) 1 in 53	(f) 11.5	500	19 0	(g) 16 5
Total	13,145 5	2,412	52 9	199 0	854 7	2,026 0	873 4	4,006 0						
3' 6" AND 2' 0" GAUGES Bengal Nagpur	926 3	138	0 51	44 2	153 5	205 0	54 9	458 1	0 51	1 in 50	14 0	409	18 6	38 3
Bombay, Baroda & Central India	224 5	64	Nd	4 20	29 1	35 2	10 4	78 9	0 35	1 in 75	12.0	478	18 3	40 1
Eastern Bengal	36 9	14	Nd	Nd	Nd	Nd	Nd	Nd	Nd	Nd	15 0	382	25.0	42 3
Great Indian Peninsula	244 4	48	Nd	1 81	60 8	63 4	14 5	140 5	0 80	1 in 80	12 0	478	22.6	41 3
Mysore State	128 8	27	5 43	6 67	47 7	Nd	12 7	72 5	5 43	1 in 50	40 0	143	10 1	25 2
North Western	679 8	86	108 9	42 8	97 5	85 5	41 2	375 9	0 80	1 in 20	52 1	110	21 6	125 2
South Indian	98 7	15	Nd	32 8	11 9	19 4	2 50	66 6	2 39	1 in 67	6 00	955	30 2	62 2
Total	2,339 4	392	114 8	132 5	400 5	408 5	136 2	1,192 5						
GRAND TOTAL	37,038 3	6,439	299 8	559 8	2,116 6	5,758 7	2,290 2	11,025 2						

Mean mileage worked

Number of Stations

(a) { Class II Railways
Class III Railways

3,452 98
1,150 47

627
340

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

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5 7/8° 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 10 2° and radius = 560 ft

(f) The steepest curve on the Travancore Ghat is 477 ft and on the Nilgiri Mountain Ry it is 318 ft (specially sanctioned).

(g) The figure is for plains section the figure for ghat section being 341 7°

(h) Excepting the Nilgiri Mountain Ry on which the Steepest Gradient worked is 1 in 12 28 for a length of 0 28 mile, 1 in 12.50 generally in the rack section and 1 in 25 for a length of 2 63 miles in the adhesive section

(i) Figures relating to Nok-Kundi Zahedan, Landi Kotal-Landi Khana and Bajnath Paprola-Jogindarnagar Sections (closed to traffic) not excluded while calculating the results

10.—Statement of Rolling Stock in Service on Class I Railways on the 31st March 1939.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway	LOCOMOTIVES						RAIL CARS (STEAM PROPELLED)			RAIL CARS (INTERNAL COMBUSTION ENGINE PROPELLED).			ELECTRIC MOTOR COACHES			Average weight in tons.
	Steam			Electric.	Total tractive effort lbs		Seats			Seats			No (in units)	Seats		
	Tender	Tank	Total		Steam	Electro.	No	Upper	Lower	No	Upper	Lower		Upper	Lower	
				2									3				4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE.																
Bengal Nagpur	604	52	656		20,393,024		2	48	160							
Bombay, Baroda and Central India	321	39	360	2	9,414,737	10,000							40		7,280	71
Eastern Bengal	220	74	294		7,462,642											
East Indian	1,311	411	1,542		38,655,166		3	30	270							
Great Indian Peninsula	597	67	664	66	17,774,835	2,065,000				1		55	53		4,388	67
Madras and Southern Mahratta	240	58	298		7,507,628					6		660				
Nizam's State	81	4	85		2,122,026											
North Western	1,070	109	1,179	2	31,381,296	58,352	(a)7	7	589							
South Indian	135	17	152		3,397,630											
Total	4,399	831	5,230	70	136,108,984	2,133,352	12	85	1,019	7		715	98		11,668	138
3' 3 1/2" GAUGE																
Assam Bengal	190	13	203		3,131,377											
Bengal and North Western	364	29	393		5,259,565											
Bombay, Baroda and Central India	400	65	465		7,176,313		3	36	307							
Eastern Bengal	205	2	207		3,290,617					2		56				
Jodhpur	99	4	103		1,397,211					1	7	5				
Madras and Southern Mahratta	314	5	319		5,370,194											
Mysore State	67	6	73		1,134,041											
Nizam's State	71	12	83		1,269,761		2		224							
Robilkund and Kumaon	84	5	89		1,222,541											
South Indian	315	69	384	4	5,493,602	41,600				3		220	24	720	528	38
Total	2,109	210	2,319	4	34,685,222	41,600	5	36	531	6	7	281	24	720	528	38
2' 6" GAUGE																
Bengal Nagpur	101	14	115		1,599,570		3	18	96							
Bombay, Baroda and Central India	9	18	27		236,279											
Eastern Bengal		9	9		34,598											
Great Indian Peninsula	13	8	21		309,392					1		58				
Mysore State	10	3	13		97,915											
North Western	68	32	100		1,439,976		3		108	6	70		1	15		13
South Indian	6	5	11		138,009											
Total	207	89	296		3,855,739		6	18	204	7	70	58	1	15		13

* Includes one Diesel Electric Shunting Engine.

(a) Includes one used as an Inspection Car without rearrangement of the seats.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—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.	Thrd.		1st.	2nd.	Inter.	Thrd.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE										
Bengal Nagpur	426		163	4,296	36,974	12	36	..		54
Bombay, Baroda and Central India	(a) 474	(b) 1,434	(c) 5,683	.	(d) 48,605	17		32		883
Eastern Bengal	251	379	51	318	29,975	18	105	24	72	444
East Indian	1,114	941	1,888	10,272	102,936	288	196	165	..	††16,148
Great Indian Peninsula	*614	1,563	1,739	71	†58,011				..	..
Madras and Southern Mahratta	214	80	300	.	23,804	(k) 63		28		2,840
Nizam's State	42				5,156	18	12	109	..	573
North Western	956	208	427	3,186	94,559	80		..		3,720
South Indian	139	163	104	.	13,245	..	..		..	..
Total	4,230	4,667	10,355	18,143	413,065	496	349	358	72	24,662
3' 3½" GAUGE.										
Assam Bengal	267	1,014		294	15,792	10	..	..	..	270
Bengal and North Western	449	11		725	39,296	(g) 533	186	320	1,352	19,331
Bombay, Baroda and Central India	646	120	60	..	51,663	193	366	576	..	2,568
Eastern Bengal	299	210		528	20,273	(h) 25	108	..	74	284
Jodhpur	79	32			5,869	58	39	104	312	624
Madras and Southern Mahratta	255	32	162	..	16,888	87	72	96	..	2,100
Mysore State	91		54		5,883	12		12	..	333
Nizam's State	41	..	..		3,431	(i) 40	54	192	..	1,186
Rohilkund and Kumaon	64				5,724	(j) 102	96	78	70	2,046
South Indian	(c) 781	593	538	..	(f) 49,508		..	..	..	..
Total	2,972	2,012	814	1,547	214,327	1,060	921	1,378	1,808	29,774

* Includes 100 bogies Electric Stock

(a) includes 120 Electric Trailer Coaches

(b) Includes 720 1st class seats of Electric Stock.

(c) Includes 4,600 2nd class seats of Electric Stock

(d) Includes 12,920 3rd class seats of Electric Stock

**Includes 752 seats for servants in Higher class stock and 13,554

seats in 127 Replaced vehicles running as Mela Stock

††Includes 10 seats for servants in Higher class stock

† Includes 11,402 Third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches

(f) Includes 3,456 Third class seats of Electric Stock.

(g) Includes 366 six-wheelers.

(h) Includes 27 six-wheelers.

(i) Includes 7 six-wheelers.

(j) Six-wheeler

(k) Includes one six-wheeler.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

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

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION										Railway		
Bogies.					Four-wheelers						22	
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			
(o)171	1,893	2,941	1,831	1,298	12	66	126			5' 6" GAUGE.		
113	1,323	2,602	150	2,685	7	42	84			Bengal Nagpur.		
252	1,862	2,773	9,288	9,469	16	98	171	54	72	Bombay, Baroda and Central India.		
482	2,916	6,283	10,761	††12,982	§§16	116	173		78	Eastern Bengal		
‡303	‡2,801	‡5,782	2,057	‡7,317						East Indian.		
153	428	1,910	2,206	6,652	10	46	77			Great Indian Peninsula		
26	254	618		514	4	24	50			Madras and Southern Mahratta.		
601	3,349	4,159	10,290	27,348	46	338	414		5	Nizam's State		
66	720	1,818		1,060						North Western		
										South Indian		
2,167	15,146	28,886	36,563	69,325	111	730	1,095	54	85	Total		
										3' 3½" GAUGE		
152	942		1,966	4,549						Assam Bengal.		
79	524	738	1,168	1,212	(l)119	567	576	608	934	Bengal and North Western.		
168	1,368	1,920	162	2,715	21	126	126			Bombay, Baroda and Central India.		
155	937	880	2,022	2,940	(n)33	198	226	14	14	Eastern Bengal		
52	150	230	909	994	13	45	52	12		Jodhpur		
147	376	1,029	1,563	3,178	7	28	42			Madras and Southern Mahratta.		
39	170	438	120	701						Mysore State.		
14	123	260		141	||8	51	110			Nizam's State		
27	147	216	370	808	(m)20	67	69	139	139	Rohilkund and Kumaon.		
188	1,099	2,757	177	3,379	3	18	24			South Indian.		
1,021	5,836	8,468	8,457	20,617	224	1,100	1,225	773	1,087	Total		

† Includes 50 Bogies Electric Stock

‡ Includes 591 First, 2,104 Second and 1,773 Third class seats of Electric Stock, and excludes 52, 56 and 100 Dining seats respectively

|| Six-Wheeled.

(l) Includes 90 six wheelers

(m) Includes 6 six-wheelers

(n) Includes 17 six-wheelers.

(o) Includes 2 Steam Coaches.

§§ Excludes 3 Steam Coaches shown in statement No 10-A (page 79)

†† Includes 2,274 seats for servants in Higher class stock

‡ Represent seats for servants in Higher class stock.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—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.
2	3	4	5	6	7	8	9	10	11	
5' 6" GAUGE.										
Bengal-Nagpur	426		163	4,296	36,974	12	36			54
Bombay, Baroda and Central India	(a) 474	(b) 1,434	(c) 5,683	..	(d) 48,605	17		32		883
Eastern Bengal	251	379	51	318	29,975	18	105	24	72	444
East Indian	1,114	841	1,888	10,272	102,936	288	196	165	..	††16,148
Great Indian Peninsula	*614	1,563	1,739	71	†58,011		..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,804	(k) 63	..	28	..	2,840
Nizam's State	42	..	..	..	5,156	18	12	109	..	573
North Western	956	208	427	3,186	94,559	80	..	..	..	2,720
South Indian	139	162	104	..	13,245	..	..	..	..	..
Total	4,230	4,667	10,355	18,143	413,065	496	349	358	72	24,662
3' 3½" GAUGE.										
Assam Bengal	267	1,014	..	294	15,792	10	..	..	..	270
Bengal and North Western	449	11	..	725	39,296	(g) 533	186	320	1,352	19,331
Bombay, Baroda and Central India	646	120	60	..	51,663	193	366	576	..	2,568
Eastern Bengal	299	210	..	528	20,273	(s) 25	108	..	74	284
Jodhpur	79	32	..	..	5,869	58	39	104	312	624
Madras and Southern Mahratta	255	32	162	..	16,888	87	72	96	..	2,100
Mysore State	91	..	54	..	5,883	12	..	12	..	333
Nizam's State	41	..	..	..	3,431	(j) 40	54	192	..	1,186
Rohilkund and Kumaon	64	..	..	..	5,724	(h) 102	96	78	70	2,046
South Indian	(e) 781	593	538	..	(f) 49,508	..	..	..	..	..
Total	2,972	2,012	814	1,547	214,327	1,060	921	1,378	1,808	29,742

* Includes 100 bogies Electric Stock

(a) includes 120 Electric Trailer Coaches

(b) includes 720 1st class seats of Electric Stock.

(c) includes 4,800 2nd class seats of Electric Stock

(d) includes 12,920 3rd class seats of Electric Stock

**Includes 752 seats for servants in Higher class stock and 13,554

seats in 127 Replaced vehicles running as Mela Stock.

††Includes 10 seats for servants in Higher class stock.

† Includes 11,402 Third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches

(f) Includes 3,456 Third class seats of Electric Stock.

(g) Includes 366 six wheelers.

(h) Includes 27 six-wheelers.

(i) Includes 7 six-wheelers

(j) Six-wheeled.

(k) Includes one six-wheeler.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

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

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.											Railway.	
Bogies.					Four-wheelers.					22		
No.	Seats by classes				No.	Seats by classes.						21
	1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third			
12	13	14	15	16	17	18	19	20	21		22	
5' 6" GAUGE												
(o)171	1,693	2,941	1,831	1,298	12	66	126	.	.	Bengal Nagpur		
113	1,328	2,602	150	2,685	7	42	84	.	.	Bombay, Baroda and Central India.		
252	1,662	2,773	9,268	9,469	16	98	171	54	72	Eastern Bengal.		
482	2,916	6,283	10,761	112,982	516	116	173	.	78	East Indian.		
303	2,801	5,782	2,057	7,317	.	.	.	.	.	Great Indian Peninsula
153	428	1,910	2,206	6,652	10	46	77	.	.	Madras and Southern Mahratta.		
26	254	618	.	514	4	24	50	.	.	Nizam's State		
601	3,349	4,159	10,290	27,348	46	338	414	.	5	North Western		
66	720	1,818	.	1,060	.	.	.	.	.	South Indian.
2,167	15,146	28,886	36,563	69,325	111	730	1,095	54	85	Total.		
3' 3½" GAUGE.												
152	942	.	1,966	4,549	.	.	.	.	.	Assam Bengal.
79	524	738	1,169	1,212	(i)119	567	576	608	934	Bengal and North Western.		
168	1,368	1,920	162	2,715	21	126	126	.	.	Bombay, Baroda and Central India.		
155	937	880	2,022	2,940	(n)33	198	226	14	14	Eastern Bengal.		
52	150	230	909	994	13	45	52	12	.	Jodhpur		
147	376	1,029	1,563	3,178	7	28	42	.	.	Madras and Southern Mahratta.		
39	170	498	120	701	.	.	.	.	.	Mysore State.
14	123	260	.	141	18	51	110	.	.	Nizam's State		
27	147	216	370	808	(m)20	67	69	136	139	Rohilkund and Kumaon.		
188	1,099	2,757	177	3,379	3	18	24	.	.	South Indian.		
1,021	5,836	8,468	8,457	20,617	224	1,100	1,225	773	1,087	Total.		

‡ Includes 50 Bogies Electric Stock.

§ Includes 591 First, 2,104 Second and 1,773 Third class seats of Electric Stock; and excludes 52, 56 and 100 Dining seats respectively.

|| Six-Wheeled.

(i) Includes 90 six-wheelers

(m) Includes 6 six-wheelers.

(n) Includes 17 six-wheelers.

(o) Includes 2 Steam Coaches.

§§ Excludes 3 Steam Coaches shown in statement No 10-A (page 70).

‡‡ Includes 2,274 seats for servants in Higher class stock.

‡ Represent seats for servants in Higher class stock.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK—Broad and Metre gauges,—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION										MILITARY CARS.		DINING CARS.	
	Bogies.					Four wheelers.					No. (in units)	Seats.	No. (in units)	Seats.
	Seats by classes.					Seats by classes.								
	No.	1st.	2nd.	Inter.	Third.	No.	1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bengal Nagpur	144	..	..	276	8,298	3	..	..	23	77	..	..	15	390
Bombay, Baroda and Central India.	107	..	..	1,407	6,075	..	..	..	..	..	..	..	9	288
Eastern Bengal	208	24	30	993	17,597	1	..	..	..	36	..	..	2	72
East Indian	549	20	34	612	34,115	10	..	..	..	426	..	..	(d)19	(f)479
Great Indian Peninsula	245	112	296	..	12,066	..	..	..	..	..	58	†3,133	29	(c)962
Madras and Southern Mahratta.	147	..	..	384	8,337	2	..	..	..	100	..	..	5	142
Nizam's State	17	..	..	..	796	..	..	..	..	..	..	..	..	..
North Western	523	956	989	1,199	22,915	..	..	..	..	..	18	1,152	30	640
South Indian	118	72	144	..	7,651	..	..	..	..	..	..	..	2	64
Total	2,058	1,184	1,493	4,871	117,848	16	..	..	23	639	76	4,285	111	3,037
3' 3½" GAUGE.														
Assam Bengal	162	..	..	1,398	4,790	24	..	..	..	96	..	..	2	(a)46
Bengal and North Western	47	..	..	..	2,255	(a)24	..	..	..	609	..	..	*1	8
Bombay, Baroda and Central India.	190	..	..	..	10,107	..	..	..	..	..	..	..	5	(b)160
Eastern Bengal	155	..	..	138	6,208	4	..	..	..	63	..	..	2	30
Jodhpur	68	..	..	..	3,655	4	..	..	..	80	..	..	4	66
Madras and Southern Mahratta.	127	..	..	480	4,023	120	..	..	..	1,487	..	..	..	..
Mysore State	45	..	..	48	1,497	26	..	..	..	268	..	..	6	162
Nizam's State	19	..	128	..	484	*2	..	..	..	42	..	..	..	..
Rohtak and Kumson	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	(g)25
South Indian	354	..	..	..	19,006	..	..	..	..	..	..	..	8	150
Total	1,190	..	128	2,117	53,234	205	..	..	13	2,764	..	..	29	647

* Six-wheeled.

† 123 First class and 3,010 Third class.

(a) Includes 16 six-wheelers.

(b) Includes 72 Dining seats of 6 Bogies' composite 1st, 2nd and Dining Cars included in the number 168 shown under column 12, page 81

(c) Excludes 211 seats for servants.

(d) Includes 11 six-wheeled Bogies.

(e) 26 First class and 10 third class.

(f) 374 First class and 105 Third class.

(g) Includes 1 Berth for Manager.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—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.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	
									47
									5' 6" GAUGE.
2	7	..	..	6	30	..	..	791	Bengal Nagpur.
1	7	..	..	12	144	510	111	750	Bombay, Baroda and Central India.
2	6	..	..	8	10	..	..	758	Eastern Bengal.
12	32	..	..	(k)24	155	2	4	2,516	East Indian
5	17	..	..	21	216	..	..	1,275	Great Indian Peninsula.
3	(l)6	..	..	8	21	12	12	602	Madras and Southern Mahratta.
11	62	3	6	6	46	..	..	127	Nizam's State
26	121	..	..	(*)23	110	..	..	2,303	North Western.
2	18	..	..	2	16	..	..	329	South Indian.
64	276	3	6	100	748	14	127	9,446	Total
									8' 3½" GAUGE.
1	2	1	5	1	3	..	..	620	Assam-Bengal
2	4	1	2	..	..	(h)14	22	1,269	Bengal and North Western.
6	22	1	1	16	94	1	2	1,247	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	677	Eastern Bengal
..	..	..	..	..	..	..	..	278	Jodhpur.
1	4	..	..	1	6	1	3	746	Madras and Southern Mahratta.
6	31	..	..	..	..	..	..	225	Mysore State.
4	18	1	4	1	3	1	4	131	Nizam's State
..	..	..	..	..	..	(j)3	4	241	Rohilkund and Kumaon.
2	4	..	..	2	38	..	..	1,339	South Indian
24	69	4	12	24	149	20	35	6,773	Total.

§ Includes 3 six-wheelers with 27 berths
 ¶ Includes 3 First class State carriages.
 † Six-wheeled.

(h) Includes 6 six-wheelers.
 (i) Tourist cars.
 (j) Includes 1 six-wheeler.
 (k) Includes 12 six-wheeled Bogies.
 (l) Excludes 12 dining berths

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd

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

Railway.	Other Coaching Vehicles.								
	Luggage 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. No.	Four-wheelers. No.				No.	No. (in units)			No (in units)	Stalls	No. (in units)
43	49	50	51	52	53	54	55	56	57
5' 6" GAUGE.									
Bengal Nagpur . . . . .	..	..	28	..	73	32	192	11	63
Bombay, Baroda and Central India . . . . .	..	..	..	..	58	25	160	89	2
Eastern Bengal	3	..	..	..	43	37	222	139	97
East Indian . . . . .	..	..	4	11	231	148	888	(c)30	(d)51
Great Indian Peninsula	0	..	..	2	53	95	546	22	263
Madras and Southern Mahratta . . . . .	..	..	..	4	52	33	198	80	2
Nizam's State . . . . .	..	..	..	1	9	9	54	..	*9
North Western	13	..	..	..	117	139	834	148	(a) 417
South Indian	5	..	..	..	40	15	90	61	—
Total	30	..	32	18	678	533	3,174	580	904
3' 3 1/2" GAUGE.									
Assam Bengal	9	43	..	..	30	12	48	4	42
Bengal and North Western . . . . .	..	..	..	..	(c) 33	30	120	..	(b) 3
Bombay, Baroda and Central India . . . . .	..	..	..	..	60	71	284	22	6
Eastern Bengal	5	..	..	1	36	30	120	186	50
Jodhpur . . . . .	..	..	..	..	(f)8	8	32	7	3
Madras and Southern Mahratta . . . . .	..	..	..	..	29	34	136	34	13
Mysore State . . . . .	..	2	..	..	8	14	56	16	8
Nizam's State . . . . .	..	..	..	..	4	12	48	..	*2
Rohilkhand and Kumaon . . . . .	..	..	3	..	9	12	48	6	7
South Indian	11	..	5	..	45	44	104	10	13
Total	25	45	8	1	262	267	996	285	147

* Includes 2 State Vehicles (1 four wheeled Dynamo van and 1 Third class bogie and kitchen).

(a) Includes 162 Cold Storage Vans and 23 Insulated Fruit Vans.

(b) Includes 1 six wheeler

(c) Includes 12 six-wheelers

(d) Includes one six-Wheeled Bogie. 3 Bogie Parcel Vans are provided with insulation in one comptt. of each.

(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.

(f) Includes 3 combined Motor and Parcel Vans

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK—Broad and Metre gauges—concl.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57)	Total coaching vehicles for public use In units. (Cols 46, 58 to 60)	Railway service vehicles (including officers' carriages) In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.			No.	Berths.	
55	59	60	61	62	63	64
						5' 6" GAUGE.
..	..	207	998	182	(g) 140	Bengal Nagpur.
31	3	174	958	20	40	Bombay, Baroda and Central India.
..	12	319	1,084	67	(h) 126	Eastern Bengal.
..	72	475	3,063	(o) 366	264	East Indian.
14	14	444	1,747	180	297	Great Indian Peninsula.
..	32	171	805	82	270	Madras and Southern Mahratta.
..	5	28	160	12	22	Nizam's State.
..	105	834	3,242	251	458	North Western.
..	..	121	450	30	43	South Indian.
45	243	2,773	12,507	1,190	1,880	Total
						3' 3 1/2" GAUGE.
..	..	140	760	110	319	Assam Bengal.
1	(k) 162	66	1,498	(i) 89	48	Bengal and North Western.
33	3	159	1,442	20	48	Bombay, Baroda and Central India.
..	23	308	1,008	90	(v) 114	Eastern Bengal.
4	10	26	318	47	105	Jodhpur.
..	..	108	856	99	132	Madras and Southern Mahratta.
..	11	48	284	10	47	Mysore State
..	13	18	(j) 162	(n) 23	15	Nizam's State
..	..	37	278	(m) 13	17	Rohilkund and Kumaon.
..	..	128	1,467	55	77	South Indian
38	222	1,038	8,073	565	922	Total.

‡ Includes 16 units of State Stock for private use.

(g) Excludes 16 chairs

(h) Excluding those of one Inspection Car and one electric charging van.

(i) Excluding those of 1 tender to saloon, 1 electric charging van, 1 Inspection car, and one cinema car.

(j) Includes 7 units of State Stock for private use.

(k) Includes 122 six-wheelers.

(l) Includes 14 six-wheelers and 5 bogies.

(m) Includes 5 six-wheelers.

(n) Includes 14 workmen's train Carriages

(o) Includes 1 six wheeled Reserved & 1 six-wheeled Bogie Reserved.

10.—Statement of Rolling Stock in service on Class I Railways
C—Goods

Railway	COVERED WAGONS (IN UNITS)					OPEN WAGONS (HIGH-SIDED). (IN UNITS)					OPEN	
	17 tons and under	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur		7,433	..	..	157,994	..	12,445	..	..	274,721		50
Bombay, Baroda & Central India.	353	5,575	..	..	128,651	19	2,093	..	..	46,369	..	..
Eastern Bengal.	970	6,078	..	2	141,871	85	72	..	2	3,112	208	513
East Indian	17	80,542	6	2	611,247	30	16,987	12	14	358,133	12	203
Great Indian Peninsula.	2,118	8,982	..	1,076	267,664	463	2,728	..	215	74,475	402	185
Madras & Southern Mahratta.	372	3,800	..	..	92,583	14	990	..	73	25,788	..	331
Nizam's State	..	(a) 927	..	..	19,931	..	(b) 923	..	..	20,398	..	151
North Western	259	22,368	190	108	512,399	5	2,526	2	99	58,262	5	1,621
South Indian	..	1,507	..	..	33,127	..	614	..	..	13,571	..	..
TOTAL	4,089	87,221	196	1,188	1,965,467	616	39,378	14	403	874,829	627	3,054

Railway.	COVERED WAGONS (IN UNITS)					OPEN WAGONS (HIGH-SIDED). (IN UNITS)					OPEN	
	10 tons and under	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3 1/4" GAUGE												
Assam Bengal	459	3,938	100	..	49,996	11	..	44	..	990	..	..
Bengal & North-Western	3,819	5,830	955	..	122,263	..	..	..	..	..	424	950
Bombay, Baroda & Central India.	66	5,369	347	95	77,249	216	128	462	14	12,483	..	383
Eastern Bengal.	988	2,109	657	801	73,144	..	10	2	10	457	133	163
Jodhpur	..	1,516	490	300	27,788	..	..	..	..	..	..	97
Madras & Southern Mahratta.	205	2,987	1,809	40	73,520	..	699	65	43	12,733	4	..
Mysore State	3	545	298	22	12,544	..	200	136	43	5,901	..	17
Nizam's State	..	967	..	..	12,378	..	33	..	..	373	..	1245
Rohilkund and Kumaon.	303	1,278	874	..	34,098	..	..	30	..	540	2	255
South Indian	346	1,237	1,748	45	53,133	42	346	175	349	15,432	..	..
TOTAL	6,189	25,776	7,278	1,303	536,113	289	1,416	915	459	48,909	563	2,110

* 3 of these have been coupled to goods brake vans.

(a) 20 of these are being used as coaching vehicles

(b) Includes 11 open wagons stencilled as coaching vehicles.

† 2 of these are being utilised as temporary water tanks and 12 wagons suitable for conveyance of carriages and motor cars by passenger trains

on the 31st March 1939—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 and 16) 24	Brake vans used indiscriminately on passen- ger, mixed or goods service. (In units) 25	Railway service vehicles (includ- ing inspec- tion trolleys) (In units) 26	Travel- ing Cranes and their dum- my trucks. (In units) 27	Road Mo- tors 28	Railway 29
Over 2½ and up to 36 tons. 14	Over 36 tons. 15	Total capacity in tons. 16	Live Stock Wag- ons. 17	Wag- ons for explo- sives. 18	Timber or rail wagons.		Petrol tank Wag- ons. 21	Other tank Wag- ons. 22	Mis- cella- neous Wag- ons. 23						
					24 tons and under 19	Over 24 tons. 20									
..	..	965	28	10	250	582	30	168	1,113	22,109	474	211	78	2	5' 6" GAUGE.
§36	224	10,578	990	11	20	..	30	133	1	9,485	193	517	16	18	B. N.
15	..	15,823	..	4	24	97	87	86	104	8,347	108	122	32	5	B. B. & C. I.
..	..	4,051	103	34	10	406	25	604	362	49,369	954	1,149	123	32	E. B.
..	..	9,982	1,443	32	180	70	84	195	29	18,202	506	602	89	22	E. I.
..	..	7,111	3	32	99	9	56	91	7	5,886	123	91	33	2	G. I. P.
..	..	3,262	..	..	10	..	..	..	..	2,011	38	165	5	12	M. & S. M.
..	142	42,631	4	48	1	439	107	449	†241	28,613	354	406	99	20	N. S.
..	..	..	..	13	101	12	23	7	4	2,281	77	136	7	..	N. W.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	S. I.
51	366	94,203	2,571	184	695	1,615	442	1,733	1,861	146,303	2,827	3,399	482	113	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 and 16.) 24	Brake vans used indiscriminately on passen- ger, mixed or goods service (in units) 25	Railway service vehicles (includ- ing inspec- tion trolleys) (in units) 26	Travel- ing Cranes and their dum- my trucks (in units) 27	Road Mo- tors. 28	Railway. 29
Over 15 and up to 20 tons. 14	Over 20 tons 15	Total capacity in tons. 16	Live Stock Wag- ons. 17	Wag- ons for explo- sives. 18	Timber or rail wagons		Petrol tank Wag- ons. 21	Other tank Wag- ons. 22	Mis- cella- neous Wag- ons. 23						
					15 tons and under 19	Over 15 tons 20									
..	..	..	14	1	..	190	180	113	170	5,220	2	596	19	2	3' 3¼" GAUGE.
28	..	15,587	..	..	277	100	20	156	1	12,560	130	32	47	1	A. B.
220	..	9,036	962	25	4	270	6	36	24	8,636	173	633	44	4	B. & N. W.
102	108	8,006	..	8	80	169	11	55	10	5,416	81	106	40	..	B. B. & C. I.
70	223	6,750	35	3	..	..	8	21	..	2,763	50	93	2	..	E. B.
136	45	3,777	108	11	118	21	26	68	172	6,557	241	104	36	..	Jodhpur.
..	..	198	43	3	55	28	2	27	..	1,422	31	2	17	(c) 5	M. & S. M.
..	2	2,966	..	..	13	..	1	3	..	1,264	45	127	6	1	Mysore State.
..	..	2,962	..	2	59	40	..	..	7	2,850	64	73	26	1	N. S.
5	8	271	..	9	..	125	26	97	13	4,572	222	1,409	20	1	R. & K.
570	386	49,553	1,162	62	606	943	280	576	397	51,260	1,039	3,175	257	15	S. I.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Total

§ Includes one Six-wheeler
† Includes 234 sugar cane trucks.
(c) 4 Buses and a lorry.

10.— Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—concl'd.

COACHING STOCK—(Narrow gauge).

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 trailer 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	354	486	500	835	9,542	26	380	23	8
Bombay, Baroda and Central India	72	(a)	178	(a)	3,008	..	72	..	..
Eastern Bengal	57	70	30	113	1,457	..	57	..	..
Great Indian Peninsula	48	(a)	66		1,856	2	50	1	..
Mysore State	23		36		943		23	2	..
North Western	282	364	556	869	9,359	60	342	10	..
South Indian	24	..	40		783	..	34	1	..
TOTAL	870	920	1,404	1,817	26,948	88	958	37	3

GOODS STOCK—(Narrow gauge)

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS)		Railway service wagons (In units).	REMARKS.
	Number (In units)	Total capacity (in tons)		
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	*1,986	**30,815	12	
Bombay, Baroda and Central India	†336	‡4,183	1	
Eastern Bengal	†23	††101	..	
Great Indian Peninsula	‡206	‡‡3,220	30	
Mysore State	184	1,201	7	
North Western	§224	§§11,488	23	
South Indian	78	765	(b)1	
TOTAL	3,587	51,778	74	

* Includes 303 special wagons.

† Includes 6 special wagons.

‡ Includes 5 special wagons.

‡‡ Includes 127 special wagons.

§ Includes 16 special wagons.

§§ Includes 61 tons carrying capacity of 16 special wagons.

** Includes 3,401 tons carrying capacity of 303 special wagons.

†† Includes 29 tons carrying capacity of 6 special wagons.

‡‡ Includes 30 tons carrying capacity of 5 special wagons.

§§ Includes 1,111 tons carrying capacity of 127 special wagons

(a) Included in next column.

(b) Motor Inspection Trolley.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN,
ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR
1938-39.**

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

Note.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at the instance of the railways

Railway	LOCOMOTIVES.			RAIL CARS (STEAM PROPELLED)		RAIL CARS (INTERNAL COMBUSTION ENGINE PROPELLED)		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY	
	Steam	Electric	Tractive effort (in lbs.).	No.	Seats	No. (in units).	Seats	No. (in units).	Seats	Pass	
	No.	No.								No. (in units).	1st
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur		..	51,420	..	..	..	..	..	..	31	57
Bombay, Baroda and Central India		..		..	..	..	..	..	*2,480	—8	—379
Eastern Bengal		..	—4	..	..	..	..	..	..	10	—398
East Indian		..		..	..	..	..	..	..	—38	—177
Great Indian Peninsula	(a)—18	(b)1	—305,189							—34	—158
Madras and Southern Mahratta		..	50,003	..	..	†	†	..	..	—58	—162
Nizam's State		..		..	..	..	..	..	..	—1	..
North Western	1	3	—100,968	..	..	..	34	..	..	—1	62
South Indian		..	23,994	..	..	..	..	..	..	1	..
Total	—22	1	—280,744			—1	34	..	2,480	—188	—1,279
3' 3½" GAUGE.											
Assam-Bengal	—1	..	21,570	..	..	..	..	..	..	10	—16
Bengal and North Western	—1	..	44,130	..	..	..	..	..	..	2	—12
Bombay, Baroda and Central India	5	..	88,407	..	..	..	..	..	..	5	6
Eastern Bengal	..	..	11,136	..	..	..	..	..	..	14	21
Jodhpur	—4	..	—2,251	..	..	..	..	..	..	11	24
Madras and Southern Mahratta	—2	..	34,195	..	..	..	..	..	..	—4	—92
Mysore State	..	..		..	..	..	..	..	..	2	..
Nizam's State	—4	..	—35,968	..	..	..	..	..	..	4	15
Rohilkund and Kunson	6	..	89,296	..	..	..	..	..	..	..	..
South Indian	1	..	18,850	..	..	..	..	..	12	10	—86
Total			269,365		..	..	..	..	12	54	—140
2' 6" & 2' 0" GAUGES.											
Bengal Nagpur	..	..	33,722	..	..	..	..	..	..	—8	—37
Bombay, Baroda and Central India	..	..		..	..	..	..	..	..	..	..
Eastern Bengal	..	..		..	..	..	..	..	..	—1	..
Great Indian Peninsula	..	..		..	..	..	..	..	..	..	..
Mysore State	..	..		..	..	..	..	..	..	..	..
North Western	..	..	30	..	..	..	..	..	—1	—9	—18
South Indian	..	..		..	..	..	..	..	..	..	..
Total	..	..	33,752		..	..	..	..	—1	—18	—55

* Due to increased carrying capacity

(a) Due to scrapping of 18 engines from Supernumerary stock during the year.

(b) Due to one passenger electric locomotive placed on the line during the year.

(c) Due to changes in (a) & (b).

† In Cols 7 & 8 no figures (instead of 6 & 660, respectively) have been shown as the difference is only due to the non-existence of the figures in 1937-38.

Rolling Stock on Class I Railways during the year 1938-39—(By gauges)

Passenger Carriages (excluding vehicles on Railway Service)			Goods Wagons (excluding Wagons used exclusively on Railway Service)					Railway Service vehicles, including Officers carriages, Inspection trolleys, Travelling cranes and Dummy Trucks.		Road Motors	Railway.	
Seater Carriages.			Other coaching vehicles including brake vans (in units)	Covered wagons		Open wagons		Special wagons including brake vans (in units).	Passenger (in units).			Goods (in units)
2nd.	Inter	3rd.		No (in units)	Capacity (in tons)	No. (in units)	Capacity (in tons)			22	23		24
13	14	15	16	17	18	19	20	21	22	23	24	25
5' 6" GAUGE												
235	103	1,483	7	475	10,545	329	6,229	2	20	2	..	Bengal Nagpur
—17		731	—6	—20	25	—22	§—352	87		—1	.	Bombay, Baroda and Central India
—451	—169	2,633	4	89	1,707	88	1,723	17	—4	4	1	Eastern Bengal
—136	363	—2,278	—8	—477	—7,460	725	16,953	—27	30	—23		East Indian
418	180	—2,978	—10	184	4,301	—37	—574	—31	—7	—6		Great Indian Peninsula
—46	—125	491	2	52	3,109	1	49	—15		—3		Madras and Southern Mahratta
16		771	—1	—9	—228	—22	—488			7		Nizam's State
—279	—1,379	—4,074	—37	89	38,674	50	2,384	—81	—8	1		North Western
		70	4		—91	—1	—49	7	—1			South Indian
—200	—1,027	—3,851	—45	383	50,573	453	13,417	—45	30	—19	1	Total
3' 3½" GAUGE												
	154	373	0	—140	—1,487			55	—2			Assam Bengal
—16		269		224	2,920	—9	—86	—1	7	4		Bengal and North Western
78		862	—0*	41	386	—71	—1,116	3		2		Bombay, Baroda and Central India
63	22	182	14	—3	1,007		—100	3	7	14		Eastern Bengal
32	118	223	3	199	3,581		1	4	1	1		Jodhpur
36	277	13	—5	—37	—394	—8	—52	10	—9	2		Madras and Southern Mahratta
		152		426	4,900	9	121		1			Mysore State
24		275	—1		—22	—17	—208	—5		—4		Nizam's State
	—22	—68		—3	—30			—3				Rohilkund and Kumaon
—44		—406		110	2,019	—1	26	8	—7	—1		South Indian
173	549	1,875	11	808	12,880	—97	—1,414	74	—2	18		Total
2' 6" & 2' 0" GAUGES												
—6	18	—145			1	..	1	—1			..	Bengal Nagpur
							8	120				Bombay, Baroda and Central India.
		—16	..		..			..				Eastern Bengal
		—22						..				Great Indian Peninsula
												Mysore State
16		—322			—1	—1	‡ 37					North Western
					..		..		..			South Indian
10	18	—505				7	158	—1			..	Total

§ The net figure —352, instead of 2,102, has been adopted in adjustment of incorrect figures of 'Capacity' shown in 1937-38

‡ The net figure 37, instead of 262, has been adopted in adjustment of incorrect figures of 'Capacity' of 127 Special Wagons shown in 1937-38.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1937-38	20,9	91,7	1,525,8	15,388,3	17,026,7	529,8	23,4	101,1
	1938-39	19,3	87,7	1,555,2	15,549,5	17,211,7	543,9	21,5	97,3
Bombay, Baroda and Central India	1937-38	41,7	1,457,9	64,9	80,045,3	61,609,8	2,676,9	48,3	1,511,3
	1938-39	40,3	1,388,3	62,9	82,736,8	64,228,2	3,324,1	46,1	1,437,1
Eastern-Bengal	1937-38	41,2	241,2	2,341,1	28,845,7	31,469,2	1,124,0	46,5	256,6
	1938-39	42,6	244,7	2,444,5	29,017,8	31,749,6	1,327,2	48,6	260,4
East Indian	1937-38	57,5	333,9	3,360,3	54,964,1	58,715,8	2,768,4	66,3	367,9
	1938-39	56,2	338,1	3,364,1	56,067,1	59,825,5	2,655,9	64,3	366,8
Great Indian Peninsula	1937-38	52,8	728,9	103,9	50,616,6	51,502,2	1,019,4	64,4	769,3
	1938-39	51,8	695,1	111,0	53,573,7	54,431,6	1,737,6	63,3	734,4
Madras and Southern Mahratta	1937-38	10,8	108,3	320,2	16,936,8	17,376,1	911,8	16,3	135,4
	1938-39	9,9	103,0	322,0	17,311,2	17,746,1	1,267,3	15,6	146,6
Nizam's State	1937-38	4,3	26,6	2,8	3,128,0	3,161,7	253,6	6,6	37,2
	1938-39	4,4	30,4	2,5	3,350,6	3,387,9	266,8	6,8	40,0
North-Western	1937-38	42,7	283,0	1,726,3	64,989,2	67,041,2	1,144,7	49,8	308,6
	1938-39	39,4	273,3	1,564,0	61,869,5	63,746,2	1,213,4	46,3	298,4
South Indian	1937-38	5,8	91,7	Nil	13,298,2	13,395,7	678,4	8,8	110,1
	1938-39	5,9	80,1	Nil	12,902,0	12,988,0	774,1	9,1	103,0
TOTAL 5' 6" GAUGE	1937-38	277,7	3,362,2	9,445,3	308,212,2	321,298,4	11,707,0	330,4	3,597,5
	1938-39	269,7	3,240,7	9,426,2	312,378,2	325,314,8	13,110,3	321,6	3,484,0
3' 3½" GAUGE.									
Assam Bengal	1937-38	39,8	1,0	342,8	12,507,0	12,890,6	356,6	44,2	1,6
	1938-39	39,6	8	351,3	13,257,0	13,648,7	374,0	43,6	1,2
Bengal and North Western	1937-38	12,4	88,8	393,4	30,744,9	31,239,5	1,246,4	13,3	93,9
	1938-39	11,9	89,3	418,0	31,130,4	31,649,6	1,122,9	12,5	93,4
Bombay, Baroda and Central India.	1937-38	9,1	87,3	15,4	20,753,8	20,865,6	2,864,4	15,8	128,0
	1938-39	7,9	93,2	19,8	21,821,3	21,942,2	3,812,8	13,7	132,0

Class I Railways for the years 1937-38 and 1938-39.

(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	20
									5' 6" GAUGE
1,530.5	15,901.5	17,556.5	20,227.0	5,780	17,443	62,725	761,130	847,078	Bengal Nagpur.
1,577.5	16,059.3	17,755.6	20,520.1	4,949	16,798	64,907	768,981	855,635	
70.1	62,657.0	64,286.7	88,355.1	9,486	41,045	21,874	1,183,760	1,256,165	Bombay, Baroda and Central India
69.2	65,999.9	67,552.3	93,618.6	9,994	36,435	22,018	1,223,837	1,294,284	
2,398.2	29,891.9	32,593.2	45,470.8	4,083	12,156	50,245	699,870	766,354	Eastern Bengal.
2,510.2	30,257.6	33,076.8	45,634.1	4,182	12,409	50,411	707,242	774,244	
3,439.1	57,610.9	61,484.2	61,484.2	15,207	53,281	190,372	3,220,706	3,479,566	East Indian.
3,441.5	58,608.8	62,481.4	62,481.4	15,127	53,017	197,973	3,273,046	3,539,163	
154.5	52,133.4	53,121.6	53,872.7	16,514	49,185	27,932	1,751,059	1,844,690	Great Indian Peninsula
171.7	55,199.8	56,169.2	57,215.0	16,580	47,432	29,217	1,834,756	1,927,985	
351.2	17,785.0	18,287.9	33,007.4	4,088	19,062	19,830	690,520	733,500	Madras and Southern Maharastra.
338.2	18,513.0	19,013.4	32,823.2	3,921	16,458	18,484	607,338	646,181	
4.8	3,366.7	3,415.3	8,594.4	914	4,419	686	172,074	178,093	Nizam's State
4.9	3,603.0	3,654.7	9,086.8	868	4,329	734	177,232	183,163	
1,762.6	66,064.9	68,185.9	69,032.1	12,878	47,926	108,011	2,883,757	3,052,572	North Western
1,602.9	63,012.0	64,959.6	65,674.2	12,626	48,567	107,459	2,755,646	2,924,298	
Nil	13,955.2	14,074.1	61,126.9	1,471	10,578	Nil	341,400	353,449	South Indian.
Nil	13,650.0	13,762.1	60,947.5	1,442	8,544	Nil	320,627	330,613	
9,711.0	319,366.5	333,005.4		70,421	255,095	481,675	11,704,276	12,511,467	TOTAL 5' 6" GAUGE.
9,716.1	324,903.4	338,425.1		69,689	245,989	491,183	11,668,705	12,475,566	
									3' 3½" GAUGE.
360.1	12,841.3	13,247.2	13,247.2	2,918	3	15,926	361,073	379,920	Assam Bengal
365.5	13,612.4	14,022.7	14,022.7	3,032	10	18,043	385,108	406,193	
409.2	31,969.5	32,485.9	32,485.9	1,371	6,882	25,205	1,195,665	1,229,123	Bengal and North Western.
434.6	32,232.0	32,772.5	32,772.5	1,311	7,039	27,139	1,178,742	1,214,231	
22.9	23,553.3	23,720.0	*	1,929	11,272	1,200	968,571	982,972	Bombay, Baroda and Central India
26.6	25,582.7	25,755.0	*	1,757	11,552	1,204	1,026,856	1,041,369	

(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 of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic (a)	Passen	
		1st. 3-	2nd. 4-	Inter 5-	3rd 6-	Total 7-		1st. 9-	2nd. 10-
3' 3½" GAUGE—conold									
Eastern Bengal	1937-38	6,7	41,3	413,5	11,643,1	12,104,6	1,492,0	12,0	54,2
	1938-39	7,4	41,5	419,8	11,545,2	12,013,9	1,636,1	13,5	56,4
Jodhpur	1937-38	2,6	25,4	168,4	4,290,0	4,486,4	439,7	4,4	34,0
	1938-39	2,4	22,1	133,7	4,312,3	4,470,5	422,3	4,1	29,8
Madras and Southern Mah-ratta.	1937-38	4,1	66,0	152,6	14,598,7	14,821,4	548,1	6,3	78,0
	1938-39	2,9	58,7	219,6	14,006,0	14,287,2	1,476,0	5,8	94,3
Mysore State	1937-38	†	†	†	†	†	†	†	†
	1938-39	2,8	58,0	8,7	7,067,2	7,136,7	141,7	3,8	62,7
Nizam's State	1937-38	2,9	31,6	Nil	5,074,7	5,109,2	126,7	3,4	33,6
	1938-39	3,8	35,5	Nil	5,255,4	5,294,7	234,9	4,4	40,4
Rohilkund and Kumaon	1937-38	2,7	17,3	61,6	6,612,7	6,694,3	260,0	3,5	21,9
	1938-39	2,6	16,7	61,4	6,657,2	6,737,9	244,9	3,4	21,1
South Indian	1937-38	11,7	237,3	6,1	46,096,5	46,401,6	902,8	21,9	302,7
	1938-39	10,5	227,2	4,6	46,663,8	46,906,1	689,7	15,9	249,0
TOTAL 3' 3½" GAUGE									
	1937-38	92,0	646,0	1,553,8	152,321,4	154,613,2	3,226,7	124,3	747,9
	1938-39	91,8	643,0	1,636,9	161,715,8	164,087,5	10,155,3	120,7	780,3
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	1937-38	6	5,9	53,6	2,741,8	2,801,9	140,6	1,0	8,7
	1938-39	5	6,2	52,6	2,837,3	2,896,6	150,9	9	9,2
Bombay, Baroda and Central India.	1937-38	Nil	3,8	Nil	1,918,0	1,921,8	131,8	Nil	4,7
	1938-39	Nil	4,1	Nil	2,629,6	2,633,7	815,7	Nil	5,0
Eastern Bengal	1937-38		2,1	3,0	634,3	639,4	75,4		2,6
	1938-39	1	2,1	3,1	658,0	663,3	115,4	1	2,6
Great Indian Peninsula	1937-38	*	9	*	808,2	809,1	51,4	*	1,1
	1938-39	*	9	*	1,123,4	1,124,3	80,1	*	1,2
Mysore State	1937-38	†	†	†	†	†	†	†	†
	1938-39	Nil	1,8	Nil	880,7	882,5	19,9	Nil	1,9
North Western	1937-38	2,7	10,9	23,9	992,8	1,030,3	164,6	4,5	17,3
	1938-39	2,5	8,8	22,0	859,7	893,0	162,2	4,2	14,4
South Indian	1937-38	Nil	6	Nil	818,2	818,8	60,1	Nil	5,5
	1938-39	Nil	1,3	Nil	646,1	647,4	187,3	Nil	18,2
TOTAL 2' 6" AND 2' 0" GAUGES									
	1937-38	3,3	24,2	80,5	7,913,3	8,021,3	623,9	5,5	39,9
	1938-39	3,1	25,2	77,7	9,634,8	9,740,8	1,531,5	5,2	52,5
TOTAL CLASS I RAILWAYS									
	1937-38	373,0	4,033,4	11,079,6	468,446,9	483,932,9	20,557,6	460,7	4,385,3
	1938-39	364,6	3,908,9	11,140,8	483,728,8	499,143,1	24,797,1	447,5	4,316,3

* Included in the next column.

† Included under class II Railways.

Class I Railways for the years 1937-38 and 1938-39—contd.

Passengers carried (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	20
464.9	13,065.5	13,596.6	†	1,336	3,361	15,091	470,397	490,185	3' 3 3/4" GAUGE—concl'd Eastern Bengal
488.1	13,092.0	13,650.0	†	1,238	3,181	15,157	450,200	469,774	
174.6	4,713.1	4,926.1	4,926.1	536	3,402	6,898	198,983	209,817	Jodhpur
139.6	4,719.3	4,892.8	4,892.9	477	2,917	5,936	190,738	200,068	
171.9	15,113.3	15,389.5	†	948	12,579	8,749	501,118	523,394	Madras and Southern Mah- ratta.
245.2	15,417.0	15,763.2	†	826	8,009	8,300	379,722	396,857	
(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	Mysore State
12.2	7,199.7	7,278.4	8,180.8	441	4,084	1,116	189,694	195,335	
Nil	5,198.9	5,235.9	†	428	2,808	Nil	183,255	186,491	Nizam's State
Nil	5,484.8	5,520.6	†	495	2,878	Nil	185,975	189,346	
65.9	6,863.0	6,954.3	6,954.3	370	2,015	2,881	175,145	180,411	Rohilkund and Kumaon.
65.5	6,892.8	6,982.8	6,982.8	369	1,993	3,016	175,424	180,802	
6.1	46,973.7	47,304.4	†	2,519	21,427	1,089	1,030,833	1,055,868	South Indian
4.7	47,326.2	47,595.8	†	2,136	17,839	851	989,119	1,009,945	
1,675.6	160,291.6	162,839.9		12,355	63,749	77,037	5,085,040	5,238,181	TOTAL 3' 3 3/4" GAUGE
1,782.0	171,559.8	174,242.8		12,080	59,500	80,762	5,151,578	5,303,920	
63.3	2,869.5	2,942.5	†	48	443	1,996	78,777	81,264	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
62.8	2,974.6	3,047.5	†	43	467	2,001	80,547	83,058	
Nil	2,048.9	2,053.6	†	Nil	109	Nil	28,662	28,771	Bombay, Baroda and Cen- tral India
Nil	3,444.4	3,449.4	†	Nil	116	Nil	35,132	35,248	
3.9	708.3	714.8	†		35	30	6,427	6,492	Eastern Bengal.
4.2	771.8	778.7	†	1	35	35	6,920	6,991	
*	859.4	860.6	†	*	29	*	13,292	13,321	Great Indian Peninsula.
*	1,203.2	1,204.4	†	*	33	*	19,888	19,921	
(d)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	Mysore State
Nil	900.5	902.4	†	Nil	42	Nil	15,850	15,892	
29.6	1,143.5	1,194.9	†	288	1,162	1,085	35,241	37,771	North Western.
28.2	1,008.4	1,055.2	†	287	939	1,101	31,897	34,224	
Nil	873.4	878.9	†	Nil	519	Nil	15,794	16,313	South Indian.
Nil	816.5	834.7	†	Nil	367	Nil	12,468	12,835	
96.8	8,503.0	8,645.2		331	2,297	3,111	178,193	183,932	TOTAL 2' 6" AND 2' 0" GAUGES.
95.2	11,119.4	11,272.3		331	1,999	3,137	202,702	208,169	
11,483.4	488,161.1	504,490.5	498,784.1	83,107	321,141	61,823	16,967,509	17,933,580	TOTAL CLASS I RAILWAYS.
11,593.3	507,582.6	528,940.2	514,852.6	82,100	307,488	575,082	17,022,985	17,987,655	

(a) See note (a) on page 93.
(b) Included under class II Railways.

† Included under 5' 6" Gauge.
‡ Included under 3' 3 3/4" Gauge.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5' 6" GAUGE.						
Bengal Nagpur	1937-38	247.0	172.6	41.0	47.9	48.2
	1938-39	230.7	172.7	41.1	47.9	48.2
Bombay, Baroda and Central India	1937-38	196.6	27.2	312.2	18.9	19.6
	1938-39	216.5	26.7	318.4	18.5	19.2
Eastern Bengal	1937-38	87.8	47.4	21.0	23.4	23.5
	1938-39	86.1	47.7	20.1	23.4	23.4
East Indian	1937-38	230.0	145.0	55.0	56.0	57.0
	1938-39	235.0	145.0	58.0	56.0	57.0
Great Indian Peninsula	1937-38	256.5	62.9	180.8	23.6	34.7
	1938-39	261.9	64.6	170.2	23.2	34.3
Madras and Southern Mahratta	1937-38	250.8	140.8	56.6	38.8	40.1
	1938-39	251.3	112.3	54.6	38.8	34.0
Nizam's State	1937-38	137.3	115.7	142.4	48.9	50.0
	1938-39	127.7	108.0	150.7	49.2	50.1
North Western	1937-38	258.6	165.3	61.3	43.7	44.8
	1938-39	272.6	162.7	67.0	43.7	45.0
South Indian	1937-38	147.6	70.2	Nil	22.3	22.8
	1938-39	159.2	83.0	Nil	23.5	24.0
TOTAL 5' 6" GAUGE	1937-38	213.1	70.9	49.6	36.6	37.6
	1938-39	216.7	70.6	50.6	35.9	36.9
3' 3½" GAUGE						
Assam Bengal	1937-38	66.9	2.00	44.2	28.1	28.7
	1938-39	69.6	7.80	49.4	28.3	29.0
Bengal and North Western	1937-38	103.2	72.3	61.6	37.4	37.8
	1938-39	104.5	76.4	62.5	36.6	37.1
Bombay Baroda and Central India	1937-38	122.6	88.0	62.3	41.1	41.4
	1938-39	128.5	87.5	45.2	40.1	40.4

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 1937-38 and 1938-39—contd

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIS) 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		38
Rs.	Rs.	Rs.	Rs.	Rs.						5' 6" GAUGE
5.38	7.94	12.92	1,28.62	1,54.86	17.9	8.74	3.98	3.24	3.51	} Bengal-Nagpur.
4.54	7.62	13.30	1,27.33	1,52.79	17.6	8.71	3.93	3.18	3.43	
8.45	18.13	5.11	1,88.32	2,20.01	17.1	8.48	4.49	3.05	3.36	} Bombay, Baroda and Central India
8.60	16.74	5.04	1,89.69	2,20.07	16.5	8.36	4.39	2.97	3.28	
3.43	6.10	8.73	1,08.64	1,26.90	16.1	9.63	3.34	2.98	3.18	} Eastern-Bengal.
3.57	6.29	8.79	1,10.65	1,29.30	16.4	9.73	3.35	3.00	3.21	
12.74	21.02	36.81	4,66.33	5,36.90	16.1	7.57	8.71	2.77	2.96	} East Indian.
12.57	20.71	37.69	4,70.82	5,41.79	15.9	7.49	3.65	2.76	2.93	
17.34	24.19	8.68	2,81.86	3,32.07	20.2	9.44	5.97	3.09	3.46	} Great Indian Peninsula.
17.35	23.43	9.00	2,87.49	3,37.27	20.1	9.48	5.91	3.01	3.36	
4.47	7.62	5.56	1,14.18	1,31.83	21.0	7.68	5.37	3.17	3.45	} Madras and Southern Mahratta.
4.22	7.16	5.17	1,09.35	1,25.90	20.7	8.35	5.38	3.46	3.74	
94	2.26	22	29.44	32.86	19.8	10.0	6.16	3.37	3.64	} Nizam's State.
88	2.20	24	29.25	32.57	19.4	9.75	6.44	3.17	3.41	
10.98	21.09	25.28	4,30.72	4,88.07	16.4	8.45	4.49	2.87	3.07	} North Western.
10.49	20.88	24.81	4,03.40	4,59.38	16.0	8.25	4.40	2.81	3.02	
1.51	4.32	Nil	54.82	60.65	20.4	9.73	Nil	3.22	3.13	} South Indian.
1.54	3.88	Nil	52.04	57.44	18.6	7.99	Nil	3.01	3.20	
65.24	1,12.67	1,03.31	18,02.93	20,84.15	17.8	8.48	4.12	2.96	3.20	} TOTAL 5' 6" GAUGE.
63.76	1,08.89	1,03.84	17,80.02	20,56.51	17.6	8.50	4.06	2.93	3.16	
2.40	..	3.80	60.79	66.99	15.7	14.9	4.56	3.22	3.38	} Assam Bengal
2.51	..	4.06	65.43	72.00	15.9	17.6	4.32	3.26	3.40	
90	2.52	4.55	1,40.36	1,48.33	11.9	6.75	3.34	2.19	2.25	} Bengal and North Western.
85	2.52	4.86	1,40.55	1,48.78	11.7	6.60	3.31	2.23	2.29	
2.02	6.11	29	1,67.17	1,75.59	20.1	10.4	4.60	3.22	3.43	} Bombay, Baroda and Central India
1.79	6.04	28	1,70.64	1,78.75	19.5	10.0	4.41	3.19	3.30	

12.—Statement of Passenger Revenue Statistics of Class I Railways

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—CONSID.						
Eastern Bengal	1937-38	111.3	62.0	32.5	36.0	36.1
	1938-39	91.7	56.4	31.0	34.4	34.4
Jodhpur	1937-38	122.4	100.2	39.5	42.2	42.6
	1938-39	116.4	98.0	42.6	40.4	40.0
Madras and Southern Mahratta	1937-38	152.9	161.3	50.9	33.2	34.1
	1938-39	142.4	94.0	33.8	24.6	25.2
Mysore State	1937-38	†	†	†	†	†
	1938-39	116.1	85.1	91.5	26.3	26.8
Nizam's State	1937-38	120.9	73.1	Nil	34.0	34.4
	1938-39	113.0	71.2	Nil	33.9	34.2
Rohilkund and Kumaon	1937-38	106.7	91.8	43.7	25.5	25.9
	1938-39	109.2	94.4	46.1	25.5	25.9
South Indian	1937-38	90.1	43.9	178.3	20.2	20.4
	1938-39	134.2	71.7	182.7	20.9	21.2
TOTAL 3' 3½" GAUGE	1937-38	99.0	86.2	46.0	31.7	32.2
	1938-39	100.1	76.3	45.3	30.0	30.4
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1937-38	46.5	61.1	31.5	27.5	27.6
	1938-39	48.0	50.7	31.8	27.1	27.3
Bombay, Baroda and Central India	1937-38	Nil	23.2	Nil	14.0	14.0
	1938-39	Nil	23.3	Nil	10.3	10.2
Eastern Bengal	1937-38	7.47	13.6	7.70	9.97	9.93
	1938-39	6.74	13.6	8.08	8.97	8.93
Great Indian Peninsula	1937-38	†	27.0	†	16.5	16.5
	1938-39	†	27.9	†	16.5	16.5
Mysore State	1937-38	†	†	†	†	†
	1938-39	Nil	22.1	Nil	17.6	17.6
North-Western	1937-38	63.4	67.1	36.7	30.8	31.6
	1938-39	68.0	65.1	39.1	31.6	32.4
South Indian	1937-38	Nil	32.5	Nil	25.5	25.5
	1938-39	Nil	20.2	Nil	15.3	15.4
TOTAL 2' 6" AND 2' 0" GAUGES	1937-38	60.2	67.6	32.1	21.0	21.1
	1938-39	63.7	38.1	33.0	18.2	18.1
TOTAL CLASS I RAILWAYS	1937-38	130.4	73.2	48.9	34.8	35.1
	1938-39	133.5	71.2	49.6	33.5	34.1

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

† Included in the next column.

‡ Included under Class II Railways.

for the years 1937-38 and 1938-39—concl'd.

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIS) CHARGED PER PASSENGER PER MILE					Railway 38
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.						
1,10	1,67	2,56	72,64	77,97	15 8	9 42	3 23	2-93	3-02	} 3' 3 1/2" GAUGE—concl'd Eastern Bengal.
1,07	1,61	2,62	70,24	75,54	16 4	9-60	3 28	2-96	3-05	
63	1,98	1,79	39,07	43,47	22 7	11-1	4 98	3-77	3 98	} Jodhpur
58	1,79	1,54	37,46	41,35	22 7	11-8	4 96	3-77	3-98	
1,04	3,13	2,34	76,33	82,84	21-1	4-78	5-14	2 92	3 04	} Madras and Southern Mahratta.
36	2,68	2,24	67,88	73,66	20 0	6 42	5-18	3 43	3-56	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	} Mysore State
38	1,37	34	26,41	28,50	16 5	6 40	5 80	2 70	2 80	
35	1,14	Nil	27,43	28,92	16 3	8 06	Nil	2-93	3 03	} Nizam's State
28	1,13	Nil	27,47	28,98	14 8	7-54	Nil	2 84	2 94	
39	96	64	22,91	24,90	20 2	9 19	4 24	2 51	2 65	} Rohilkund and Kumaon.
36	96	66	23,16	25,14	18 9	9 30	4 17	2 53	2 67	
3,13	7,53	43	1,54,64	1,65,73	22-1	10-1	7-57	3 04	3 18	} South Indian.
2,90	6,85	34	1,47,82	1,57,91	18 8	7 38	7 63	2 82	2-94	
11,96	25,04	16,40	7,61,34	8,14,74	18 6	7-54	4 09	2-87	2 99	} TOTAL 3' 3 1/2" GAUGE
11,66	24,95	16,94	7,77,06	8,30,61	18 5	8 05	4 03	2 90	3 01	
5	21	43	11,06	11,75	18-9	9 19	4 11	2-70	2-78	} 2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
4	23	43	11,18	11,88	17-8	9-51	4-09	2-67	2-75	
Nil	9	Nil	4,70	4,79	Nil	15 0	Nil	3 15	3-20	} Bombay, Baroda and Central India.
Nil	9	Nil	5,23	5,32	Nil	15-0	Nil	2 86	2-90	
..	2	1	1,14	1,17	16 9	13 0	3-44	3-41	3 46	} Eastern Bengal.
..	2	1	1,21	1,24	17 1	12 7	3 36	3-35	3-39	
†	2	†	2,46	2,48	†	13-0	†	3-55	3 57	} Great Indian Peninsula.
†	2	†	2,76	2,78	†	12-8	†	2-66	2 68	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	} Mysore State
Nil	1	Nil	2,04	2,05	Nil	4 60	Nil	3 50	2 50	
57	93	58	9,46	11,54	39-0	15 3	10-2	5-16	5-86	} North-Western
58	80	57	8,57	10,52	38 6	16 4	9-93	5-16	5 90	
Nil	5	Nil	1,53	1,58	Nil	10 4	Nil	2-43	2 44	} South Indian
Nil	4	Nil	1,25	1,29	Nil	2 21	Nil	1-92	1-93	
62	1,32	1,02	30,35	33,31	36-0	11-0	6 30	3 27	3 48	} TOTAL 2' 6" AND 2' 0" GAUGES.
62	1,21	1,01	32,24	35,08	36 0	11-6	6 18	3-05	3 24	
77,82	1,39,03	1,20,78	25,94,62	29,32,20	18-0	8 31	4-13	2 94	3 14	} TOTAL CLASS I. RAILWAYS
76,04	1,35,05	1,21,79	25,89,32	29,22,20	17-8	8-43	4-07	2 92	3-12	

‡ Included under class II Railways.

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

Railway.	Year	Tons originating on home line (whether local or foreign).					Total (Columns 3+4+5+ 6+7)	(a). Other traffic	(b). Total (Columns 8+9.)
		Coal for the public	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores)			
1	2	3	4	5	6	7	8	9	10
5 6" GAUGE.									
Bengal-Nagpur	1937-38	5,269	1,279	979	385	7,451	15,863	1,369	17,732
	1938-39	5,678	1,244	1,034	934	7,576	16,465	1,759	18,224
Bombay, Baroda and Central India.	1937-38	1	Nd	14	350	2,796	3,161	2,444	5,605
	1938-39	.	.	12	361	2,739	3,112	2,322	5,434
Eastern Bengal	1937-38	7	.	5	200	2,005	2,217	2,773	4,990
	1938-39	9	.	14	297	1,910	2,230	3,020	5,250
East Indian	1937-38	9,373	2,681	1,778	1,346	7,703	22,831	3,439	26,370
	1938-39	8,976	2,576	1,852	1,271	7,953	22,628	3,808	26,436
Great Indian Peninsula	1937-38	338	5	608	877	4,502	6,330	4,216	11,046
	1938-39	817	2	646	989	4,686	7,140	3,828	10,968
Madras and Southern Mahratta.	1937-38	51	.	1	422	1,352	1,826	2,335	4,161
	1938-39	47	.	11	514	1,250	1,822	2,520	4,342
Nizam's State.	1937-38	478	448	226	202	401	1,755	562	2,317
	1938-39	478	455	236	201	433	1,803	572	2,375
North Western (Commercial)	1937-38	16	1	23	2,093	6,298	8,431	4,710	13,141
	1938-39	40	1	21	2,015	6,803	8,880	4,598	13,478
North-Western (Military)	1937-38	72	.	5	168	1,322	1,567	1,166	2,733
	1938-39	61	.	2	161	1,286	1,510	1,125	2,635
North Western (Total)	1937-38	88	1	28	2,261	7,620	9,998	3,811	13,809
	1938-39	101	1	23	2,176	8,089	10,390	3,690	14,080
South Indian	1937-38	38	Nd	18	154	1,270	1,480	698	2,178
	1938-39	22	.	12	172	1,298	1,504	752	2,256
TOTAL 5' 6" GAUGE.	1937-38	16,143	4,414	3,657	6,697	35,100	66,011	(a) 22,197	(a) 88,208
	1938-39	16,128	4,278	3,840	6,915	35,933	67,094	(a) 22,271	(a) 89,365
4 3½" GAUGE									
Assam Bengal	1937-38	28	1	22	136	1,944	1,231	355	1,616
	1938-39	26	2	20	201	1,118	1,376	456	1,832
Bengal and North Western	1937-38	9	.	49	610	3,400	4,068	1,396	5,464
	1938-39	8	.	54	647	2,698	3,407	1,420	4,827
Bombay, Baroda and Central India	1937-38	1	.	6	429	1,256	1,692	2,434	4,126
	1938-39	1	.	11	341	1,398	1,746	2,377	4,123

(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 1937-38 and 1938-39 (In thousands)

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 (Columns 11+12+13+14+15)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5' 6" GAUGE.
5,929	1,404	979	1,002	8,418	17,732	18,176	13,065	368	} Bengal-Nagpur
6,255	1,390	1,034	1,079	8,466	18,224	18,705	13,297	394	
941	23	289	707	3,645	5,605	8,559	4,335	340	} Bombay, Baroda and Central India.
916	24	287	631	3,576	5,434	8,428	4,146	343	
1,388	89	248	276	2,989	4,990	6,133	3,839	698	} Eastern Bengal
1,407	121	333	425	2,964	5,250	6,558	3,912	712	
10,125	2,899	1,778	1,930	9,638	26,370	26,370	18,009	1,008	} East Indian
9,919	2,783	1,853	1,891	9,990	26,436	26,436	18,213	1,199	
2,067	383	1,010	1,565	6,021	11,046	11,078	7,661	1,369	} Great Indian Peninsula.
1,915	360	1,006	1,696	6,091	10,968	10,986	7,557	1,361	
264	355	527	827	2,198	4,161	6,037	3,104	556	} Madras and Southern Mah-ratta
255	395	522	1,020	2,150	4,342	6,248	3,083	658	
516	453	226	437	686	2,317	2,796	839	351	} Nizam's State
501	455	236	466	717	2,375	2,882	803	346	
1,314	1	1,209	2,565	8,052	13,141	†	11,012	†	} North Western (Commer-cial).
1,253	1	1,175	2,468	8,581	13,478	†	11,248	†	
231		130	292	2,080	2,733	†	1,521	†	} North-Western (Military).
215		135	297	1,988	2,635	†	1,476	†	
1,356	1	1,213	2,568	8,671	13,809	13,959	12,533	185	} North-Western (Total).
1,278	1	1,177	2,464	9,160	14,080	14,199	12,724	125	
43	Nil	223	387	1,525	2,178	5,194	1,622	119	} South Indian
26		250	419	1,561	2,256	5,177	1,651	146	
(a) 22,619	(a) 5,607	(a) 6,493	(a) 9,699	(a) 43,790	(a) 88,203		65,007	4,894	} TOTAL 5' 6" GAUGE.
(a) 22,372	(a) 5,529	(a) 6,698	(a) 10,091	(a) 44,675	(a) 89,365		65,366	5,274	
									3' 3½" GAUGE.
113	8	97	166	1,232	1,616	1,616	1,258	14	} Assam Bengal
141	10	128	236	1,317	1,832	1,832	1,460	11	
320		298	883	3,953	5,464	5,464	4,603	80	} Bengal and North-Western.
351		281	877	3,318	4,827	4,827	3,974	78	
331	112	284	881	2,518	4,126	*	2,312	1,016	} Bombay, Baroda and Central India
324	109	253	824	2,613	4,123	*	2,480	899	

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 (Columns 3+4+5+ 6+7.)	(a) Other traffic	(a) Total (Columns 8+9.)
		Coal for the public	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds	Other com- modities (including other revenue stores)			
1	2	3	4	5	6	7	8	9	10
3 3½" GAUGE—concd.	1937-38	1	..	9	198	911	1,119	1,267	2,386
	1938-39	1	.	10	211	1,065	1,287	1,437	2,724
Eastern Bengal	1937-38	1	Nil	4	178	638	821	476	1,297
	1938-39	.	.	3	179	892	874	448	1,322
Jodhpur.	1937-38	29	19	172	464	935	1,662	758	2,420
	1938-39	46	..	179	631	939	1,895	754	2,449
Madras and Southern Mah- ratta.	1937-38	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	..	..	2	134	448	584	307	891
Mysore State	1937-38	..	..	..	200	225	425	230	705
	1938-39	1	..	..	234	266	501	251	752
Nizam's State	1937-38	..	..	68	138	1,237	1,443	166	1,609
	1938-39	..	..	71	97	1,215	1,383	186	1,569
Rohilkund and Kumaon	1937-38	106	Nil	46	690	2,223	3,064	461	3,525
	1938-39	62	.	15	722	2,169	2,968	489	3,457
TOTAL 3' 3½" GAUGE	1937-38	174	13	376	3,043	11,919	15,526	(a) 7,623	(a) 23,148
	1938-39	145	2	374	3,397	11,903	15,821	(a) 8,125	(a) 23,946
2' 6" AND 2' 0" GAUGES	1937-38	40	2	57	90	592	781	147	928
	1938-39	51	2	56	96	510	715	146	861
Bengal-Nagpur	1937-38	Nil	Nil	Nil	16	242	257	71	328
	1938-39	.	..	..	24	189	213	70	283
Bombay, Baroda and Cen- tral India.	1937-38	..	..	..	..	2	2	1	3
	1938-39	..	..	..	..	5	5	1	6
Eastern Bengal	1937-38	..	..	..	20	76	96	62	158
	1938-39	..	..	..	36	47	83	56	139
Great Indian Peninsula	1937-38	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	..	..	..	7	42	49	4	53
Mysore State	1937-38	99	..	20	102	135	356	164	520
	1938-39	106	..	14	93	105	318	141	459
North Western (Commer- cial)	1937-38	..	..	2	2	51	55	46	101
	1938-39	..	..	3	2	34	39	44	83
North-Western (Military)	1937-38	99	..	22	104	136	411	179	590
	1938-39	106	..	17	95	139	357	158	515
North-Western (Total)	1937-38	Nil	Nil	Nil	19	19	38	14	52
	1938-39	..	..	..	9	21	30	15	45
South Indian	1937-38	139	2	79	248	1,117	1,586	(a) 474	(a) 2,059
	1938-39	157	2	73	267	953	1,452	(a) 450	(a) 1,902
TOTAL 2' 6" & 2' 0" GAUGES	1937-38	16,456	4,429	4,112	9,988	48,136	83,121	(a) 30,294	(a) 113,415
	1938-39	16,430	4,282	4,287	10,579	48,789	84,367	(a) 30,846	(a) 115,213

(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.

‡ Included under Class II Railways

for the years 1937-38 and 1938-39 (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 (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
296	70	114	317	1,590	2,386	*	1,115	614	3' 3½" GAUGE—conold.
329	99	149	369	1,778	2,724	*	1,343	677	
28	8	69	326	886	1,297	1,297	781	194	Jodhpur
18	5	76	325	898	1,322	1,322	897	149	
72	22	180	703	1,443	2,420	*	1,819	116	Madras and Southern Maharashtra
84	1	179	917	1,268	2,449	*	1,831	191	
‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State
31		51	195	614	891	931	307	34	
42	1	34	275	353	705	*	382	70	Nizam's State
35	1	35	303	378	752	*	342	67	
23	..	98	146	1,372	1,609	1,609	1,239	2	Rohilkund and Kumaon
24	..	70	105	1,370	1,569	1,569	1,204	1	
106	Nd	169	779	2,471	3,525	*	3,172	10	South Indian.
63		159	813	2,422	3,457	*	3,108	14	
(a) 1,330	(a) 221	(a) 1,313	(a) 4,476	(a) 15,808	(a) 23,148		16,681	2,116	TOTAL 3' 3½" GAUGE
(a) 1,400	(a) 225	(a) 1,381	(a) 4,904	(a) 15,976	(a) 23,946		16,946	2,121	
72	2	60	116	678	928	*	587	6	2' 6" AND 2' 0" GAUGES.
78	2	59	120	602	861	*	619	7	
3	..	1	43	231	328	*	116	6	Bengal-Nagpur
4			47	232	283	*	108	5	
				3	3	*	1		Bombay, Baroda and Central India
				6	6	*	4		
73	..		36	109	158	*	94		Eastern Bengal
12	..		50	77	139	*	74		
‡	‡	‡	‡	‡	‡	‡	‡	‡	Great Indian Peninsula.
		1	7	45	53	††	4		
118		21	117	264	520	*	271	†	Mysore State
122		14	112	211	459	*	217	†	
5		4	6	86	101	*	60	†	North-Western (Commercial)
7	..	5	5	66	83	*	62	†	
119		22	122	327	590	*	331	†	North-Western (Military).
124	..	17	116	258	515	*	279	†	
Nd	Nd	Nd	22	30	52	*	22	Nd	North-Western (Total).
Nil	..		12	33	45	*	22		
(a) 207	(a) 2	(a) 83	(a) 339	(a) 1,428	(a) 2,059		1,151	11	TOTAL 2' 6" & 2' 0" GAUGES.
(a) 218	(a) 2	(a) 77	(a) 352	(a) 1,253	(a) 1,902		1,110	12	
(a) 24,156	(a) 5,830	(a) 7,889	(a) 14,514	(a) 61,026	(a) 113,415	108,288	82,839	7,021	TOTAL CLASS I RAILWAYS
(a) 23,990	(a) 5,756	(a) 8,156	(a) 15,407	(a) 61,904	(a) 115,213	110,098	83,422	7,407	

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.

†† Shown under 3' 3½" Gauge.

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

Railway.	Year.	Net ton miles.					
		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 (Columns 23 + 24 + 25 + 26 + 27).
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1937-38	787,337	364,828	186,530	190,461	1,678,407	3,207,568
	1938-39	831,778	380,368	205,133	221,270	1,530,851	3,169,400
Bombay, Baroda and Central India.	1937-38	233,224	6,250	76,309	168,293	625,019	1,159,096
	1938-39	259,567	5,126	73,791	125,422	631,241	1,095,147
Eastern Bengal	1937-38	96,636	14,117	34,833	23,773	362,186	531,445
	1938-39	96,440	19,827	46,685	42,167	366,060	571,179
East Indian	1937-38	2,627,646	1,639,020	468,570	631,240	1,567,013	6,833,389
	1938-39	2,405,388	1,445,920	482,731	551,884	1,603,283	6,489,206
Great Indian Peninsula	1937-38	674,617	146,618	269,256	482,895	1,323,429	2,896,815
	1938-39	502,561	148,775	251,708	553,460	1,331,304	2,787,808
Madras and Southern Mahratta	1937-38	44,530	192,376	145,777	160,895	383,802	927,380
	1938-39	41,561	221,944	133,083	197,154	391,886	985,628
Nizam's State	1937-38	91,097	56,513	19,230	85,963	100,615	353,418
	1938-39	91,143	53,659	21,963	86,734	102,088	355,587
North Western (Commercial)	1937-38	296,306	16	443,944	708,381	1,364,160	2,812,807
	1938-39	268,231	66	417,512	627,974	1,363,227	2,677,010
North Western (Military)	1937-38	21,631		21,074	24,922	189,915	257,542
	1938-39	21,784		17,673	19,913	175,686	235,056
North Western (Total).	1937-38	317,937	16	465,018	733,303	1,554,075	3,070,349
	1938-39	290,015	66	435,185	647,887	1,538,913	2,912,066
South Indian	1937-38	4,408	N/A	37,635	40,034	161,098	243,175
	1938-39	2,584		43,504	45,516	163,150	254,754
TOTAL 5' 6" GAUGE.	1937-38	4,927,232	2,319,738	1,703,168	2,516,857	7,755,644	19,222,629
	1938-39	4,521,037	2,275,685	1,693,783	2,471,494	7,658,776	18,620,775
3' 3½" GAUGE							
Assam-Bengal	1937-38	13,509	1,975	15,943	21,094	218,605	271,126
	1938-39	19,275	2,211	20,848	32,279	229,874	304,487
Bengal and North-Western	1937-38	42,340	11	40,144	100,648	502,266	685,409
	1938-39	47,444	12	39,012	142,154	421,730	650,352
Bombay, Baroda and Central India	1937-38	46,321	24,425	63,165	189,141	463,559	786,611
	1938-39	40,839	23,215	54,846	147,923	447,033	713,856

for the years 1937-38 and 1938-39 (In thousands)—contd.

* Average miles a ton of goods was carried							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 coal (excluding coal for home line)	Total goods (including coal).	
29	30	31	32	33	34	35	
							5' 6" GAUGE.
134	260	193	190	200	153	182	} Bengal Nagpur.
135	274	201	205	181	160	175	
301	275	264	238	178	300	212	} Bombay, Baroda and Central India.
284	214	257	199	181	282	205	
70	159	141	86	121	75	107	} Eastern Bengal.
69	165	140	99	123	76	109	
260	531	263	327	163	320	259	} East Indian.
243	520	261	292	161	303	246	
326	382	267	309	220	335	263	} Great Indian Peninsula.
277	413	250	326	219	300	255	
175	542	277	195	175	389	223	} Madras and Southern Mahratta.
163	562	255	193	182	405	227	
176	125	85	197	147	152	153	} Nizam's State
182	118	93	186	142	152	150	
226	20	369	276	174	225	218	} North Western (Commercial)
214	80	355	255	163	214	202	
94	.	162	85	93	94	95	} North Western (Military).
101	.	131	67	91	101	91	
234	20	385	286	185	234	227	} North Western (Total).
227	80	370	263	173	227	211	
103	Nil	169	103	106	103	112	} South Indian.
100	.	174	109	105	100	113	
*218	*414	*262	*259	*177	*257	*218	} TOTAL 5' 6" GAUGE.
*202	*412	*253	*245	*171	*244	*208	
							3' 3½" GAUGE.
119	238	164	127	178	128	168	} Assam-Bengal.
137	228	163	137	175	142	166	
132	63	135	114	127	132	125	} Bengal and North Western
135	40	139	161	127	135	135	
140	217	223	215	184	160	191	} Bombay, Baroda and Central India.
128	213	217	180	171	148	173	

* 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.

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

Railway.	Year	Net ton miles.					Total. (Columns 23+24+25 +26+27.)	
		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	
3' 3½" GAUGE—concl'd.								
Eastern Bengal	1937-38	33,699	8,427	71,230	37,020	175,750	266,126	
	1938-39	39,983	11,752	14,978	37,249	168,718	292,680	
Jodhpur	1937-38	6,241	802	16,447	62,093	99,750	184,333	
	1938-39	4,016	400	17,829	55,941	94,912	173,098	
Madras and Southern Mahratta	1937-38	7,422	8,372	61,123	123,618	237,251	437,791	
	1938-39	9,389	204	70,077	158,763	190,678	429,111	
Mysore State	1937-38	†	†	†	†	†	†	
	1938-39	3,167	3	6,622	18,600	60,203	88,595	
Nizam's State	1937-38	8,180	197	6,726	41,772	44,899	101,774	
	1938-39	6,508	184	7,009	43,982	39,959	97,640	
Rohilkund and Kumaon	1937-38	977	..	2,210	9,653	93,266	106,166	
	1938-39	1,029	..	2,251	6,825	95,695	105,600	
South Indian	1937-38	8,272	3	19,676	85,728	206,836	320,515	
	1938-39	4,767	..	18,154	88,364	108,352	300,637	
TOTAL 3' 3½" GAUGE		1937-38	166,961	44,212	236,659	670,767	2,042,182	3,169,791
2' 6" AND 2' 0" GAUGES.		1938-39	176,415	37,981	251,626	731,880	1,967,154	3,166,056
Bengal-Nagpur	1937-38	6,093	278	6,961	8,670	32,098	64,100	
	1938-39	7,194	224	7,324	8,793	28,147	51,682	
Bombay, Baroda and Central India	1937-38	98	..	18	1,025	6,692	6,733	
	1938-39	119	..	21	1,186	5,015	6,341	
Eastern Bengal	1937-38	..	..	..	1	66	66
	1938-39	..	..	..	1	121	122
Great Indian Peninsula	1937-38	488	..	..	1,844	3,971	6,303
	1938-39	485	..	..	2,814	3,195	6,494
Mysore State	1937-38	†	†	†	†	†	†	
	1938-39	2	..	13	348	2,107	2,470	
North Western (Commercial)	1937-38	3,454	..	303	4,362	13,400	22,006	
	1938-39	3,337	..	600	3,957	10,379	18,271	
North Western (Military)	1937-38	384	..	306	407	6,173	6,271	
	1938-39	470	..	399	383	4,008	5,261	
North Western (Total)	1937-38	3,838	..	1,109	4,769	18,573	28,271	
	1938-39	3,807	..	999	4,340	14,387	23,533	
South Indian	1937-38	Nil	Nil	2	787	911	1,70	
	1938-39	..	..	1	373	1,102	1,47
TOTAL 2' 6" & 2' 0" GAUGES		1937-38	10,517	278	8,090	17,036	61,200	97,17
		1938-39	11,607	224	6,358	17,855	54,074	92,11
TOTAL CLASS I RAILWAYS		1937-38	5,104,710	2,364,228	1,946,917	3,204,710	9,859,026	22,479,65
		1938-39	4,709,059	2,313,890	1,953,767	3,221,229	9,680,004	21,877,94

† Included under Class II Railways.

for the years 1937-38 and 1938-39 (In thousands)—contd.

*Average miles a ton of goods was carried.							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 coal (excluding coal for home line)	Total goods (including coal).	
29	30	31	32	33	34	35	
							3' 3½" GAUGE—concl'd.
114	120	98	117	111	115	112	} Eastern Bengal.
122	118	100	101	106	121	107	
221	101	224	190	115	195	142	} Jodhpur
219	82	234	172	106	190	131	
103	380	340	176	164	168	181	} Madras and Southern Mahratta.
112	204	391	173	150	113	175	
†	†	†	†	†	†	†	} Mysore State.
102	45	129	96	98	102	99	
194	185	198	152	127	194	144	} Nizam's State.
186	185	198	145	108	186	130	
42		32	66	69	42	66	} Rohilkund and Kumaon.
43		32	63	70	43	68	
78	38	117	110	84	78	91	} South Indian.
76		114	109	82	76	90	
*126	*200	*179	*150	*129	*136	*137	} TOTAL 3' 3½" GAUGE
*126	*169	*182	*147	*123	*132	*132	
							2' 6" AND 2' 0" GAUGES.
84	138	116	75	47	86	58	} Bengal-Nagpur.
92	126	123	73	47	93	60	
29	Nd	39	24	20	29	21	} Bombay, Baroda and Central India
29		45	28	22	29	22	
..			11	19	..	18	} Eastern Bengal.
..			10	19		19	
37			52	37	37	40	} Great Indian Peninsula.
39	..		57	41	39	47	
†	†	†	†	†	†	†	} Mysore State.
77	..	17	52	47	77	47	
29		39	37	51	29	42	} North Western (Commercial)
27		42	35	50	27	40	
79		71	68	60	79	62	} North Western (Military).
68	..	84	73	60	68	63	
32	..	50	39	57	32	48	} North Western (Total).
31	..	50	37	56	31	46	
	..	19	36	31		33	} South Indian.
15		19	33	33	15	33	
*51	*138	*97	*50	*43	*52	*47	} TOTAL 2' 6" AND 2' 0" GAUGES.
*53	*126	*109	*51	*43	*54	*48	
*211	*406	*247	*221	*162	*249	*198	} TOTAL CLASS I RAILWAYS.
*196	*402	*240	*209	*156	*236	*190	

*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.

13—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (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. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1937-38	1,45,01	50,44	24,45	94,69	4,01,41	7,16,00
	1938-39	1,50,89	50,63	26,88	1,04,08	3,84,03	7,17,11
Bombay, Baroda and Central India.	1937-38	37,71	69	7,16	68,06	3,24,72	4,38,34
	1938-39	34,86	63	6,92	54,00	3,39,19	4,35,60
Eastern Bengal	1937-38	21,94	2,27	5,22	10,59	1,69,99	2,10,01
	1938-39	21,34	3,09	6,86	18,25	1,67,16	2,16,70
East Indian	1937-38	4,27,91	1,88,04	59,86	1,81,41	6,03,54	14,00,76
	1938-39	4,04,32	1,73,43	61,95	1,60,01	6,18,96	14,18,67
Great Indian Peninsula	1937-38	90,04	18,18	28,28	1,84,20	5,62,59	8,98,29
	1938-39	74,88	18,04	25,54	2,00,77	5,50,11	8,69,34
Madras and Southern Mahratta	1937-38	9,34	21,66	19,39	55,66	1,70,60	2,76,65
	1938-39	8,55	24,08	17,71	73,77	1,73,59	2,97,70
Nizam's State	1937-38	19,54	11,67	2,45	23,59	50,66	1,12,81
	1938-39	20,45	11,75	2,77	31,14	50,11	1,16,22
North Western (Commercial)	1937-38	35,59	..	46,93	2,66,99	6,43,42	9,92,93
	1938-39	34,48	..	44,42	2,47,79	6,61,50	9,88,19
North Western (Military)	1937-38	2,62	..	2,24	9,72	69,98	84,56
	1938-39	2,81	..	1,91	7,97	63,70	76,39
North Western (Total)	1937-38	38,21	..	49,17	2,76,71	7,13,40	10,77,49
	1938-39	37,29	..	46,33	2,55,76	7,25,20	10,64,58
South Indian	1937-38	1,34	Nil	5,34	23,74	86,45	1,17,37
	1938-39	73	..	5,53	25,65	89,08	1,20,99
TOTAL 5' 6" GAUGE	1937-38	7,91,04	2,92,96	2,01,82	9,23,65	30,33,26	62,92,72
	1938-39	7,53,31	2,81,65	2,00,49	9,24,03	30,87,43	62,56,91
5' 3 1/2" GAUGE.							
Assam-Bengal	1937-38	3,13	25	2,09	9,33	87,37	1,02,77
	1938-39	3,91	28	2,73	14,18	95,45	1,16,57
Bengal and North Western	1937-38	9,64	..	5,76	49,79	1,66,99	2,32,18
	1938-39	10,74	..	5,37	48,25	1,63,43	2,27,79
Bombay, Baroda and Central India	1937-38	6,81	2,87	5,92	74,15	2,38,80	3,28,55
	1938-39	6,40	2,75	5,14	63,84	2,38,49	3,16,62

for the years 1937-38 and 1938-39 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile							Railway.
Coal for the public	Coal for foreign rail ways and 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.
3-45	2-65	2 52	9-51	4-55	3 20	4 24	} Bengal Nagpur.
3 39	2 55	2 52	9-06	4-76	3 13	4-29	
2 56	2 12	1 80	7-77	9 96	2 55	7 25	} Bombay, Baroda and Central India.
2 58	2 35	1 80	8 27	10 3	2 57	7 63	
4-36	3-09	2 33	8-55	9-01	4 20	7 59	} Eastern Bengal
4 25	2 99	2 82	8 31	8 77	4 03	7 28	
3 12	2 35	2 45	5-52	7 38	2 84	4 10	} East Indian
3 22	2 20	2 46	5 57	7 40	2 88	4 19	
2 56	2-38	2 02	7 32	8-16	2 53	5 85	} Great Indian Peninsula.
2 86	2 33	1 95	6 96	7 93	2 74	5 99	
4-03	2 16	2 55	6 64	8 53	2-51	5 73	} Madras and Southern Mahratta.
3 95	2 08	2 56	7 18	8 50	2 38	5 80	
4 12	3-96	2 44	6 39	9 65	4-06	6 13	} Nizam's State
4 31	4 20	2 42	6 99	9 42	4 27	6 28	
2 31	2-33	2 03	7 24	9-05	2-31	6 77	} North Western (Commercial).
2 47	..	2 04	7 58	9 31	2 47	7 08	
2-33	..	2 04	7-48	7-07	2 33	6 30	} North Western (Military).
2-48	..	2 07	7 69	6 95	2 48	6 23	
2-31	2-33	2 03	7 24	8-81	2-15	6 73	} North Western (Total).
2 47		2 04	7 58	9 04	2 47	7 02	
6 54	NW	2 47	11 4	9-60	5 54	8 72	} South Indian.
5-42	..	2 44	10 8	9 61	5 42	8 56	
3-08	2-42	2 28	7-05	7-63	2 87	5 29	} TOTAL 5' 6" GAUGE
3-20	2 38	2-27	7-18	7 77	2 92	5 42	
							3' 3½" GAUGE.
4-40	2-45	2 41	8-47	7-65	4-16	7 21	} Assam-Bengal.
3 90	2-46	2 52	8 43	7 97	3-75	7-35	
4 37	2-59	2 76	9-50	6-40	4 37	6 52	} Bengal and North Western.
4 35	2 50	2 64	6 52	7 44	4 35	6 72	
2-84	2-25	1 80	7-57	9 96	2 64	8 07	} Bombay, Baroda and Central India.
2-03	2-27	1-80	8-32	10 3	2-75	8-56	

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

Railway.	Year.	Earnings from goods carried (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 (Columns 39+40+41+42+43)
37	38	39	40	41	42	43	44
3 3½° GAUGE—concl'd.							
Eastern Bengal	1937-38	Rs 7,60	Rs. 1,36	Rs 1,68	Rs 16,54	Rs 95,26	Rs. 1,22,44
	1938-39	8,77	1,81	2,21	16,32	97,43	1,26,54
Jodhpur	1937-38	75	9	1,67	22,78	47,26	72,55
	1938-39	48	5	1,92	22,71	44,00	69,16
Madras and Southern Mahratta	1937-38	2,02	97	7,91	67,65	1,17,88	*2,04,42
	1938-39	2,52	5	8,98	87,68	1,01,12	*2,10 23
Mysore State	1937-38	†	†	†	†	†	†
	1938-39	71		69	8,64	29,13	39,17
Nizam's State	1937-38	1,93	4	39	18,48	30,54	51,88
	1938-39	1,42	3	92	20,00	25,38	47,73
Rohilkund and Kumaon	1937-38	17		23	6,12	35,82	42,39
	1938-39	18		29	4,51	37,44	42,42
South Indian	1937-38	2,44	Nd	2,65	47,85	1,15,98	1,68,90
	1938-39	1,36		2,43	47,85	1,12,53	1,64,17
TOTAL 3' 3½° GAUGE	1937-38	34,49	5,58	28,85	3,12,69	9,35,87	13,25,47
	1938-39	36,49	4,97	30,68	3,33,98	9,44,38	13,60,38
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1937-38	1,84	4	89	4,82	11,79	19,38
	1938-39	2,24	3	93	4,79	11,95	19,64
Bombay, Baroda and Central India	1937-38	4	Nd	Nd	1,19	4,37	5,60
	1938-39	4			1,30	4,40	5,74
Eastern Bengal	1937-38					5	5
	1938-39					4	4
Great Indian Peninsula	1937-38	15	..	..	1,20	3,92	5,27
	1938-39	16	..	..	1,81	3,33	5,30
Mysore State	1937-38	†	†	†	†	†	†
	1938-39	..	..	..	14	1,29	1,43
North Western (Commercial)	1937-38	77	..	23	3,47	12,46	16,92
	1938-39	78	..	17	3,39	10,95	15,29
North Western (Military)	1937-38	8	..	6	25	3,52	3,91
	1938-39	10	..	8	25	2,48	2,91
North Western (Total)	1937-38	85	..	29	3,72	15,97	20,83
	1938-39	88	..	25	3,64	13,43	18,20
South Indian	1937-38	Nd	Nd	Nd	53	72	1,25
	1938-39				28	77	1,03
TOTAL 2' 6" & 2' 0" GAUGES	1937-38	2,88	4	1,18	11,46	36,82	52,38
	1938-39	3,32	3	1,18	11,94	34,91	51,38
TOTAL CLASS I RAILWAYS	1937-38	8,28,41	2,98,57	2,31,85	12,47,80	40,55,95	66,70,57
	1938-39	7,93,12	2,86,65	2,32,35	12,69,95	40,76,72	66,68,67

* Includes Mormugao Harbour receipts
† Included under Class II Railways

1937-38 1938-39
790 988

for the years 1937-38 and 1938-39 (In thousands)—concl'd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign rail-ways and home line construc-tion	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
4 20	2 78	2 83	8 62	10 2	3 92	8 63	3' 3½" GAUGE—concl'd.
4 06	2 64	2 76	8 34	9 58	3 73	8 04		Eastern Bengal
2 31	2 15	2 08	7 04	9 10	2 29	7 56	Jodhpur
2 30	2 27	2 07	7 71	8 90	2 29	7 67	
5 23	2 22	2 48	10 6	9 54	3 63	8 61	Madras and Southern Mahratta.
5 15	4 71	2 46	10 6	10 1	5 14	8 98	
†	†	†	†	†	†	†	Mysore State.
4 27	1 88	2 00	8 92	9 29	4 27	8 49	
4 52	3 65	2 53	8 49	13 1	4 60	9 79	Nizam's State.
4 19	2 08	2 51	8 73	12 2	4 15	9 38	
3 36	..	2 45	12 2	7 37	3 36	7 67	Rohilkund and Kumaon.
3 40	..	2 45	13 1	7 51	3 40	7 71	
5 67	2 19	2 69	10 7	10 6	5 67	9 98	South Indian
5 47	..	2 56	10 4	10 7	5 47	10 1	
3 97	2 42	2 35	8 95	8 80	3 64	8 01	TOTAL 3' 3½" GAUGE.
3 97	2 51	2 34	8 76	9 22	3 71	8 19	
5 31	2 45	2 45	10 7	7 05	5 66	6 88	2' 6" AND 2' 0" GAUGES.
5 97	2 45	2 45	10 5	7 95	5 87	7 29		Bengal Nagpur
7 48	..	1 80	22 4	15 0	7 48	16 0	Bombay, Baroda and Central Indus.
6 04	..	1 80	20 9	16 8	6 94	17 4	
..	..	..	23 0	18 1	..	18 1	Eastern Bengal.
..	..	..	21 2	6 00	..	6 12	
6 10	..	..	12 6	19 0	6 10	16 1	Great Indian Peninsula.
6 16	..	..	12 3	20 0	6 16	15 7	
†	†	†	†	†	†	†	Mysore State.
5 50	..	2 88	7 73	11 7	5 50	11 1	
4 26	..	5 58	15 3	17 8	4 27	14 8	North Western (Commercial)
4 48	..	5 59	16 4	20 2	4 48	16 1	
3 93	..	3 61	12 0	13 1	3 93	12 0	North Western (Military).
4 18	..	3 86	12 7	11 8	4 18	10 6	
4 23	..	5 04	15 0	16 5	4 23	14 1	North Western (Total)
4 44	..	4 90	16 1	17 9	4 44	14 8	
Nil	Nil	2 89	12 9	15 1	Nil	14 1	South Indian.
19 2	..	2 88	13 1	13 5	19 2	13 4	
5 26	2 45	2 80	12 9	11 6	5 19	10 3	TOTAL 2' 6" AND 2' 0" GAUGES.
5 49	2 45	2 71	12 8	12 4	5 44	10 7	
3 12	2 42	2 29	7 43	7 90	2 90	5 69	TOTAL CLASS I RAILWAYS.
3 23	2 38	2 28	7 57	8 09	2 95	5 84	

14.—Statement of Revenue Earnings and Expenses

NOTE. I.—Up to the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included actual railways in respect of other than State owned portions of their railway systems) include the figures of Appropriation to Depreciation Reserve.

NOTE. II.—“Credits for released Materials” previously accounted for under “Earnings” are booked under Depreciation Reserve.

NOTE. III.—Please see note under heading of Statt. No. 2 (a)

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.§ (a)
		Capital outlay† per route mile				
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1937-38	2,31,574	9,17,81	36,079	691.9	6.39
	1938-39	2,32,017	9,15,75	35,871	684.1	6.17
Bombay, Baroda and Central India	1937-38	2,19,649	7,17,23	57,002	1,092.7	7.53
	1938-39	2,20,349	7,15,38	56,795	1,089.2	7.57
Eastern Bengal	1937-38	2,59,889	3,79,59	42,151	808.4	4.89
	1938-39	2,61,155	3,91,03	43,433	833.0	4.93
East Indian	1937-38	3,38,355	21,15,03	46,782	897.2	6.51
	1938-39	3,38,654	20,84,14	46,031	882.8	6.18
Great Indian Peninsula	1937-38	3,17,369	13,45,80	37,964	723.0	6.03
	1938-39	3,18,657	13,39,33	38,364	735.7	5.79
Madras and Southern Mahratta	1937-38	1,81,867	4,48,97	38,800	744.1	6.21
	1938-39	1,81,697	4,64,11	40,108	769.2	6.40
Nizam's State	1937-38	1,10,793	1,58,72	23,066	442.4	7.95
	1938-39	1,10,132	1,60,73	23,358	448.0	7.82
North Western (Commercial)	1937-38	2,25,788	15,65,92	32,300	619.5	7.08
	1938-39	2,26,822	15,37,56	31,715	608.2	6.82
North Western (Military)	1937-38	1,97,627	1,38,46	9,805	188.0	5.03
	1938-39	1,98,084	1,26,62	8,967	172.0	4.61
North Western (Total)	1937-38	2,18,826	17,04,38	27,226	522.1	6.85
	1938-39	2,19,703	16,64,18	26,584	509.8	6.59
South Indian	1937-38	1,88,552	1,94,83	24,411	468.1	4.60
	1938-39	1,89,213	1,94,21	24,303	466.1	4.41
TOTAL 5' 6" GAUGE	1937-38		79,82,36	36,943	708.5	6.40
	1938-39		79,28,86	36,732	704.5	6.19
3' 3½" GAUGE						
Assam-Bengal	1937-38	‡‡1,97,737	1,87,14	‡‡13,680	‡‡263.4	3.86
	1938-39	‡‡2,00,259	2,04,29	14,943	286.6	3.74
Bengal and North Western	1937-38	1,02,994	3,84,24	16,776	322.0	4.00
	1938-39	1,04,386	3,80,77	16,625	319.0	4.00
Bombay, Baroda and Central India	1937-38	‡	5,32,51	26,296	504.0	6.22
	1938-39		5,23,09	25,831	495.6	5.88

* In the case of State-owned railways

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

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

‡‡ Revised figures

(a) The results for 1938-39 in columns 7, 10 and 13 are worked out on the total train mileage inclusive of Rail-Car miles in the from the figure appearing against the Assam Bengal Railway in statement 5.

of Class I Railways rated against selected units for the years 1937-38 and 1938-39.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., B & K., Jodhpur and N. S. tion Reserve Fund' instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees). §	Working expenses per mean mile worked per week §	Working expenses per train mile. § (α)	Net earnings (in thousands of rupees) §	Net earnings per mean mile worked §	Net earnings per train mile. § (α)	Railway
8	9	10	11	12	13	14
						5' 6" GAUGE.
6,32,36	474.5	4.38	2,85,45	11,337.7	2.01	} Bengal-Nagpur.
6,52,95	486.8	4.39	2,62,80	10,282.9	1.78	
4,29,49	654.5	4.51	2,87,74	22,858.3	3.02	} Bombay, Baroda and Central India.
4,26,09	648.9	4.51	2,89,29	2,29,07.3	3.06	
3,21,43	684.5	4.14	58.16	6,457.3	0.75	} Eastern Bengal
3,32,71	708.7	4.19	58.32	6,478.0	0.73	
12,72,01	539.3	3.91	3,43,02	18,662.3	3.60	} East Indian.
12,98,79	550.5	3.85	7,94,35	17,326.5	2.33	
3,95,77	484.4	4.01	4,50,03	12,894.9	2.02	} Great Indian Peninsula.
9,03,48	496.3	3.91	4,35,85	12,484.2	1.88	
2,81,32	487.1	3.90	1,67,15	14,445.0	2.31	} Madras and Southern Mahratta.
2,90,30	481.1	4.00	1,73,81	15,020.6	2.40	
67.84	189.1	3.40	90.88	13,206.3	4.55	} Nizam's State.
68.85	191.9	3.35	91.88	13,353.2	4.47	
9,80,49	387.9	4.43	5,85,43	12,075.5	2.65	} North Western (Commercial).
9,91,53	392.2	4.40	5,46,09	11,262.9	2.48	
1,80,99	245.8	6.58	-42.53	-3,011.5	-1.55	} North Western (Military)
1,72,42	234.1	6.28	-45.80	-3,242.4	-1.67	
11,61,48	355.8	4.67	5,42,90	8,672.2	2.18	} North Western (Total).
11,63,95	356.6	4.61	5,00,23	7,990.8	1.98	
1,11,60	268.4	2.64	33.14	10,416.0	1.96	} South Indian.
1,12,97	271.1	2.57	81.24	10,166.6	1.84	
51,73,89	458.9	4.15	28,08,47	13,012.3	2.25	} TOTAL 5' 6" GAUGE.
52,51,09	466.4	4.10	29,77,77	12,411.1	2.09	
						3' 3½" GAUGE.
1,61,34	1,224.7	3.31	25.30	1,962.1	0.55	} Assam-Bengal.
1,65,91	232.1	3.03	38.38	2,842.4	0.71	
1,83,34	153.0	2.00	2,00,90	8,796.0	2.00	} Bengal and North Western.
1,91,35	159.0	2.00	1,89,42	7,883.0	2.00	
2,93,21	277.9	3.43	2,39,30	11,817.1	2.79	} Bombay, Baroda and Central India.
3,02,70	287.0	3.40	2,20,39	10,883.4	2.48	

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

ratio of 3 Car miles = 1 train mile.
Interest during construction to end of June 1938. In Government accounts this is charged to revenue and it is, therefore, excluded

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

NOTE I.—Upto the year 1935-36, the figures of total working expenses of other than State managed railways (Class I) included actual railways in respect of other than State owned portions of their railway system) include the figures of "Appropriation to Depre
NOTE II.—"Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statt No 2 (a)

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 § (d)
		Capital outlay† per route mile				
1	2	3	4	5	6	7
3' 3½" GAUGE—concl'd.						
Eastern Bengal	1937-38	‡	2,14,32	19,623	376 3	4 36
	1938-39	‡	2,15,42	19,634	376 5	4 30
Jodhpur	1937-38	57,477	1,26,65	12,065	230 2	5 77
	1938-39	57,993	1,21,10	11,493	220 4	5 34
Madras and Southern Mahratta	1937-38	‡	‡3,08,36	14,923	286 2	3 89
	1938-39	‡	‡3,00,22	15,984	306 5	4 00
Mysore State	1937-38	(b)	(b)	(b)	(b)	(b)
	1938-39	87,105	72,65	12,111	232 3	3 16
Nizam's State	1937-38	‡	86,43	13,100	251 2	4 99
	1938-39	‡	81,89	12,319	236 3	4 48
Robukund and Kumaon	1937-38	81,593	75,18	13,557	257 0	4 00
	1938-39	82,804	74,56	13,285	252 0	4 00
South Indian	1937-38	‡	3,62,11	20,126	386 0	3 26
	1938-39	‡	3,50,14	19,457	373 1	3 13
TOTAL 3' 3½" GAUGE	1937-38		22,76,94	17,593	337 4	4 27
	1938-39		23,24,13	17,394	333 9	4 12
2' 6" AND 2' 0" GAUGES						
Bengal Nagpur	1937-38	‡	32,94	3,556	68 2	1 76
	1938-39	‡	33,50	3,816	69 4	1 70
Bombay, Baroda and Central India	1937-38	‡	10,94	4,872	93 1	2 49
	1938-39	‡	11,53	5,135	98 7	2 54
Eastern Bengal	1937-38	‡	1,27	3,459	66 3	1 06
	1938-39	‡	1,32	3,590	68 8	1 00
Great Indian Peninsula	1937-38	‡	8,15	3,337	64 0	(a) 1 77
	1938-39	‡	8,44	3,454	66 2	1 87
Mysore	1937-38	(b)	(b)	(b)	(b)	(b)
	1938-39	‡	3,59	(c) 2,787	53 5	1 40
North Western (Commercial)	1937-38	‡	32,94	8,647	165 8	3 36
	1938-39	‡	28,46	7,590	145 6	3 19
North Western (Military)	1937-38	‡	6,40	2,100	40 3	3 11
	1938-39	‡	5,07	1,682	31 9	2 67
North Western (Total)	1937-38	‡	39,34	5,736	110 0	3 31
	1938-39	‡	33,53	4,931	94 6	3 10
South Indian	1937-38	‡	2,91	2,951	56 6	0 65
	1938-39	‡	2,40	2,433	46 7	1 13
TOTAL 2' 6" AND 2' 0" GAUGES	1937-38		95,65	4,311	82 7	2 17
	1938-39		94,31	4,031	77 0	2 06
TOTAL CLASS I RAILWAYS	1937-38	(a) 2,23,323	1,03,64,85	28,215	541 1	5 68
	1938-39	2,62,980	1,03,47,30	27,803	533 4	5 48

* 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 5' 6" gauge

¶ Includes earnings & expenditure of Mormugao Harbour

(a) Revised figures.

‡‡ Included in 3' 3½" Gauge

(b) Included under class II Railways.

(c) Excludes earnings of Tadasa Hebbe Tramway.

(d) The results for 1938-39 in columns 7, 10 and 13 are worked out on the total train mileage inclusive of Rail-Car miles in the ratio

Railways rated against selected units for the years 1937-38 and 1938-39—concl'd.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B & N W, R & K, Jodhpur and N. S. State Reserve Fund" instead of Fund from 1936-37

Total working expenses (in thousands of rupees) § 8	Working expenses per mean mile worked per week § 9	Working expenses per train mile § (d) 10	Net earnings (in thousands of rupees) § 11	Net earnings per mean mile worked § 12	Net earnings per train mile § (d) 13	Railway. 14
						3' 3½" GAUGE—concl'd
1,60,56	259 9	3 01	63,76	6,071 4	1 35	Eastern Bengal
1,68,22	200 3	3 31	47,20	4,498 8	0 99	
65,78	119 6	3 00	60,87	5,769 4	2 77	Jodhpur
68,21	124 2	3 01	52,89	5,018 0	2 33	
¶2,11,43	196 6	2 67	¶96,93	4,672 6	1 22	Madras and Southern Mahratta.
¶1,90,32	203 8	2 66	¶100,90	5,357 8	1 34	
(b)	(b)	(b)	(b)	(b)	(b)	Mysore State
51,24	163 8	2 23	21,41	3,569 0	0 93	
48,83	142 0	2 82	37,60	6,698 6	2 17	Nizam's State
50,56	145 9	2 76	31,33	4,712 8	1 72	
37,69	129 0	2 00	37,49	6,660 0	2 00	Rohilkund and Kumaon
41,06	140 0	2 00	33,50	5,969 0	2 00	
2,58,93	276 7	2 34	1,03,18	6,697 6	0 92	South Indian.
2,61,57	279 6	2 34	88,57	4,878 1	0 79	
14,11,61	208 9	2 64	8,65,33	6,702 1	1 63	TOTAL 3' 3½" GAUGE
15,00,14	295 4	2 65	8,23,99	6,210 2	1 47	
						2' 6" AND 2' 0" GAUGES
46,74	100 9	2 60	-15,80	-1,705 8	-0 84	Bengal Nagpur.
50,14	103 8	2 55	-16,64	-1,796 3	-0 85	
8,34	71 3	1 90	2,60	1,155 0	0 59	Bombay, Baroda and Central India.
8,36	71 4	1 85	3,17	1,407 9	0 69	
1,29	67 2	1 07	-2	-46 1	-0 01	Eastern Bengal.
1,23	64 2	0 93	9	242 7	0 07	
4,27	33 5	(a) 0 93	3,88	1,590 6	(a) 0 84	Great Indian Peninsula.
4,29	33 6	0 95	4,15	1,703 3	0 92	
(b)	(b)	(b)	(b)	(b)	(b)	Mysore State
2,35	35 0	0 92	1,24	960 0	0 48	
42,89	215 9	4 37	-9,95	-2,612 0	-1 01	North Western (Commercial).
38 54	197 2	4 32	-10,08	-2,692 2	-1 13	
16,22	102 0	7 87	-9,82	-3,219 5	-4 76	North Western (Military)
18,78	118 1	9 90	-13,71	-4,496 6	-7 23	
59,11	165 3	4 98	-19,77	-2,882 0	-1 67	North Western (Total)
67,32	161 7	5 30	-23,79	-3,501 4	-2 20	
4,76	92 5	1 39	-1,85	-1,871 6	-0 54	South Indian
4,30	83 6	2 02	-1,90	-1,926 6	-0 89	
1,26,51	109 4	2 88	-30,96	-1,396 7	-0 70	TOTAL 2' 6" AND 2' 0" GAUGES.
1,27,99	104 9	2 79	-33,68	-1,439 3	-0 74	
67,12,01	350 6	3 68	36,42,84	9,937 5	2 00	TOTAL CLASS I RAILWAYS.
68,79,22	354 2	3 64	34,68,08	9,335 5	1 84	

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

NOTE I—The rate of interest for calculating the figures given under column 16 was
 NOTE II—Upto the year 1935-36, the figures of total working expenses of other than State managed railways (Class I) included and N S railways in respect of other than State owned portions of their railway system include the figures of 'Appropriation to

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
		Rs	Rs.	Rs	Rs.	Rs	Rs.
6" GAUGE							
Bengal-Nagpur	1937-38	6,11,43,540	1,52,26,150	4,59,17,390	3 10	2 53	0 57
	1938-39	6,34,75,893	1,61,93,786	4,72,82,107	2 95	2 58	0 37
Bombay, Baroda and Central India	1937-38	4,17,63,653	1,78,99,959	2,38,63,694	4 16	2 72	1 44
	1938-39	4,14,10,984	1,82,24,753	2,31,86,231	4 15	2-78	1 37
Eastern Bengal	1937-38	3,09,03,652	1,74,76,942	1,34,26,710	2 67	3 08	-0 41
	1938-39	3,18,81,696	1,66,38,799	1,52,42,897	2 71	2 93	-0 22
East Indian	1937-38	12,31,92,450	3,81,77,955	8,50,14,495	3 43	2 14	1 29
	1938-39	12,51,11,439	3,97,07,599	8,54,03,840	3 35	2 17	1 18
Great Indian Peninsula	1937-38	8,77,33,672	3,70,19,408	5,07,14,264	3 02	2 57	0 45
	1938-39	8,74,06,751	3,80,37,130	4,93,69,621	2 88	2 53	0 35
Madras and Southern Mahratta	1937-38	2,71,51,125	1,10,77,659	1,60,73,466	3 62	2 49	1 13
	1938-39	2,83,15,942	1,11,84,797	1,71,31,145	3 55	2 51	1 04
Nizam's State	1937-38	65,18,643	20,15,022	45,03,621	4 35	2 05	2 30
	1938-39	66,34,149	20,50,955	45,83,194	4 15	2 06	2 09
North Western	1937-38	11,29,16,527	4,89,67,240	6,39,49,287	3 77	3 17	0-60
	1938-39	11,24,30,574	4,96,02,080	6,28,28,494	3 50	3 16	0 34
South Indian	1937-38	1,09,82,215	65,45,684	44,36,531	2 28	2 00	0 28
	1938-39	1,09,26,389	63,55,870	45,70,519	2 24	1 89	0 35
3' 3 1/2" GAUGE							
Assam-Bengal	1937-38	1,52,29,888	70,08,794	82,21,094	3 23	2 98	0 25
	1938-39	1,60,48,497	71,12,694	89,35,803	3 07	2 69	0 38
Bengal and North-Western	1937-38	1,62,60,165	75,06,232	87,53,933	2 00	1 00	1 00
	1938-39	1,69,92,972	80,69,493	89,23,479	2 00	1 00	1 00
Bombay, Baroda and Central India	1937-38	2,85,75,480	1,13,61,852	1,72,13,628	3 96	2 30	1-66
	1938-39	2,94,25,073	1,21,93,132	1,72,31,941	3 82	2 36	1 46
Eastern Bengal	1937-38	1,39,68,831	72,35,975	67,32,856	2 72	2 33	0 39
	1938-39	1,57,24,200	77,30,437	79,93,763	2 68	2 53	0 15
Jodhpur	1937-38	61,18,159	23,46,489	37,71,670	4 66	2 22	2 44
	1938-39	63,52,707	25,98,003	37,54,704	3 95	2 18	1 77
Madras and Southern Mahratta	1937-38	1,99,41,145	84,94,928	1,14,46,217	2 20	1 94	0 26
	1938-39	1,88,29,484	77,95,406	1,10,34,078	2 09	1 93	0 16
Mysore State	(a) 1937-38						
	1938-39	50,01,624	25,86,593	24,15,031	2 14	1 74	0 40
Nizam's State	1937-38	47,17,917	22,25,594	24,92,323	2 70	1 85	0 85
	1938-39	48,89,184	23,98,468	24,90,716	2 45	1 83	0 62
Rohilkhand and Kumaon	1937-38	33,27,423	15,21,656	18,05,767	1 99	1 07	0 92
	1938-39	37,79,151	18,06,620	19,72,531	1 96	1 24	0 72
South Indian	1937-38	2,44,93,107	1,52,94,026	91,99,081	2 05	1 77	0 28
	1938-39	2,40,27,989	1,55,50,605	90,77,384	1 93	1 78	0 15

§ The results in columns 6 to 17 exclude steam boat
 *Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and
 (a) Included under Class II Railways.

for the years 1937-38 and 1938-39.

changed from 5½ to 4½ per cent per annum with effect from the year 1933-34 and further reduced to 4 per cent from 1938-39, actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead

§ 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 wagon per mile (excluding brakes)	Cost of hauling a goods wagon one mile	Profit on working a goods wagon one mile	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent per annum) (see note under the heading)	Profit on working a goods unit (viz., one ton) one mile	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies	Pies	Pies	Pies	Pies	Pies	Pies
8 64	5 59	3 05	40 8	26 4	14 4	2 75	4 21	1 49	5' 6" GAUGE.
8 45	5 61	2 84	40 9	27 2	13 7	2 86	4 18	1 43	
14 6	8 06	6 53	62 7	34 6	28 1	3 95	6 19	3 31	Bengal Nagpur
14 9	8 03	6 90	64 7	34 8	29 9	4 06	6 13	3 57	
10 3	6 43	3 91	48 0	29 9	18 1	4 85	7 31	2 74	Bombay, Baroda and Central India
9 89	6 76	3 13	45 1	30 8	14 3	5 12	7 37	2 16	
10 0	5 82	4 19	38 7	22 5	16 2	2 39	3 68	1 71	Eastern Bengal
9 27	5 57	3 70	38 1	22 9	15 2	2 53	3 73	1 66	
11 3	6 40	4 90	49 8	28 3	21 5	3 36	5 37	2 49	East Indian.
10 8	6 10	4 74	49 2	27 7	21 5	3 40	5 21	2 59	
9 96	5 76	4 20	44 4	25 7	18 7	3 33	5 18	2 40	Great Indian Peninsula
10 7	6 11	4 56	45 5	26 1	19 4	3 34	4 91	2 46	
11 2	4 44	6 74	54 4	21 6	32 8	2 45	†† 4 89	3 68	Madras and Southern Maharashtra.
11 0	4 33	6 71	54 4	21 4	33 0	2 47	†† 4 76	3 81	
11 6	6 80	4 80	51 1	30 4	20 7	4 00	6 26	2 73	Nizam's State
11 2	6 57	4 68	51 8	30 3	21 5	4 14	6 24	2 88	
12 3	4 62	7 70	74 4	27 9	46 5	3 50	5 29	5 22	North Western.
11 6	4 36	7 24	72 2	27 1	45 1	3 44	5 02	5 12	
4 34	3 48	0 86	32 7	26 2	6 50	5 82	10 3	1 39	South Indian
4 39	3 35	1 04	33 0	25 1	7 90	5 63	9 31	1 72	
6 00	2 00	4 00	29 0	12 0	17 0	2 00	3 93	4 52	3' 3½" GAUGE.
6 00	3 00	3 00	30 0	13 0	17 0	3 00	4 01	3 72	
9 10	4 76	4 34	41 6	21 7	19 9	4 20	5 74	3 88	Assam-Bengal
8 49	4 61	3 88	40 14	21 8	18 3	4 63	6 11	3 93	
7 02	3 93	3 09	32 1	18 0	14 1	4 86	† 7 59	3 77	Bengal and North Western.
6 72	4 35	2 37	30 2	19 6	10 6	5 24	† 7 57	2 80	
6 39	3 31	3 08	30 8	15 9	14 9	3 93	5 68	3 63	Bombay, Baroda and Central India
6 43	3 48	2 95	31 8	17 2	14 6	4 16	5 78	3 51	
5 88	3 42	2 46	40 4	23 5	16 9	5 02	7 62	3 59	Eastern Bengal.
6 23	3 42	2 81	42 6	23 4	19 2	4 94	7 10	4 02	
4 84	2 95	1 89	42 8	26 0	6 74	5 23	7 66	3 26	Jodhpur.
9 86	4 70	5 16	54 2	25 8	28 4	4 70	**	5 09	
9 30	4 82	4 48	51 0	26 4	24 6	4 90	**	4 48	Madras and Southern Maharashtra
5 63	2 41	3 27	35 2	14 9	20 3	3 27	‡ 5 32	4 40	
5 85	2 71	3 14	37 3	17 2	20 1	3 59	5 38	4 12	Mysore State
7 31	3 98	3 33	41 7	22 7	19 0	5 51	9 03	4 27	
7 23	4 01	3 22	40 3	22 4	17 9	5 63	8 81	4 47	Nizam's State.
									Rohilkund and Kumaon.
									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.

** Included in Broad gauge.

†† Broad and Metre gauges combined.

‡ Revised figure.

16—Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1937-38 and 1938-39.

NOTE—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively

(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	1937-38	3,184,272	1,810,756	6,280,379	2,422,910	7,197,592	2,441,405	7,362,528	
	1938-39	3,143,827	1,859,285	6,226,536	2,502,136	7,172,304	2,520,722	7,359,924	
Bombay, Baroda and Central India	1937-38	1,149,912	1,241,302	2,495,674	1,629,615	2,769,932	1,633,318	2,827,864	
	1938-39	1,085,822	1,255,099	2,307,989	1,645,778	2,665,573	1,650,272	2,722,389	
Eastern Bengal	1937-38	456,222	1,525,195	1,105,405	2,058,342	1,281,959	2,067,488	1,588,353	
	1938-39	484,615	1,412,624	1,165,443	1,921,574	1,337,799	1,929,163	1,767,317	
East Indian	1937-38	6,768,415	5,107,572	13,499,123	6,905,018	15,031,233	6,976,755	15,535,805	
	1938-39	6,410,120	5,200,776	12,990,235	7,012,860	14,575,859	7,082,179	15,232,482	
Great Indian Peninsula	Steam	1937-38	2,603,189	2,093,955	5,572,874	3,988,109	6,399,249	3,992,583	6,487,385
		1938-39	2,499,427	3,123,505	5,466,204	4,180,794	6,298,146	4,185,603	6,404,988
	Electric	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
		1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861
Madras and Southern Mahratta	1937-38	921,660	1,216,048	2,103,618	1,667,004	2,404,947	1,679,862	2,438,643	
	1938-39	980,597	1,214,014	2,216,372	1,663,036	2,534,959	1,674,291	2,562,151	
Nizam's State	1937-38	352,013	281,647	730,587	391,336	862,647	391,826	875,741	
	1938-39	353,735	292,862	740,922	402,761	881,494	403,268	901,169	
North Western	1937-38	2,942,998	4,585,954	6,644,416	5,988,492	7,571,899	6,001,335	7,837,507	
	1938-39	2,809,883	4,568,583	6,412,174	5,988,439	7,344,491	6,002,062	7,802,514	
South Indian	1937-38	233,431	1,628,888	524,326	1,920,719	605,329	1,921,228	630,283	
	1938-39	245,436	**630,269	560,359	**931,514	646,033	**932,174	670,328	
TOTAL 5' 6" GAUGE	Steam	1937-38	18,611,512	19,391,317	38,960,402	25,971,545	44,124,787	26,105,800	45,534,109
		1938-39	18,013,462	19,557,017	38,176,234	26,248,892	43,456,658	26,379,734	45,223,262
	Electric	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
		1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861
3' 3½" GAUGE									
Assam Bengal	1937-38	255,722	513,162	591,509	644,805	722,495	647,220	759,056	
	1938-39	288,083	539,083	673,280	689,541	826,159	691,318	868,451	
Bengal and North Western	1937-38	634,076	911,359	1,213,658	†1,210,987	1,377,467	†1,286,509	1,500,355	
	1938-39	601,057	917,868	1,153,065	††1,218,388	1,309,217	††1,291,508	1,428,187	
Bombay, Baroda and Central India	1937-38	772,032	893,637	1,519,342	1,156,344	1,710,522	1,156,849	1,752,669	
	1938-39	701,183	921,314	1,454,127	1,196,335	1,652,464	1,197,087	1,691,784	

* Excluding traffic carried in departmental trains

† Includes 68,000 miles on account of engine power supplied by the R. & K. Rly.

†† Includes 65,000 miles on account of engine power supplied by the R. & K. Rly

‡ Includes 78,653 thousands of Gross Ton miles of running power trains.

** Includes 90,291 thousands of Gross Ton miles of running power trains

16 — Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1937-38 and 1938-39—concl'd

NOTE —The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively

Railway	Year	(In thousands)						
		*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	1937-38	253,935	669,833	642,941	846,128	739,997	848,907	789,882
	1938-39	269,854	663,558	664,285	834,313	760,579	837,006	865,518
Jodhpur	1937-38	175,881	229,645	380,529	284,249	438,201	284,586	457,434
	1938-39	161,579	234,050	344,662	293,717	398,293	294,037	424,950
Madras and Southern Mahratta	1937-38	433,945	658,232	995,044	909,953	1,211,020	912,884	1,230,703
	1938-39	427,017	612,455	972,477	841,536	1,180,836	843,715	1,193,980
Mysore State	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	88,254	182,090	208,410	286,194	265,894	286,194	287,257
Nizam's State	1937-38	100,124	162,822	209,172	227,407	246,256	227,803	255,104
	1938-39	95,399	171,728	199,489	238,540	235,205	239,070	248,265
Rohilkund and Kumaon	1937-38	100,354	157,212	206,976	218,446	236,564	219,654	260,666
	1938-39	101,866	166,075	205,300	229,711	234,965	231,426	252,679
South Indian	1937-38	297,197	984,192	691,656	1,376,367	802,601	1,377,212	862,865
	1938-39	298,324	1,030,567	699,148	1,431,549	813,169	1,433,326	866,147
TOTAL 3' 3½" GAUGE	1937-38 (b)	3,023,256	6,170,094	6,450,827	6,874,686	7,485,123	6,961,624	7,868,734
	1938-39	3,023,616	5,428,788	6,574,243	7,259,824	7,676,781	7,344,687	8,107,218
2' 6" & 2' 0" GAUGES								
Bengal Nagpur	1937-38	49,873	125,887	121,815	176,777	156,645	176,885	171,876
	1938-39	48,170	135,098	121,801	188,926	157,014	189,248	171,479
Bombay, Baroda and Central India	1937-38	6,065	16,644	12,770	24,612	16,659	24,612	18,353
	1938-39	5,613	16,731	12,051	24,961	15,857	24,961	17,832
Eastern Bengal	1937-38	55	5,619	156	7,096	202	7,098	202
	1938-39	65	5,797	193	7,251	243	7,252	651
Great Indian Peninsula	1937-38	5,960	17,401	15,123	28,754	24,313	28,756	26,982
	1938-39	6,384	20,756	15,789	32,888	24,535	32,888	25,514
Mysore State	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	2,395	10,622	5,589	18,516	8,055	18,516	8,367
North Western	1937-38	26,548	50,581	69,560	73,714	99,666	74,011	103,982
	1938-39	22,583	46,605	59,282	67,883	85,908	68,241	89,095
South Indian	1937-38	1,661	11,383	4,230	21,593	6,488	21,594	6,597
	1938-39	1,362	8,054	3,661	13,832	5,528	13,832	5,804
TOTAL 2' 6" AND 2' 0" GAUGES	1937-38	90,162	227,515	223,654	332,546	303,973	332,956	327,992
	1938-39	86,572	243,623	218,166	354,257	297,140	354,938	318,742
TOTAL CLASS I RAILWAYS	1937-38 (b)	21,724,930	24,788,926	45,634,883	33,178,777	51,913,843	33,400,380	53,780,835
	1938-39	21,123,650	25,229,428	44,968,643	33,862,973	51,430,579	34,079,359	53,649,222
Steam	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
	1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861
Electric	1937-38							
	1938-39							

* See remark on page 113

(a) Included under Class II Railways.

(b) Excludes figures of Mysore State Rly which was a Class II Rly. in 1937-38

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands).

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railways	Year	TRAIN MILES										Departmental		
		Passenger	Goods			Passenger proportion.	Mixed		Passenger and proportion of mixed. (Cols. 3 +7½)	Goods and proportion of mixed (Cols. 6 +8)	Total (Cols. 10 +11)	Passenger and total mixed	Goods	Total (Cols. 13 +14)
			Main lines.	Branch lines.	Total (Cols. 4 +5)		Goods proportion.	Total (Cols. 7 +8)						
I	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur	1937-38	4,884	4,519	3,141	7,660	96	208	304	5,980	7,868	13,848	45	349	394
	1938-39	6,130	4,662	3,136	7,788	86	206	292	6,216	7,994	14,210	45	426	471
Bombay, Baroda & Central India	1937-38	3,676	1,891	324	2,215	336	677	1,013	4,012	2,892	6,904	16	70	86
	1938-39	3,627	1,838	326	2,164	361	663	1,024	3,988	2,827	6,815	31	60	91
Eastern Bengal	1937-38	5,480	1,279	140	1,419	181	282	463	5,661	1,701	7,362	9	388	397
	1938-39	5,473	1,320	134	1,454	198	268	456	5,671	1,712	7,383	9	543	552
East Indian	1937-38	16,249	11,056	2,252	13,308	1,408	303	1,711	17,657	18,011	31,268	166	998	1,164
	1938-39	16,712	11,339	2,277	13,616	1,453	291	1,744	18,165	18,907	32,072	159	1,420	1,579
Great Indian Peninsula	1937-38	9,022	4,625	2,041	6,666	655	342	997	9,677	7,008	16,685	19	292	311
	1938-39	10,041	4,687	2,137	6,824	267	290	557	10,308	7,114	17,422	20	315	335
Electric	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
	1938-39	1,357	634	Nil	634	Nil	Nil	Nil	1,357	634	1,991	1	25	26
Madras & Southern Mahratta	1937-38	4,198	1,988	564	2,552	108	145	263	4,306	3,697	7,003	31	92	123
	1938-39	4,215	2,011	582	2,593	105	146	251	4,320	2,789	7,069	27	64	91
Nizam's State	1937-38	798	733	5	743	182	235	417	980	978	1,958	1	37	38
	1938-39	846	762	9	771	150	217	367	996	968	1,964	1	71	72
North Western	1937-38	10,987	6,255	1,229	7,484	4,450	1,643	6,093	15,431	9,127	24,558	43	278	321
	1938-39	11,182	6,214	1,508	7,722	4,479	1,524	6,003	15,661	9,246	24,907	43	318	361
South Indian	1937-38	3,174	530	190	720	102	84	186	3,276	804	4,080	1	156	157
	1938-39	3,254	570	200	770	100	87	187	3,354	857	4,211	2	190	192
Total 5' 6" Gauge	1937-38	89,462	32,881	9,886	42,767	7,518	3,919	11,437	66,980	46,686	112,666	331	2,660	2,992
	1938-39	61,480	33,393	10,309	43,702	7,199	3,682	10,881	68,679	47,384	116,063	327	3,413	3,740
	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
	1938-39	1,357	634	Nil	634	Nil	Nil	Nil	1,357	634	1,991	1	25	26
3' 3½" GAUGE.														
Assam Bengal	1937-38	79	473	345	818	2,261	1,422	3,683	2,340	2,240	4,580	12	122	134
	1938-39	281	588	447	1,035	2,326	1,479	3,835	2,637	2,514	5,151	11	150	161
Bengal and North Western	1937-38	5,589	1,503	1,484	2,987	461	214	675	6,050	3,201	9,251	10	453	463
	1938-39	5,601	1,434	1,387	2,821	459	220	679	6,060	3,041	9,101	14	468	482
Bombay, Baroda & Central India	1937-38	4,161	1,569	1,234	2,803	777	750	1,527	4,928	3,553	8,481	3	67	70
	1938-39	4,441	1,533	1,517	3,050	697	634	1,331	5,128	3,684	8,822	4	53	57

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively

Railways.	Year.	TRAIN MILES													
		Passenger	Goods.			Mixed			Passenger and proportion of mixed (Cols. 2+7)	Goods and proportion of mixed. (Cols. 8+8.)	Total. (Cols. 10+11)	Departmental.			
			Main lines.	Branch lines	Total (Cols. 4+5)	Passenger proportion.	Goods proportion	Total. (Cols. 7+8)				Passenger and total mixed	Goods.	Total. (Cols. 13+14)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
3' 3 1/2" Gauge—conold.															
Eastern Bengal	1937-38	2,636	1,191	98	1,289	464	303	767	3,100	1,592	4,692	9	123	132	
	1938-39	2,601	1,201	88	1,289	438	300	738	3,039	1,589	4,628	9	248	257	
Jodhpur	1937-38	647	652	45	697	608	496	1,004	1,056	1,093	2,148	3	46	49	
	1938-39	683	451	45	496	500	517	1,017	1,183	1,013	2,196	3	65	68	
Madras & Southern Mahratta	1937-38	3,940	1,892	685	2,577	420	671	1,091	4,360	3,248	7,608	14	103	117	
	1938-39	3,648	1,875	646	2,521	383	625	1,008	4,031	3,146	7,177	10	80	90	
Mysore State	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	
	1938-39	1,257	651	*	651	216	129	345	1,473	780	2,253	4	1	5	
Nizam's State	1937-38	1,152	457	4	461	46	40	86	1,198	501	1,699	2	30	32	
	1938-39	1,276	428	11	439	26	30	56	1,302	489	1,771	2	48	50	
Rohilkund and Kumaon	1937-38	1,278	472	102	574	132	111	243	1,410	685	2,095	5	85	71	
	1938-39	1,317	449	115	564	132	115	247	1,449	679	2,128	8	50	58	
South Indian	1937-38	7,379	1,137	479	1,616	307	195	502	7,886	1,811	9,697	2	501	503	
	1938-39	7,524	1,183	475	2,658	301	185	486	7,825	1,843	9,668	2	422	424	
Total 3' 3 1/2" Gauge	1937-38	26,761	9,246	4,476	13,722	5,37	4,202	9,578	32,137	17,924	50,061	60	1,511	1,571	
	1938-39	26,629	9,793	4,731	14,524	5,508	4,234	9,742	34,137	18,758	52,895	67	1,585	1,652	
3' 6" & 2' 0" Gauges.															
Bengal-Nagpur	1937-38	818	486			258	237	490	1,071	723	1,794	69			
	1938-39	863	501			388	234	522	1,151	735	1,886	65			
Bombay, Baroda & Central India	1937-38	86	6			198	138	336	289	189	428	11			
	1938-39	94	2			206	136	342	300	138	438	15			
Eastern Bengal	1937-38	97	Nil			29	4	34	117	4	121	Nil			
	1938-39	95	Nil			23	4	27	118	4	122	11			
Great Indian Peninsula	1937-38	1	1			236	190	426	237	191	428	19			
	1938-39	9	Nil			245	181	426	254	181	435	6			
Mysore State	1937-38	(a)	(a)			(a)	(a)	(a)	(a)	(a)	(a)	(a)			
	1938-39	78	17			109	43	152	198	60	248	Nil			
North Western	1937-38	136	406			362	249	611	498	655	1,153	24			
	1938-39	132	337			335	248	583	467	585	1,062	28			
South Indian	1937-38	128	1			151	60	211	279	61	340	3			
	1938-39	30	Nil			129	451	180	159	51	210	3			
Total 3' 6" & 2' 0" Gauges	1937-38	1,276	900			1,215	873	2,088	2,491	1,773	4,264	135			
	1938-39	1,302	857			1,335	807	2,232	2,637	1,754	4,391	128			
Total Class I Railways	Steam	1937-38	87,499	67,389			14,109	8,994	23,103	101,608	66,383	167,991	4,697		
		1938-39	91,411	69,083			14,042	8,813	22,855	105,453	67,896	173,349	5,520		
	Electric	1937-38	1,359	694			Nil	Nil	Nil	1,359	694	1,953	26		
		1938-39	1,357	634			Nil	Nil	Nil	1,357	634	1,991	26		

* Included with Main lines in Col. 4.

(a) Included under Class II Railways

(b) Excludes figures of Mysore State Rly which was Class II in 1937-38

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year	SAUNTING MILES.						OTHER				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.				
		Shunting Engines.	Train Engines.	Total (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other (Cols. 24+25+26.)	
16	17	18	19	20	21	22	23	24	25	26	27	
5' 6" GAUGE.												
Bengal Nagpur	1937-38	278	39	311	2,538	429	2,967	7	6	64	77	
	1938-39	278	51	329	2,835	456	3,091	8	6	63	72	
Bombay, Baroda & Central India	1937-38	151	12	163	870	107	977	Nil	1	136	137	
	1938-39	150	18	168	829	122	951	32	8	136	171	
Eastern Bengal	1937-38	336	51	387	621	93	914	Nil	1	37	38	
	1938-39	336	50	386	865	99	964	Nil	1	38	39	
East Indian	1937-38	809	16	825	4,238	367	4,649	44	73	630	647	
	1938-39	814	12	826	4,561	346	4,897	52	76	530	658	
Great Indian Peninsula	Steam	1937-38	202	12	214	2,053	195	2,248	79	71	106	256
		1938-39	196	17	212	2,085	204	2,289	155	91	115	351
	Electric	1937-38	168	Nil	168	39	16	65	93	45	36	174
		1938-39	172	1	173	35	15	50	96	54	41	191
Madras & Southern Mahratta	1937-38	146	10	156	652	148	800	20	3	93	126	
	1938-39	153	12	165	677	191	868	97	1	86	114	
Nizam's State	1937-38	68	6	64	237	20	257	1	1	22	24	
	1938-39	68	5	68	234	26	260	1	Nil	20	21	
North Western	1937-38	958	74	1,072	2,073	504	2,577	187	88	173	448	
	1938-39	968	72	1,040	2,074	532	2,606	167	67	194	428	
South Indian	1937-38	41	59	100	191	107	298	2	2	8	12	
	1938-39	43	61	104	191	102	293	1	1	6	8	
Total 5' 6" Gauge	Steam	1937-38	3,013	279	3,292	13,723	1,964	15,687	350	244	1,169	1,703
		1938-39	3,000	293	3,293	14,141	2,078	16,219	438	246	1,188	1,872
	Electric	1937-38	168	Nil	168	39	16	65	93	45	36	174
		1938-39	172	1	173	35	15	50	96	54	41	191
3' 3 1/2" GAUGE.												
Assam Bengal	1937-38	123	33	156	560	75	635	12	9	36	57	
	1938-39	122	24	146	561	58	619	11	5	42	58	
Bengal and North Western	1937-38	162	39	201	1,382	346	1,728	13	20	39	72	
	1938-39	159	46	205	1,367	353	1,720	22	16	42	80	
Bombay, Baroda & Central India	1937-38	208	48	256	882	123	1,005	11	19	45	75	
	1938-39	215	44	259	919	131	1,050	17	26	51	94	

Class I Railways for the years 1937-38 and 1938-39 (In thousands)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively

ENGINE MILES.								Total Engine Miles.			Railway		
Goods and proportion of mixed.				Departmental (including shunting and departmental sidings)				Total Departmental (Cols. 15+33+35)	Traffic Engine Miles			Total including Departmental (Columns 36+37+38)	
Assisting required	Assisting not required	Light.	Siding.	Total Other (Cols. 28+29+30+31)	Passenger and total Mixed.	Goods Eggs	Total Goods		Passenger and proportion of mixed (Columns 10+20+21)	Goods & proportion of mixed (Columns 11+23+32)			
28	29	30	31	32	33	34	35	36	37	38	39		
												40	
													5' 6" Gauge.
394	112	701	310	1,517	7	25	387	738	6,368	12,352	19,503	Bengal Nagpur.	
346	120	701	312	1,569	8	35	343	822	6,617	12,541	20,093		
Nil	2	64	17	83	4	18	287	377	4,312	3,952	8,641	Bombay, Baroda & Central India	
Nil	2	59	13	74	4	16	278	363	4,327	3,852	8,542		
6	15	60	185	266	64	60	77	538	6,086	2,681	9,505	Eastern Bengal	
9	31	78	181	290	49	51	72	673	6,096	2,975	9,744		
68	92	1,070	1,486	2,716	100	68	880	2,144	19,129	20,976	42,249	East Indian.	
66	84	1,181	1,497	2,828	94	73	825	2,504	18,649	21,632	43,785		
127	94	248	42	511	7	44	214	532	10,147	9,767	20,446	Steam } Great Indian Peninsula.	
121	77	225	39	462	6	50	248	589	10,881	9,865	21,335		
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,509	Electro }	
80	3	41	Nil	124	1	15	28	53	1,721	808	2,582		
98	26	180	14	318	4	21	169	296	4,538	3,815	8,699	Madras & Southern Mahrattas	
118	5	169	10	332	3	11	147	241	4,599	3,939	8,779		
3	1	58	Nil	61	2	6	140	179	1,068	1,296	2,643	Nizam's State.	
2	2	94	Nil	98	1	14	161	224	1,085	1,346	2,655		
181	58	570	112	921	41	18	622	984	16,949	12,625	30,558	North Western.	
164	90	502	134	820	42	29	703	1,106	17,129	12,742	30,977		
29	6	42	5	82	17	17	29	203	3,388	1,184	4,775	South Indian.	
32	1	43	6	82	17	18	30	239	3,466	1,232	4,937		
805	406	2,993	2,271	6,475	245	277	2,805	6,041	72,035	68,848	146,924	Steam }	
858	412	3,172	2,192	6,834	224	297	2,797	6,761	73,349	70,237	150,847		
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,509	Electro }	
80	3	41	Nil	124	1	15	28	53	1,721	808	2,582		
													Total 5' 6" Gauge.
													5' 3 1/2" Gauge.
24	14	46	112	208	4	18	72	210	2,553	3,081	5,844	Assam Bengal.	
25	39	83	180	277	2	15	47	216	2,841	3,410	6,461		
32	52	62	Nil	146	113	12	165	741	6,338	5,075	18,139	Bengal and North Western.	
37	42	72	Nil	151	119	13	162	753	6,345	4,912	12,010		
15	45	65	19	144	1	3	309	380	5,269	4,702	10,351	Bombay, Baroda & Central India.	
16	43	59	29	147	1	3	321	379	5,491	4,891	10,751		

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple

Railway	Year	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 + 19)	Shunting Engines.	Train Engines.	Total. (Cols. 21 + 22.)	Assisting required.	Assisting not required.	Light.	Total Other (Cols. 24 + 25 + 26.)
18	17	18	19	20	21	22	23	24	25	26	27
3' 3 1/2" Gauge—conold.	1937-38	205	13	218	692	38	630	Nil	1	14	16
	1938-39	209	25	234	648	38	736	Nil	2	15	17
Jodhpur	1937-38	24	34	108	184	100	284	1	3	7	16
	1938-39	23	70	93	173	37	260	1	3	4	8
Madras and Southern Mahratta	1937-38	115	8	123	661	96	756	17	6	40	63
	1938-39	126	10	136	664	105	769	13	3	34	50
Mysore State	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	163	20	183	179	34	213	20	4	3	27
Nizam's State	1937-38	25	10	35	118	7	125	1	1	29	31
	1938-39	26	14	40	118	11	129	Nil	Nil	30	30
Rohilkund and Kumaon	1937-38	49	Nil	49	272	17	289	16	12	21	48
	1938-39	50	1	51	324	28	352	14	13	20	47
South Indian	1937-38	106	143	254	321	262	585	10	22	39	71
	1938-39	106	155	261	316	292	578	3	22	40	65
Total 3' 3 1/2" Gauge	1937-38	1,017	363	1,400	4,972	1,113	6,085	30	23	270	443
	1938-39	1,199	409	1,608	5,269	1,157	6,426	101	24	281	476
SHUNTING MILES (ALL CLASSES).											
		SHUNTING ENGINES.		TRAIN ENGINES.		TOTAL.					
2' 6" & 2' 0" Gauges.											
Bengal-Nagpur	1937-38	288		5,109		397					
	1938-39	308		113		418					
Bombay, Baroda and Central India	1937-38	Nil		33		33					
	1938-39	Nil		37		37					
Eastern Bengal	1937-38	Nil		Nil		Nil					
	1938-39	Nil		Nil		Nil					
Great Indian Peninsula	1937-38	28		10		38					
	1938-39	22		10		32					
Mysore State	1937-38	(a)		(a)		(a)					
	1938-39	Nil		29		29					
North Western	1937-38	115		49		164					
	1938-39	85		32		117					
South Indian	1937-38	Nil		11		11					
	1938-39	Nil		8		8					
Total 2' 6" and 2' 0" Gauges	1937-38	431		217		648					
	1938-39	412		249		661					
Total Class I Railways	1937-38	28,166		3,956		32,122					
	1938-39	24,021		4,191		28,212					
Total Class I Railways	1937-38	168	Nil	168	39	16	55	23	45	36	174
	1938-39	173	1	173	35	15	50	26	54	41	191

(a) Included in column 32.

(b) Included under Class II Railways.

(c) Excludes figures of Mysore State(Rly. which was class II in 1937-38.

Locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)—concl'd.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

ENGINE MILES.								Total Engine Miles.				Railway.	
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35)	Traffic Engine Miles				
Assisting required	Assisting not required	Light.	Siding	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed	Goods Engg.	Total Goods.		Passenger and proportion of mixed (Columns 10+20+27)	Goods & proportion of mixed (Columns 11+23+32.)	Total including Departmental (Columns 36+37+38.)		
28	29	30	31	32	33	34	35	37	38	39	40		
Nil	4	20	26	50	8	11	38	171	3,333	2,322	5,655	3' 3 1/2" Gauge—concl'd.	
Nil	17	16	26	59	2	11	35	294	3,290	2,384	5,674		Eastern Bengal.
5	1	23	7	41	Nil	3	102	151	1,179	1,418	2,748	Jodhpur.	
3	1	24	7	35	Nil	5	102	170	1,284	1,305	2,762		Madras & Southern Mahratta.
37	60	137	4	238	3	14	130	250	4,546	4,292	9,088	Mysore State	
91	40	148	3	282	2	17	113	205	4,217	4,197	8,619		Nizam's State.
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Rohilkund and Kumaon.	
10	7	10	1	28	Nil	19	10	15	1,633	1,021	2,719		South Indian.
2	2	46	Nil	50	1	3	109	142	1,264	676	2,062	Total 3' 3 1/2" Gauge.	
Nil	1	33	Nil	34	1	6	82	133	1,372	632	2,137		Total 3' 3 1/2" Gauge.
6	5	8	4	23	12	1	34	167	1,507	997	2,671	Total 3' 3 1/2" Gauge.	
6	3	9	5	23	11	5	83	152	1,547	1,054	2,753		Total 3' 3 1/2" Gauge.
24	3	23	27	77	23	51	74	610	3,011	2,471	11,092	Total 3' 3 1/2" Gauge.	
25	4	23	31	83	29	64	90	553	8,151	2,504	11,208		Total 3' 3 1/2" Gauge.
206	186	435	199	1,025	170	121	1,081	2,822	33,985	25,034	61,841	Total 3' 3 1/2" Gauge.	
223	197	477	223	1,110	177	158	1,035	2,864	36,221	26,303	65,368		Total 3' 3 1/2" Gauge.
Total OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.								
				55			26	95	1,216	1,030	2,341	Bengal Nagpur.	
				38			40	105	1,282	1,057	2,444		Bombay, Baroda & Central India.
				18			3	14	245	139	498	Eastern Bengal.	
				16			2	17	353	138	508		Great Indian Peninsula.
				Nil			Nil	Nil	117	4	121	Mysore State.	
				Nil			Nil	11	118	4	133		North Western.
				Nil			2	21	246	220	467	South Indian.	
				Nil			1	7	262	205	474		Total 2' 6" & 2' 0" Gauges.
				(a)			(a)	(a)	(a)	(a)	(a)	Total 2' 6" & 2' 0" Gauges.	
				2			6	6	207	72	285		Total 2' 6" & 2' 0" Gauges.
				71			3	42	597	321	1,430	Total 2' 6" & 2' 0" Gauges.	
				69			3	37	522	736	1,295		Total 2' 6" & 2' 0" Gauges.
				2			Nil	2	235	69	354	Total 2' 6" & 2' 0" Gauges.	
				Nil			Nil	3	161	57	221		Total 2' 6" & 2' 0" Gauges.
				145			39	174	2,774	2,283	5,831	Total 2' 6" & 2' 0" Gauges.	
				122			59	186	2,905	2,269	5,860		Total 2' 6" & 2' 0" Gauges.
				9,886				9,037	103,794	96,165	213,996	Steam	
				10,223				9,811	112,975	98,809	221,596		Total Class I Railways.
74	2	34	Nil	109	Nil	15	24	50	1,701	753	2,509	Electric	
80	3	41	Nil	124	1	15	26	53	1,721	808	2,532		Total Class I Railways.

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

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8)	Shunting.	
									Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3 1/2" Gauge—consolid.										
Eastern Bengal . . .	1937-38	143,5	33,6	21,9	55,5	103,0	9,5	112,5	43,7	135,9
	1938-39	142,0	31,7	21,7	53,4	106,8	8,0	114,8	46,8	147,2
Jodhpur . . .	1937-38	26,9	36,0	35,2	71,2	53,2	3,8	57,0	21,6	66,9
	1938-39	34,5	35,5	36,8	72,3	43,6	4,5	48,1	18,6	51,9
Madras and Southern Mahratta	1937-38	199,9	33,5	53,5	87,0	174,2	68,5	242,7	24,7	161,3
	1938-39	187,5	31,1	50,9	82,0	178,3	67,1	245,4	27,2	53,7
Mysore State . . .	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	69,6	16,7	11,9	28,6	Nil	61,4	61,4	18,5	25,2
Nizam's State . . .	1937-38	57,9	2,5	3,1	6,6	44,0	3	44,3	7,1	25,0
	1938-39	65,1	1,0	2,3	4,2	39,2	1,2	39,4	8,0	25,7
Rohilkund and Kumaon	1937-38	72,4	9,9	8,3	18,2	47,9	10,2	58,1	9,7	57,8
	1938-39	75,1	9,5	8,4	17,9	46,4	10,5	56,9	10,1	70,4
South Indian	1937-38	400,8	24,1	14,9	39,0	101,1	48,0	149,1	50,9	116,8
	1938-39	408,9	23,7	14,4	38,1	101,1	47,0	148,1	52,1	115,5
Total 3' 3 1/2" gauge.	1937-38§	1,422,5	272,2	225,9	498,1	325,5	412,9	1,238,4	272,5	1,216,1
	1938-39	1,532,2	279,6	229,8	509,4	325,8	508,3	1,334,1	301,9	1,266,6
2' 0" & 2' 6" Gauges.										
Bengal Nagpur . . .	1937-38	54,4			42,9			49,3	79,2	
	1938-39	50,1			46,9			52,9	63,5	
Bombay, Baroda and Central India.	1937-38	6,5			29,9			7	7,7	
	1938-39	6,4			31,2			3	7,2	
Eastern Bengal . . .	1937-38	8,5			2,0			Nil	Nil	
	1938-39	8,9			2,5			Nil	Nil	
Great Indian Peninsula	1937-38	1			29,3			Nil	7,8	
	1938-39	6			30,2			Nil	6,5	
Mysore State . . .	1937-38	(a)			(a)			(a)	(a)	
	1938-39	5,3			12,7			1,9	1,1	
North Western . . .	1937-38	13,5			53,5			46,8	32,7	
	1938-39	13,2			50,4			40,8	27,2	
South Indian . . .	1937-38	8,0			14,3			1	2,2	
	1938-39	2,2			16,0			Nil	1,7	
Total 2' 0" & 2' 6" Gauges	1937-38§	91,2			172,4			97,4	129,7	
	1938-39	95,8			190,1			95,9	127,2	
Total Class I Railways	1937-38§	4,094,3			1,640,4			5,162,0	5,485,6	
	1938-39	4,341,0			1,538,1			5,416,9	5,645,4	

(a) Included under Class II Railways.

§ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Class I Railways for the years 1937-38 and 1938-39 (In hundreds)—conold.

Service.			Departmental Engine hours.					Percentage of train Engine hours to Total Engine hours.		Railway.						
† Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns 17 + 18)	Total Engine hours (Columns 15 + 18 + 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.	Passenger and proportion of mixed. (Columns 8 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14)						12		13	14	15	16	17	18	19	20	21	22	23
54.3	22.8	3.8	276.1	296.9	2.4	21.7	24.1	596.1	64	42	} 3' 3 1/2" Gauge—conold					
58.4	25.5	3.8	278.9	313.6	2.4	36.8	39.2	631.7	62	39		} Eastern Bengal.				
28.3	44.0	1.0	112.8	194.1	3	25.5	25.9	332.3	66	42	} Jodhpur.					
29.5	40.8	1.0	118.1	178.6	4	27.3	27.7	324.4	59	41		} Madras & Southern Maharatta.				
49.2	73.2	5	307.3	521.8	1.8	25.4	27.2	856.3	76	54	} Mysore State.					
52.7	77.3	4	289.5	527.7	1.7	21.7	23.4	849.6	73	54		} Nizam's State.				
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	} Mysore State.					
4.9	4.9	1	109.7	103.5	4	3.6	4.0	217.2	78	88		} Nizam's State.				
18.9	22.6	Nil	87.4	95.0	4	22.4	22.8	205.2	70	40	} Rohilkhand and Kumaon.					
20.5	23.6	Nil	95.5	91.0	4	19.4	19.8	206.3	70	38		} South Indian.				
15.9	12.3	5	107.9	187.6	2.5	27.3	29.9	275.4	74	41	} South Indian.					
15.1	9.7	7	109.8	146.1	2.5	24.1	26.7	282.6	75	38		} South Indian.				
175.5	39.9	3.3	651.1	324.3	3.4	75.1	84.5	1,059.9	64	41	} Total 3' 3 1/2" Gauge.					
181.8	37.0	4.4	666.5	330.3	9.3	66.2	76.0	1,062.8	64	42		} Total 3' 3 1/2" Gauge.				
423.7	372.1	28.3	2,603.9	2,150.8	39.9	367.2	407.1	6,161.8			} 2' 6" & 2' 0" Gauges.					
553.5	232.6	31.7	2,767.2	2,309.3	43.4	368.7	412.1	6,489.1				} Bengal Nagpur.				
Total.			Total.										} Bengal Nagpur.			
30.3							12.6	370.3			} Bombay, Baroda and Central India.					
22.2							13.6	288.2				} Eastern Bengal.				
18.8							1.3	65.5			} Great Indian Peninsula.					
20.3							2.1	67.5				} Mysore State.				
6.3							Nil	16.8			} North Western.					
9.3							1.4	19.1				} South Indian.				
4.6							2.7	45.0			} Total 2' 6" and 2' 0" Gauges.					
4.8							8	43.0				} Total Class I Railways.				
(a)							(a)	(a)			} Total Class I Railways.					
3.4							7	25.1				} Total Class I Railways.				
23.0							6.5	175.1			} Total Class I Railways.					
20.6							5.0	167.3				} Total Class I Railways.				
12.5							2	37.3			} Total Class I Railways.					
8.8							4	29.2				} Total Class I Railways.				
96.0							22.8	610.5			} Total Class I Railways.					
96.3							24.0	620.4				} Total Class I Railways.				
3,379.6							1,243.0	20,384.9			} Total Class I Railways.					
3,520.8							1,334.7	21,796.9				} Total Class I Railways.				

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway	Year	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION)			TOTAL PASSENGER AND PROPORTION OF MIXED			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7)	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7)	Total (Cols. 9 +10)	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	1937-38	89,851	2,619	92,450	2,097	35	2,132	91,928	2,654	94,582	131,349	187,344	70.1
	1938-39	92,444	2,537	94,981	1,864	35	1,899	94,308	2,572	96,880	132,394	186,252	71.1
Bombay, Baroda and Central India.	1937-38	51,177	11,452	62,629	7,876	838	8,714	59,053	12,290	71,343	71,940	98,792	72.8
	1938-39	51,524	11,397	62,921	8,029	1,107	9,136	59,553	12,504	72,057	71,109	94,030	74.9
Eastern Bengal	1937-38	80,264	4,025	84,289	3,014	Nil	3,014	83,278	4,025	87,303	42,566	68,488	72.8
	1938-39	73,293	3,498	76,791	3,370	Nil	3,370	76,663	3,498	80,161	45,698	60,857	76.1
East Indian	1937-38	250,387	11,257	261,644	20,255	617	20,772	270,642	11,774	282,416	399,033	614,701	64.9
	1938-39	255,154	10,279	265,433	20,411	398	20,809	275,565	10,877	286,242	391,413	590,898	65.6
Great Indian Peninsula	1937-38	161,551	5,132	166,683	12,800	Nil	12,800	174,351	5,132	179,483	187,452	256,524	73.1
	1938-39	172,236	4,957	177,193	5,568	Nil	5,568	177,804	4,957	182,761	186,038	252,630	73.7
Madras and Southern Mahratta.	1937-38	56,796	695	57,491	2,556	17	2,573	58,352	712	59,064	65,847	96,644	68.1
	1938-39	57,327	883	58,210	1,533	15	1,548	58,860	898	59,758	70,072	100,928	69.4
Nizam's State	1937-38	10,593	304	10,997	3,668	85	3,753	14,361	389	14,750	22,252	34,421	64.7
	1938-39	11,985	289	12,274	2,035	55	2,090	14,920	344	15,264	24,148	35,770	67.6
North Western	1937-38	189,881	9,263	199,144	66,250	986	67,236	256,131	10,249	266,380	231,932	326,466	71.0
	1938-39	186,551	8,563	195,114	63,416	954	64,370	249,987	9,517	259,484	226,343	312,497	72.4
South Indian	1937-38	34,664	486	35,150	1,370	1	1,371	36,034	487	36,521	16,987	21,187	80.2
	1938-39	34,589	594	35,183	1,402	1	1,403	35,991	595	36,586	18,162	22,720	79.9
Total 5' 6" Gauge	1937-38	925,244	45,233	970,477	118,886	2,479	121,365	1,044,130	47,712	1,091,842	1,169,407	1,694,567	69.0
	1938-39	935,103	42,997	978,100	108,528	2,565	111,093	1,043,631	45,562	1,089,193	1,165,377	1,663,382	70.1
3' 3 1/2" GAUGE.													
Assam Bengal	1937-38	454	39	493	50,048	2,719	52,767	50,502	2,758	53,260	10,061	16,874	69.8
	1938-39	3,365	67	3,432	50,809	3,026	53,835	54,174	3,093	57,267	13,685	21,633	63.2
Bengal and North Western.	1937-38	84,542	696	85,238	7,289	20	7,309	91,831	716	92,547	61,605	68,840	76.0
	1938-39	84,951	639	85,590	7,115	23	7,138	92,066	662	92,728	49,988	65,685	76.1
Bombay, Baroda and Central India.	1937-38	62,086	5,071	67,157	18,824	859	19,683	80,910	5,930	86,840	53,914	77,863	69.2
	1938-39	66,328	5,641	71,969	15,935	796	16,731	82,263	6,437	88,700	53,260	72,803	73.1

and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands).

The mileage of these services is shown in statements 32 and 33 respectively

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL)			Railway.
Goods.			GOODS PROPORTION OF MIXED		TOTAL			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total (Columns 26 + 27.)		
Branch lines.			Loaded.	Total	Loaded (Cols. 12 + 15 + 18.)	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.								
Loaded.	Total.	Percentage loaded of total.						Loaded.	Total	Loaded (Cols. 12 + 15 + 18.)	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.	23	24		25	26	27	28
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
														5'6" Gauge.	
81,826	135,936	60.3	2,962	4,671	216,737	327,951	66.9	717	6,330	7,047	341	9,586	9,927	Bengal-Nagpur.	
79,907	125,246	59.1	2,959	4,611	215,280	326,108	66.0	707	7,275	7,982	388	9,736	10,124		
8,006	13,487	59.4	14,094	18,169	94,040	130,438	72.1	114	1,823	1,937	1,277	2,338	2,615	Bombay, Baroda and Central India.	
8,241	13,846	59.5	13,696	17,378	93,046	126,154	73.8	132	1,753	1,885	1,098	2,298	2,396		
3,471	5,218	65.8	3,366	4,677	49,422	63,483	72.2	180	17,804	17,984	512	1,878	2,390	Eastern Bengal.	
3,450	5,285	65.8	3,305	4,376	52,453	70,518	74.4	171	26,374	24,645	343	2,123	2,466		
52,320	78,271	66.8	3,176	4,441	454,579	695,413	65.4	3,370	30,527	33,397	2,094	16,684	18,778	East Indian.	
52,877	75,325	70.2	3,013	4,382	447,303	676,605	66.1	2,731	39,861	42,592	1,740	18,111	19,851		
47,340	75,001	63.1	4,214	6,365	239,006	337,950	70.7	135	5,980	6,115	3,312	7,830	11,142	Great Indian Peninsula.	
48,277	76,982	62.7	3,360	5,439	237,675	334,951	71.0	149	7,305	7,454	3,151	8,056	11,207		
15,118	19,163	78.9	1,731	2,157	82,698	117,964	70.1	484	2,013	2,497	595	3,300	3,895	Madras and Southern Mahratta.	
16,868	21,078	77.8	1,795	2,156	88,735	124,762	71.1	404	1,534	1,938	329	3,038	3,367		
127	267	49.5	3,539	4,843	26,018	39,521	66.8	14	488	502	205	807	1,012	Nizam's State.	
141	289	48.8	2,918	4,342	27,202	40,401	67.3	15	851	866	230	915	1,135		
29,807	39,152	76.1	22,462	28,972	234,201	394,590	72.0	540	9,206	9,746	3,831	8,328	12,159	North Western.	
35,832	49,085	73.0	20,159	26,544	282,334	388,128	72.7	554	10,354	10,908	3,659	9,186	12,842		
4,398	5,674	77.5	1,209	1,506	22,594	28,357	79.6	14	2,172	2,188	324	1,333	1,657	South Indian.	
4,558	5,963	76.3	1,328	1,627	24,043	30,310	79.2	20	2,065	2,085	276	1,433	1,709		
242,413	370,319	65.5	56,873	75,791	1,468,393	2,140,677	68.6	5,068	76,343	81,411	12,491	52,034	64,575	Total 5'6" Gauge.	
250,146	383,699	65.2	52,528	70,855	1,468,051	2,117,936	69.3	4,883	85,372	100,255	11,201	54,896	66,097		
														3' 3 1/2" Gauge.	
4,597	6,901	66.6	23,706	35,274	38,364	57,049	67.3	227	3,097	3,324	Nil	1,037	1,037	Assam Bengal.	
5,735	8,546	67.1	24,793	34,320	44,203	64,499	68.5	161	3,688	3,849	Nil	1,409	1,409		
33,455	45,909	72.9	2,324	3,399	87,384	118,148	74.0	89	17,729	17,818	7,943	8,677	11,620	Bengal and North Western.	
32,262	43,989	73.3	2,379	3,477	84,627	113,131	74.8	137	18,288	18,425	7,688	3,487	11,175		
37,554	53,212	70.6	14,684	19,177	106,152	150,252	70.6	34	1,729	1,763	2,789	2,940	5,729	Bombay, Baroda and Central India.	
43,916	62,385	70.4	11,708	15,399	108,879	150,587	72.3	48	1,354	1,402	2,455	3,117	5,572		

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7)	Coaching Vehicles. (Col. 8+9.)	Other Vehicles. (Col. 10)	Total. (Cols. 9+10.)	Goods.		
											Main Lines.		
											Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Eastern Bengal	1937-38	51,053	1,022	52,105	11,129	Nil	11,129	62,212	1,022	63,234	39,209	57,158	63.6
	1938-39	50,261	988	51,249	10,155	Nil	10,155	60,416	988	61,404	39,921	58,181	68.6
Jodhpur	1937-38	9,658	275	9,933	11,502	416	11,917	21,160	690	21,850	21,203	30,266	70.1
	1938-39	10,077	255	10,332	11,533	522	12,055	21,610	777	22,387	18,245	25,408	71.8
Madras and Southern Mahratta.	1937-38	51,524	520	52,044	8,865	152	9,017	60,389	672	61,061	46,126	62,091	74.8
	1938-39	48,282	474	48,756	8,078	137	8,215	56,360	619	56,971	44,603	60,802	73.4
Mysore State	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	12,030	114	12,144	3,315		3,315	15,345	114	15,459			
Nizam's State	1937-38	12,658	555	13,213	556	3	559	13,214	558	13,772	13,279	17,280	76.9
	1938-39	13,677	598	14,275	367	3	370	14,044	601	14,645	13,076	16,271	80.4
Rohilkhand and Kumaon	1937-38	13,747	170	13,917	1,792	13	1,805	16,539	183	16,722	9,707	15,816	61.4
	1938-39	14,721	199	14,920	1,757	14	1,771	16,478	213	16,691	9,896	16,340	64.5
South Indian	1937-38	672	726	102,398	4,528	2	4,540	106,210	728	106,938	36,266	49,525	73.8
	1938-39	105,651	829	106,480	4,448	Nil	4,448	110,009	829	110,828	37,922	61,760	73.8
Total 3' 3 1/2' Gauge	1937-38	287,424	9,074	296,498	114,643	4,183	118,726	501,967	13,257	515,224	281,370	395,713	71.1
	1938-39	400,343	9,804	410,147	113,512	4,521	118,033	522,855	14,325	537,180	280,594	387,963	72.3
			Total		Total		Total		Total		Total Main and Branch Lines.		
											Loaded.	Total.	Percentage loaded of Total.
Bengal-Nagpur	1937-38		14,730			5,496			27,426		8,257	12,570	65.7
	1938-39		15,947			7,494			22,841		8,840	13,208	67.0
Bombay, Baroda and Central India.	1937-38		882			2,516			3,398		44	73	60.8
	1938-39		866			2,604			3,470		13	18	70.1
Eastern Bengal	1937-38		969			212			1,181		Nil	Nil	Nil
	1938-39		944			236			1,180		Nil	Nil	Nil
Great Indian Peninsula	1937-38		6			3,191			3,197		9	10	93.5
	1938-39		72			3,697			3,769		Nil	Nil	Nil
Mysore State	1937-38		(a)			(a)			(a)		(a)	(a)	(a)
	1938-39		260			975			1,235		60	122	49.2
North Western	1937-38		1,959			5,588			8,547		3,275	5,998	64.7
	1938-39		1,694			6,205			7,899		2,298	4,287	53.6
South Indian	1937-38		977			1,962			2,939		14	17	80.9
	1938-39		246			1,910			2,056		Nil	Nil	Nil
Total 2'6" & 2'0" Gauges	1937-38		19,523			21,166			40,688		11,599	18,660	62.1
	1938-39		19,429			23,021			42,450		11,211	17,630	63.6
Total Class I Railways	1937-38		1,365,498			261,256			1,647,754		1,806,261	2,621,281	68.9
	1938-39		1,416,876			252,147			1,668,823		1,827,179	2,618,124	69.8

(a) Included under Class II Railways.

and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)—concl'd.
The Mileage of these services is shown in statements 32 and 33 respectively

PROPORTION OF MIXED.

Goods.			GOODS PROPORTION OF MIXED.		TOTAL			DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Branch lines.			Loaded.	Total.	Loaded (Cols 12+15+18.)	Total (Cols 13+16+19)	Percentage loaded of total.	Passenger and total mixed	Goods	Total (Cols 23+24)	Passenger and total mixed.	Goods.	Total (Cols 26+27)	
Loaded.	Total.	Percentage loaded of total.												
15	16	17	18	19	20	21	22	23	24	25	26	27	28	
1,916	2,573	74.5	5,379	7,373	46,304	67,007	69.4	203	4,923	5,129	439	1,340	1,979	3' 3 1/2" GAUGE—concl'd
1,875	2,496	75.1	4,993	6,931	46,789	67,608	69.2	193	10,830	11,023	487	1,648	2,135		Eastern Bengal
576	973	59.2	8,920	12,405	30,699	43,544	70.3	54	1,776	1,830	1,104	764	1,868	Jodhpur
576	981	58.7	9,468	12,323	28,289	39,312	72.0	32	2,603	2,635	1,241	651	1,892		Madras and Southern Mahratta.
12,693	16,198	76.3	10,903	14,390	69,622	91,679	74.9	184	2,012	2,176	888	5,180	6,068	Mysore State
11,130	14,897	74.8	10,380	13,402	66,113	89,091	74.2	120	1,480	1,600	650	5,117	5,767		Nizam's State.
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Rohilkund and Kumaon.
12,342	15,004	82.3	2,338	2,807	14,673	17,311	82.4		20	20	2,553	1,273	3,826		South Indian.
45	40	55.7	400	509	13,724	17,869	76.8	39	679	708	351	1,052	1,403	Total 3' 3 1/2" Gauge.
184	234	66.2	340	455	13,570	16,960	80.0	38	1,126	1,162	839	981	1,320		Total
1,759	2,004	58.6	676	1,537	12,342	20,357	60.6	62	2,893	2,945	1,668	642	2,310	Total
1,658	2,856	58.1	911	1,593	12,465	19,789	63.0	94	2,165	2,260	1,680	594	2,374		Total
10,077	14,169	71.1	2,861	3,637	49,204	67,331	73.1	54	10,373	10,407	258	3,362	4,120	Total
10,203	14,172	72.0	2,816	3,518	60,941	69,450	73.3	29	8,507	8,536	220	3,725	3,945		Total
101,573	142,019	71.6	70,053	95,604	452,995	633,336	71.6	886	45,214	46,100	15,438	20,634	38,122	Total
119,981	165,550	72.4	70,109	94,825	470,594	649,238	72.6	830	50,061	50,911	17,313	22,002	39,315	
									Total.		Total			2' 6" & 2' 0" GAUGES
			5,167	6,465	13,424	19,055	70.6		1,737			776		Bombay, Baroda and Central India.
			5,246	6,318	14,086	19,521	72.2		1,692			777			Eastern Bengal.
			1,156	1,943	1,200	2,016	59.6		166			371		Great Indian Peninsula.
			1,260	1,918	1,273	1,936	65.7		223			318			Mysore State.
			30	39	30	39	77.2		Nil			41		North Western.
			36	44	36	44	81.7		67			69			South Indian.
			1,999	2,605	2,008	2,616	76.8		287			38		Total 2' 6" and 2' 0" Gauges.
			2,098	2,680	2,098	2,680	78.3		136			12			Total Class I Railway.
			(a)	(a)	(a)	(a)	(a)		(a)			(a)		Total
			573	794	633	916	69.1					409			Total
			3,561	5,047	6,836	11,040	61.9		299			1,421		Total
			3,536	5,141	5,834	9,428	61.9		275			1,293			Total
			533	795	597	812	78.5		24			Nil		Total
			542	729	542	729	74.3		34			Nil			Total
			12,496	16,914	24,095	35,577	67.7		2,683			2,646		Total
			13,291	17,624	24,502	35,254	69.5		2,427			2,878			Total
			139,422	188,309	1,945,783	2,809,690	69.3		130,094			103,343		Total
			135,928	183,304	1,963,107	2,801,428	70.1		163,893			108,200			Total

20 — Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on Class I Railways for the years 1937-38 and 1938-39.

Note — The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Average speed of Goods Trains.												
Railway.	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	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	14.9	14.8	13.2	12.2	14.1	13.5	12.0	12.1	11.5	11.0	11.3	11.6
Bombay, Baroda and Central India	12.4	12.3	10.4	10.2	12.0	11.9	11.5	11.3	10.3	9.99	11.3	11.1
Eastern Bengal	15.5	14.4	11.8	10.8	15.4	14.3	10.7	10.4	7.55	7.06	10.3	9.93
East Indian	11.7	10.8	8.54	7.31	11.5	10.5	9.99	9.87	7.26	7.10	9.39	9.12
Great Indian Peninsula	17.3	17.1	14.2	14.0	16.1	15.8	14.2	13.9	12.4	12.2	13.6	13.3
	19.9	21.4	Nil	Nil	19.9	21.4	15.6	17.1	Nil	Nil	15.6	17.1
Madras and Southern Mahratta	13.5	11.7	14.6	12.7	13.6	11.8	11.3	9.85	11.0	10.1	11.3	9.90
Nizam's State	13.6	12.9	14.4	12.3	13.6	12.9	12.1	11.4	14.2	12.0	12.1	11.4
North Western	13.9	14.5	Nil	Nil	15.9	14.5	10.5	10.9	10.1	10.3	10.4	10.8
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	10.6	10.3	11.0	11.6	10.7	11.0
Average for 5' 6" gauge	*	*	*	*	*	*	11.4	11.1	10.6	10.4	11.2	10.9
	19.9	21.4	Nil	Nil	19.9	21.4	15.6	17.1	Nil	Nil	15.6	17.1
3' 3 1/4" GAUGE.												
Assam Bengal	14.6	14.7	11.8	11.1	13.5	12.9	13.5	13.1	11.0	10.7	12.3	12.0
Bengal and North Western	13.1	12.6	8.39	10.9	11.8	11.7	10.5	10.3	9.12	9.18	9.77	9.70
Bombay, Baroda and Central India	12.4	11.8	13.2	12.3	12.6	12.0	11.4	10.9	10.8	10.2	11.1	10.5
Eastern Bengal	15.0	14.2	11.2	11.6	15.0	14.2	11.4	11.1	9.72	9.73	11.3	11.0
Jodhpur	13.3	14.7	13.2	11.8	13.3	13.9	9.76	9.58	11.7	10.2	9.58	9.63
Madras and Southern Mahratta	12.0	11.3	10.2	10.3	11.6	11.1	10.8	10.4	9.31	9.44	10.5	10.2
Mysore State	(a)	Nil	(a)	Nil	(a)	Nil	(a)	6.61	(a)	Nil	(a)	6.61
Nizam's State	12.4	13.7	10.4	10.0	12.4	13.7	10.3	11.1	9.67	9.27	10.4	11.0
Bohilkund and Kumaon	9.31	8.82	8.96	9.92	9.24	9.02	9.31	8.82	8.96	9.92	9.24	9.02
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11.2	11.7	9.98	10.1	10.8	11.2
Average for 3' 3 1/4" gauge	*	*	*	*	*	*	11.2	11.9	10.3	9.40	11.1	10.9
2' 6" AND 2' 0" GAUGES.												
							All Goods Trains.					
							1937-38	1938-39.				
Bengal Nagpur							9.31	9.04				
Bombay, Baroda and Central India							8.32	8.05				
Eastern Bengal							Nil	Nil				
Great Indian Peninsula							11.2	Nil				
Mysore State							(a)	2.36				
North Western							8.63	8.23				
South Indian							12.8	Nil				
Average for 2' 6" and 2' 0" gauges							9.24	8.94				

* Information not available
(a) Included under Class II Railways.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1937-38 and 1938-39.

NOTE.—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Passenger and proportion of mixed (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
	1937-38.	1938-39	1937-38	1938-39.	1937-38	1938-39	1937-38.	1938-39	1937-38	1938-39	1937-38	1938-39.
Year	3	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	5 20	5 29	1 07	1 02	1 17	1 11	37 7	38 7	8 90	9 89	10 3	11 4
Bombay, Baroda and Central India	4 04	4 22	3 38	3 40	3 41	3 48	33 8	33 6	2 23	2 07	2 28	2 15
Eastern Bengal	6 83	6 81	0 66	0 68	0 67	0 69	53 7	56 3	3 55	4 56	4 43	3 35
East Indian	4 63	4 55	3 00	2 92	3 41	3 34	34 2	35 2	7 85	6 49	8 54	9 10
Great Indian Peninsula	3 46	3 30	1 29	1 33	2 34	2 58	30 3	30 2	3 70	3 43	4 26	4 45
Madras and Southern Mahratta	3 64	3 82	2 15	1 99	2 21	2 01	29 7	31 7	6 68	7 27	7 65	7 44
Nizam's State	6 60	6 85	2 21	1 98	2 27	2 05	26 3	26 3	5 89	9 55	6 00	9 71
North Western	6 95	6 64	1 12	1 24	1 68	1 67	28 2	28 2	6 24	5 43	6 37	6 40
South Indian	3 03	3 10	0 25	0 17	0 31	0 22	37 0	34 1	5 22	5 07	6 01	5 22
Average for 5' 6" gauge	4 66	4 96	1 76	1 75	2 19	2 18	33 3	33 9	6 40	6 69	7 25	7 56
3' 3½" GAUGE.												
Assam Bengal	6 63	5 54	1 55	1 61	1 24	1 79	23 4	24 6	2 05	3 28	2 66	4 65
Bengal and North Western	3 18	3 25	0 65	0 68	0 97	0 94	53 3	56 4	1 95	2 36	3 56	3 75
Bombay, Baroda and Central India	5 18	5 05	0 92	0 99	1 31	1 49	23 3	23 5	1 22	1 59	3 09	2 77
Eastern Bengal	7 05	7 71	0 45	0 48	0 48	0 55	42 7	46 3	1 25	1 01	1 49	2 07
Jodhpur	10 2	7 94	0 69	0 38	1 41	0 64	26 0	25 6	2 56	2 40	2 65	2 50
Madras and Southern Mahratta	2 83	3 38	0 92	0 85	1 05	0 93	23 3	24 4	4 20	4 72	6 06	5 98
Mysore State	(a)	12 4	(a)	0 19	(a)	0 47	(a)	27 3	(a)	1 25	(a)	2 15
Nizam's State	2 24	3 05	2 37	2 27	2 48	2 30	25 0	27 4	9 25	7 05	9 59	7 21
Rohilkhand and Kumaon	3 45	3 50	1 48	1 38	2 31	2 27	42 2	61 9	1 22	1 39	1 24	1 81
South Indian	3 31	3 33	0 51	0 51	0 79	0 79	32 2	31 3	1 27	1 25	1 44	1 49
Average for 3' 3½" gauge	4 36	4 71	0 84	0 82	1 15	1 10	33 9	34 3	2 43	2 54	3 46	3 59
† Other engine miles per 100 train miles.												
Year												
1937-38 | 1938-39												
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur			25 3	24 0								
Bombay, Baroda and Central India			13 3	12 0								
Eastern Bengal			0 02	0 11								
Great Indian Peninsula			9 05	7 24								
Mysore State			(a)	12 5								
North Western			20 4	19 5								
South Indian			3 33	3 95								
Average for 2' 6" and 2' 0" gauges			18 6	17 3								

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

(a) Included under Class II Railways

22.—Statement of Engine Usage on Class I

Railway	Year	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBERS 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	1937-38	743	654	147	607	17	3	95	7	223	
	1938-39	743	644	141	603	4	Nil	88	8	220	
Bombay, Baroda and Central India.	1937-38	378	360	63	297	21	1	63	26	72	
	1938-39	373	358	77	281	6	1	62	26	72	
Eastern Bengal	1937-38	313	294	47	245	18	1	105	13	43	
	1938-39	313	294	50	242	14	1	102	13	46	
East Indian	1937-38	1,544	1,561	260	1,301	42	Nil	306	41	439	
	1938-39	1,529	1,560	244	1,314	43	Nil	316	43	466	
Great Indian Peninsula	Steam	1937-38	*685	*684	134	†550	65	10	128	28	165
		1938-39	*664	*673	127	†546	51	8	145	17	173
	Electric †	1937-38	66	65	8	67	1	Nil	23	Nil	20
		1938-39	66	66	10	66	9	Nil	21	Nil	16
Madras and Southern Mahratta	1937-38	304	300	67	233	10	1	91	6	79	
	1938-39	302	300	66	234	8	2	88	7	85	
Nizam's State	1937-38	85	84	12	72	Nil	Nil	14	9	20	
	1938-39	85	83	11	72	Nil	Nil	14	9	22	
North Western	1937-38	1,192	1,188	246	942	38	8	226	109	271	
	1938-39	1,186	1,181	249	932	57	11	206	102	262	
South Indian	1937-38	152	‡152	23	129	2	Nil	60	5	26	
	1938-39	152	‡154	23	131	4	Nil	62	5	27	
Total 5' 6" Gauge	Steam	1937-38	5,396	5,277	999	4,276			1,088	244	1,338
		1938-39	5,347	5,247	988	4,255			1,083	230	1,373
	Electric †	1937-38	66	65	8	67	1	Nil	23	Nil	20
		1938-39	66	66	10	66	9	Nil	21	Nil	16
3' 3½" GAUGE											
Assam Bengal	1937-38	205	204	23	181	2	Nil	3	96	22	
	1938-39	204	204	19	185	3	Nil	5	92	29	
Bengal and North Western	1937-38	364	396	24	372	13	1	121	25	88	
	1938-39	364	397	24	373	20	1	122	24	84	
Bombay, Baroda and Central India	1937-38	490	459	74	385	38	19	97	45	83	
	1938-39	490	464	79	386	41	24	105	38	91	

*This includes 8 engines used exclusively by Mechanical Department.

†Excluding Electric Multiple Unit Suburban Trains.

‡This includes 7 engines used exclusively by Mechanical Department

§Includes one engine employed in workshop shunting

Railways for the years 1937-38 and 1938-39.

USE DAILY OF—			Spare.	Maxi- mum number in use on any one day	ENGINE MILES PER DAY.					NET TON MILES		Hours worked per day per en- gine avail- able for use.	Railway.
Depart- mental service	Shunt- ing in- clud- ing siding	Total			Per passenger engine	Per mixed engine	Per Goods engine	Per engine in use	Per engine on line	Per (goods) locomotive day on line	Per (goods) Locomo- tive day in use		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
26	81	431	71	477	173	148	113	124	33	17,638	28,817	11 0	5' 6" GAUGE } B N
27	82	425	77	470	193	129	118	130	86	17,364	28,622	11 7	
17	46	224	60	283	165	110	90	105	66	13,669	24,622	7-11	} B, B. & C I.
16	44	220	57	245	166	112	87	106	65	12,809	23,410	7 39	
13	48	222	17	237	145	111	98	120	91	9,597	14,095	10 2	} E B.
15	47	223	13	242	150	111	97	122	93	9,803	14,776	10 8	
70	245	1,101	186	1,207	150	122	92	105	74	18,137	28,042	8 96	} E I
75	260	1,160	147	1,233	149	119	89	103	77	16,994	25,018	9 40	
126	88	435	72	480	198	103	121	131	33	16,575	28,002	8 43	} Steam } G I P
128	84	447	72	491	197	98	117	133	38	16,285	26,480	8 33	
1	6	50	7	56	183	Nil	98	138	106	26,766	37,335	9 37	} Elec †
1	6	44	7	53	202	Nil	132	161	107	27,282	42,963	9 54	
12	29	217	12	227	132	125	102	112	31	15,988	23,772	9 57	} M & S M
11	30	221	9	237	136	113	98	110	32	15,946	23,429	10 8	
5	8	56	16	63	168	133	111	119	30	17,712	30,504	9 29	} N B.
6	8	59	13	65	172	122	110	120	35	17,520	29,292	9 99	
30	127	763	157	816	140	160	87	111	71	12,348	20,622	7 99	} N W
29	127	726	168	786	155	168	93	118	73	11,664	20,259	8 10	
9	7	107	21	119	149	104	95	123	36	10,574	18,621	9 13	} S I.
10	7	111	20	121	147	108	95	123	38	10,847	18,961	9 06	
207	679	3,556	611	.	154	136	99	114	77	15,768	25,515		} Steam } Total 5' 6" Gauge.
217	689	3,692	576	..	160	138	99	115	79	15,144	24,172		
1	6	50	7	56	183	Nil	98	138	106	26,766	37,335		} Elec †
1	6	44	7	53	202	Nil	132	161	107	27,282	42,963		
6	27	154	27	174	80	110	111	104	79	6,010	8,573	8 84	} 3' 3 3/4" GAUGE. } A. B.
8	26	160	24	171	160	118	111	111	37	6,626	9,150	9-15	
32	46	312	60	341	129	87	105	106	37	8,441	12,701	9-23	} B. & N W
31	43	304	69	344	128	91	105	108	37	8,095	12,710	9 13	
15	45	286	71	325	120	96	101	100	62	8,423	14,975	7-11	} B., B & C I.
15	45	294	58	331	119	101	98	100	64	7,566	13,118	7-48	

† Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains performed by Steam engines.

22.—Statement of Engine Usage on 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
3' 3½" GAUGE—conold.										
Eastern Bengal . . .	1937-38	210	207	40	165	15	1	54	20	33
	1938-39	207	207	44	163	9	Nil	55	19	34
Jodhpur . . .	1937-38	105	107	8	98	Nil	Nil	14	26	18
	1938-39	104	105	9	97	Nil	Nil	14	27	18
Madras and Southern Mahratta.	1937-38	330	347	53	293	26	9	77	36	92
	1938-39	304	320	50	266	20	10	75	32	89
Mysore State . . .	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	84	73	11	73	Nil	Nil	22	16	16
Nizam's State . . .	1937-38	87	87	9	78	Nil	Nil	21	3	13
	1938-39	87	85	9	76	Nil	Nil	21	2	13
Bohilkund and Kumaon . . .	1937-38	75	83		78	Nil	Nil	25	7	13
	1938-39	75	89		82	Nil	Nil	25	7	14
South Indian . . .	1937-38	401	387	51	336	7	3	171	18	58
	1938-39	401	387	45	342	15	5	171	18	57
Total 3' 3½" Gauge	1937-38	2,267	2,277	282	1,936	..	..	593	276	420
	1938-39	2,320	2,331	290	2,042	..	..	615	275	445
2' 6" AND 2' 0" GAUGES										
Bengal Nagpur . . .	1937-38	116	110	26	84	1	1	22	15	19
	1938-39	116	115	31	84	Nil	Nil	23	13	18
Bombay, Baroda and Central India	1937-38	28	25	4	21	Nil	Nil	2	14	Nil
	1938-39	28	27	4	23	Nil	Nil	2	15	Nil
Eastern Bengal . . .	1937-38	9	10	3	7	Nil	Nil	4	1	Nil
	1938-39	9	9	1	8	1	Nil	5	1	Nil
Great Indian Peninsula . . .	1937-38	22	21	5	16	2	Nil	Nil	10	Nil
	1938-39	22	21	5	16	1	Nil	Nil	10	Nil
Mysore State . . .	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	16	13	3	13	Nil	Nil	2	4	Nil
North Western . . .	1937-38	100	100	20	80	12	4	4	23	18
	1938-39	100	100	16	84	22	12	4	21	16
South Indian . . .	1937-38	11	11	2	9	Nil	Nil	3	4	
	1938-39	11	11	2	9	1	Nil	1	6	
TOTAL 2' 6" AND 2' 0" GAUGES	1937-38	286	277	60	217	..	..	35	67	37
	1938-39	302	296	62	237	..	..	37	70	34

† Includes 2 Engines employed in workshop Shunting

(a) Included under Class II Railways

Railways for the years 1937-38 and 1938-39—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 line	Per (goods) locomotive day on line	Per (goods) locomotive day in use		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3 1/2" GAUGE —concl'd.
6	31	144	12	156	135	120	108	112	79	6,998	10,852	9.87	E B.
10	32	150	8	163	130	121	107	111	81	7,232	11,209	10.7	
5	10	73	26	84	109	128	95	105	70	7,529	11,974	9.02	Jodhpur
5	10	74	22	83	135	120	79	103	72	6,811	10,905	9.28	
7	33	245	34	280	142	86	85	102	72	5,676	8,372	8.01	M & S M.
5	31	232	21	250	136	90	89	100	74	6,137	8,812	8.75	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
1	5	60	10	70	160	63	119	125	125	5,474	5,474	8.15	
4	8	49	29	59	156	109	105	116	65	6,144	13,061	7.21	N. S.
4	8	48	28	56	168	89	100	121	68	6,111	12,749	7.44	
3	11	59	19	68	144	103	127	124	88	6,617	10,761	9.73	R & K.
3	12	61	21	70	148	105	117	124	85	6,057	10,083	9.40	
25	14	286	45	328	122	85	91	107	79	7,513	10,653	8.64	S I.
23	15	284	49	299	124	85	94	109	80	5,948	10,434	8.51	
103	225	1,607	323		105	103	99	106	75	7,089	11,361		TOTALS 3' 3 1/2" GAUGE
105	227	1,667	310		130	105	99	110	76	7,019	10,795		
3	11	70	14	79	103	101	79	92	59	2,401	4,086	8.88	2' 6" & 2' 0" GAUGES. B N.
3	10	67	17	79	102	127	85	100	59	2,298	4,264	9.45	
Nil	Nil	16	5	19	140	73	Nil	85	55	2,077	2,077	8.54	B, B & O.I.
Nil	Nil	17	6	20	123	73	Nil	79	52	1,922	1,922	8.04	
Nil	Nil	5	2	7	60	64	Nil	61	34	559	992	6.59	E. B.
Nil	Nil	6	2	8	58	66	Nil	62	40	262	1,034	6.70	
1	1	12	4	16	Nil	120	Nil	111	64	1,361	2,721	7.71	G I. P.
Nil	1	11	4	15	Nil	120	Nil	118	62	1,749	3,498	7.36	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
Nil	Nil	6	2	8	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5.29	
1	5	51	21	69	93	82	66	77	39	1,119	2,273	6.00	N. W.
1	3	45	23	63	87	86	64	78	35	952	2,133	5.11	
	Nil	7	2	9	142	134	77	136	38	2,110	3,389	11.2	S I.
	Nil	6	2	8	140	91	Nil	95	55	1,251	2,312	9.00	
5	17	161	48		102	93	73	89	52	1,812	3,387		TOTAL 2' 6" & 2' 0" GAUGES.
4	14	158	56		97	97	75	91	49	1,693	3,456		

23.—Statement of Loads of Trains of Class I Railways for the years 1937-38 and 1938-39.

Note.—“The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.”

Railway	Year	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).											
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- 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 excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
5' 6" GAUGE Bengal Nagpur .	1937-38	16	Tons. 404	29	41	70.1	26	43	60.2	Tons. 405	Tons. 906	Tons. 798	
	1938-39	15	401	28	40	71.1	25	43	59.1	393	887	779	
Bombay, Baroda and Central India.	1937-38	18	406	38	52	73.1	25	42	59.5	398	956	851	
	1938-39	18	413	39	52	75.0	25	42	59.5	384	941	848	
Eastern Bengal	1937-38	15	363	33	46	72.8	25	38	65.3	268	750	652	
	1938-39	14	338	35	46	75.1	26	39	65.3	283	777	681	
East Indian	1937-38	16	388	36	56	64.9	23	34	68.4	497	1,096	922	
	1938-39	16	383	35	53	65.6	23	33	70.1	461	1,039	934	
Great Indian Peninsula	Steam	1937-38	16	412	35	49	72.1	23	37	63.1	371	920	795
		1938-39	15	405	34	47	72.8	23	36	62.7	351	883	768
	Electric	1937-38	19	491	43	54	79.9	Nil	Nil	Nil	470	1,143	1,005
		1938-39	19	506	40	51	79.8	Nil	Nil	Nil	427	1,069	929
Madras and Southern Maharatta.	1937-38	14	387	33	49	68.1	27	34	78.9	342	887	780	
	1938-39	14	385	35	50	69.4	29	37	77.8	358	920	809	
Nizam's State .	1937-38	14	397	30	47	64.6	23	46	49.5	360	875	747	
	1938-39	15	402	32	47	67.5	16	32	48.8	358	880	750	
North Western .	1937-38	18	387	37	52	71.0	24	32	76.1	322	824	728	
	1938-39	17	381	36	50	72.4	24	33	73.0	304	789	693	
South Indian	1937-38	11	281	32	40	80.2	23	30	77.5	290	749	652	
	1938-39	11	278	32	40	79.9	23	30	76.3	286	749	654	
Average for 5' 6" gauge	Steam	1937-38	16	388	36	52	67.5	25	37	65.5	399	945	835
		1938-39	15	382	34	49	69.9	24	37	65.2	380	917	806
	Electric	1937-38	19	491	43	54	79.9	Nil	Nil	Nil	470	1,143	1,005
		1938-39	19	506	40	51	79.8	Nil	Nil	Nil	427	1,069	929
3' 3½" GAUGE Assam Bengal .	1937-38	6	276	21	36	69.6	13	20	66.6	114	321	264	
	1938-39	12	261	23	37	63.3	13	19	67.1	115	327	268	
Bengal and North Western.	1937-38	15	200	34	46	73.9	22	31	71.0	198	430	379	
	1938-39	15	201	35	45	77.8	23	31	76.1	198	431	379	
Bombay, Baroda and Central India.	1937-38	18	234	34	50	68.0	30	43	69.8	217	481	428	
	1938-39	17	233	35	47	74.5	29	41	70.7	190	448	395	

23.—Statement of Loads of Trains of Class I Railways for the years 1937-38 and 1938-39—concl'd.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars "

Railway	Year	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS)										
		PAS- SENGER TRAINS	PASSENGER INCLUD- 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 includ- ing weight of engine.	Gross weight exclud- ing weight of engine
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" GAUGE—concl'd												
Eastern Bengal .	1937-38	20	273	33	48	68.6	20	26	74.6	160	464	404
	1938-39	20	274	33	48	68.6	21	28	75.1	170	478	418
Jodhpur .	1937-38	21	269	38	55	70.0	13	22	59.1	161	400	348
	1938-39	15	290	41	56	73.2	13	22	59.1	159	392	340
Madras and Southern Maharatta.	1937-38	14	209	24	33	74.3	17	22	76.3	134	370	306
	1938-39	14	209	24	32	73.4	17	23	74.8	136	372	309
Mysore State	1937-38	*	*	*	*	*	*	*	*	*	*	*
	1938-39	10	194	19	23	83.2	Nil	Nil	Nil	13	341	267
Nizam's State .	1937-38	12	189	29	38	76.8	14	25	55.7	200	486	418
	1938-39	11	182	31	38	80.4	14	21	66.2	203	497	425
Rohilkund & Kumaon	1937-38	11	155	21	34	61.8	17	29	58.6	147	345	302
	1938-39	11	159	22	34	64.7	14	24	58.3	150	346	302
South Indian .	1937-38	14	179	32	44	73.2	21	30	71.1	164	442	382
	1938-39	14	183	32	44	73.3	22	30	72.0	157	435	379
Average for 3' 3½" gauge.	1937-38	15	214	30	43	71.1	23	32	71.5	169	418	360
	1938-39	15	213	29	40	72.3	25	35	72.4	161	409	350
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur .	1937-38									69	215	169
	1938-39									66	212	165
Bombay, Baroda and Central India.	1937-38									44	119	92
	1938-39									41	114	87
Eastern Bengal .	1937-38									15	56	43
	1938-39									16	59	47
Great Indian Peninsula	1937-38									31	127	79
	1938-39									35	135	87
Mysore State .	1937-38									*	*	*
	1938-39									40	134	93
North Western .	1937-38									41	151	106
	1938-39									39	146	101
South Indian .	1937-38									27	105	69
	1938-39									27	109	72
Average for 2' 6" and 2' 0" gauges	1937-38									51	171	126
	1938-39									49	169	124

* Included under Class II Railways.

24. --*Statement of vehicles and wagons —number of and their usage on Class I Railways for the years 1937-38 and 1938-39.

1	2	COACHING STOCK								GOODS STOCK.			AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).		19
		AVERAGE AUTHORIZED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorized stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).		
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.							
		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.			Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).						
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
5' 6" GAUGE.																		
Bengal Nagpur	1937-38	793	395	763	1,494	223	310	140	22,791	22,806	24,443	21,612	20 5	18 2	12 3	14 7	41 3	404
	1938-39	802	385	749	1,470	217	305	146	22,813	22,820	24,460	22,026	20 7	18 1	12 2	14 6	40 2	391
Bombay, Baroda and Central India.	1937-38	595	295	585	1,123	216	245	117	9,940	9,270	9,527	9,261	20 7	12 5	9-37	12 2	38 5	340
	1938-39	580	294	594	1,154	212	240	117	9,699	9,420	9,678	8,839	22 6	13 7	9 15	11 7	39 0	337
Eastern Bengal	1937-38	728	397	730	1,428	316	336	129	7,948	8,053	8,217	7,746	18 8	12 5	8 45	9 23	24 0	161
	1938-39	795	401	735	1,432	320	342	118	7,948	8,223	8,387	8,005	19 6	12 9	8-09	9 24	24-0	166
East Indian	1937-38	2,109	847	2,504	4,638	620	813	139	49,107	48,374	49,311	47,031	20 7	14 2	7 75	14 9	40 1	394
	1938-39	2,100	837	2,475	4,635	638	812	142	49,168	48,791	49,228	46,967	20 6	14 0	7 27	14 3	37 4	359
Great Indian Peninsula.	1937-38	1,131	733	1,113	2,248	508	611	160	16,990	17,173	18,513	17,706	20 5	15-3	12 8	12 1	51 9	446
	1938-39	1,107	711	1,085	2,193	499	600	167	16,907	17,233	18,589	16,208	17 3	15-1	12 0	11-7	53 2	463
Madras and Southern Mahratta.	1937-38	631	309	660	1,174	221	232	114	5,803	5,904	5,993	5,963	20 1	12 2	6 29	11 1	53 3	421
	1938-39	622	288	591	1,101	215	226	119	5,802	6,144	6,234	6,657	20 7	12 1	6 15	11 1	50 4	401
Nizam's State	1937-38	118	65	112	196	32	35	170	2,081	†2,053	†2,053	1,995	20 3	16 5	6 69	13 5	53 8	484
	1938-39	123	47	113	201	30	33	175	2,079	†2,003	†2,003	2,069	20 1	16 6	9 90	13 0	53 3	468
North Western	1937-38	2,370	1,329	2,300	4,438	919	1,000	129	28,350	27,710	28,678	27,551	20 0	13 5	7 53	10 4	34 5	293
	1938-39	2,306	1,314	2,223	4,312	890	967	130	28,362	28,215	29,183	27,629	20 1	13 2	7 29	9 95	37 7	279
South Indian	1937-38	324	126	322	653	120	128	126	2,297	2,297	2,309	2,195	19 9	14 8	9 18	10 3	35 2	291
	1938-39	324	122	322	653	123	132	126	2,296	2,298	2,310	2,229	20 4	15 2	9 00	10 2	37 1	302
Total 5' 6" Gauge and average.	1937-38	8,869	4,486	9,089	17,452	3,195	3,711	135	145,307	144,139	149,044	141,060				12 9	41 1	367
	1938-39	8,759	4,399	8,887	17,151	3,144	3,657	137	145,274	145,148	150,072	142,619				12 5	40 2	351
3' 3 3/4" GAUGE.																		
Assam Bengal	1937-38	612	252	605	1,176	138	161	105	6,384	6,271	6,791	6,526	10 6	8 07	5 74	6 67	28 0	127
	1938-39	619	256	610	1,187	139	162	112	6,151	6,266	6,813	6,571	10 4	7 50	5-57	6 52	31 3	142
Bengal and North Western.	1937-38	1,220	309	1,269	1,837	66	66	132	11,090	12,084	12,232	12,312	10 3	8 54	4 59	7 26	25 4	141
	1938-39	1,207	310	1,271	1,843	67	69	132	11,146	12,069	12,216	12,227	10 5	8 56	5 02	7 10	24 7	135
Bombay, Baroda & Central India.	1937-38	1,425	278	1,193	2,170	193	234	92	8,315	8,685	10,194	10,125	9 13	9-35	5 27	7 27	40 5	209
	1938-39	1,415	278	1,214	2,213	189	229	92	8,761	8,674	10,151	10,070	9 18	8 79	6 04	6 44	40 6	191

*Does not include electric multiple unit suburban service stock.

†Excludes 20 covered wagons used as coaching vehicles.

(a) Exclude uneconomical types of wagons, as marked either for scrapping or reconditioning into open wagons.

24.—Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1937-38 and 1938-39—concl'd.

Railway	Year	COACHING STOCK							GOODS STOCK				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS)			AVERAGE WAGON LOAD PER YEAR (IN TONS) (IN TERMS OF 4-WHEELERS)	Wagon miles per wagon day (in terms of 4-wheelers)	Net ton miles per wagon day (in terms of 4-wheelers)
		AVERAGE AUTHORIZED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE				Average authorized stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and not pooled (in terms of 4-wheelers)	Coal and coke.	Heavy merchandise.	Light merchandise.				
		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
3' 3 1/2" GAUGE— concl'd	1937-38	747	271	663	1,269	274	110	5,023	5,433	7,195	6,723	9 35	7 02	6 64	5 48	27 0	103	
	1938-39	708	413	662	1,298	311	320	103	5,029	5,418	7,180	6,907	9 32	7 09	6 78	5 77	26 6	107
Eastern Bengal	1937-38	272	89	261	451	27	34	120	2,629	2,452	2,630	2,798	9 02	7 83	4 68	5 73	41 4	174
	1938-39	274	90	270	466	28	35	118	2,647	2,541	2,764	2,833	8 80	7 57	4 29	5 71	35 9	155
Jodhpur	1937-38	334	227	316	1,470	195	206	104	7,067	7,173	7,574	7,461	11 6	8 13	4 49	6 22	32 0	169
	1938-39	760	185	709	1,223	165	166	109	6,425	6,580	6,935	6,756	11 7	8 33	4 65	6 46	35 5	173
Madras and Southern Mahratta.	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	246	77	313	388	81	84	90	1,534	1,534	1,612	1,698	10 4	9 01	5 39	6 01	28 7	142
Mysore State	1937-38	132	41	127	199	16	16	168	1,300	11,287	11,293	1,255	9 85	9 71	5 73	7 30	38 7	219
	1938-39	144	41	125	197	16	16	181	1,271	11,266	11,272	1,213	9 99	9 20	5 69	7 03	38 0	215
Nizam's State	1937-38	241	91	225	339	36	37	114	2,707	2,847	2,887	2,660	10 2	10 9	9 02	10 3	20 8	103
	1938-39	241	91	225	339	36	37	120	2,707	2,841	2,881	2,608	10 8	11 0	7 91	9 88	20 5	107
Bhilwari & Ku- maon	1937-38	1,229	187	1,252	2,501	140	228	107	5,160	5,160	7,235	6,658	10 4	8 30	4 74	6 04	27 1	122
	1938-39	1,227	188	1,237	2,531	141	228	109	5,180	5,159	7,284	6,616	10 2	8 16	5 07	5 68	28 2	120
South Indian	1937-38	6,712	1,846	6,411	11,412	1,076	1,244	109	40,180	50,392	57,131	55,516				6 67	23 9	149
	1938-39	6,841	1,929	6,686	11,655	1,164	1,336	110	40,831	51,348	58,108	56,529				6 43	30 9	147
2' 6" & 2' 0" GAUGES	1937-38	339	57	365	720	23	46	75	1,950	1,950	3,860	3,715				3 72	13 9	37
	1938-39	389	57	360	715	23	46	80	1,950	1,950	3,860	3,717				3 42	14 3	36
Bengal Nagpur	1937-38	71	1	71	142	1	2	*	327	318	521	513				6 05	10 1	32
	1938-39	73	1	71	142	1	2	*	327	316	528	524				4 41	9 91	29
Bombay, Baroda and Central India.	1937-38	47	Nil	58	80	Nil	Nil	40	25	22	22	20				1 85	5 17	8
	1938-39	47	Nil	57	79	Nil	Nil	41	25	20	20	17				1 82	6 92	10
Eastern Bengal	1937-38	48	3	48	91	2	2	94	201	201	397	397				2 97	18 0	41
	1938-39	48	3	48	91	2	2	111	201	201	397	397				3 04	18 5	44
Great Indian Pen- insula.	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)				(a)	(a)	(a)
	1938-39	32	3	23	46	2	2	*	146	146	191	*				Nil	Nil	
Mysore State	1937-38	290	71	238	558	60	102	33	762	762	1,368	1,228				2 83	24 0	59
	1938-39	283	73	232	553	58	100	32	760	759	1,366	1,240				3 87	20 3	50
North Western	1937-38	34	1	34	68	Nil	Nil	118	78	78	156	156				2 73	14 1	29
	1938-39	34	1	34	68	Nil	Nil	83	78	78	156	156				51	12 7	24
South Indian	1937-38	879	123	864	1,569	86	152	47	3,343	3,326	6,324	6,034				3 74	15 9	41
	1938-39	908	138	875	1,694	80	152	61	3,487	3,470	6,518	6,051				3 44	15 4	38
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE	1937-38																	
	1938-39																	

*Information not available.

† Excludes 11 open wagons high sided, coupled to goods brake vans and 2 open wagons low sided temporarily used as water tanks

‡ Does not include electric multiple unit suburban service stock

(a) Included under Class II Railways.

25.—Statement of Density of Traffic on Class I Railways for the years 1937-38 and 1938-39.

Railway	Year.	Passenger miles per annum (Including Departmental)		Net ton miles per annum (Including Departmental)		Gross ton miles per annum (Including Departmental & weight of engine)		Train miles per running track mile per day (Including Departmental)
		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	1937-38	310,924	343,161	1,155,233	1,271,979	3,528,207	3,886,132	14 0
	1938-39	314,104	346,875	1,125,765	1,247,339	3,506,872	3,896,927	14 3
Bombay, Baroda and Central India.	1937-38	755,046	924,855	739,369	913,536	2,692,146	3,284,555	11 6
	1938-39	781,041	952,920	698,578	863,136	2,934,163	3,579,829	15 6
Eastern Bengal	1937-38	689,502	853,348	476,863	590,147	3,280,370	4,059,655	19 1
	1938-39	696,752	862,870	512,627	634,439	3,317,550	4,105,878	19 5
East Indian	1937-38	643,595	808,226	1,237,242	1,545,379	4,055,323	5,058,584	16 0
	1938-39	654,048	821,119	1,173,741	1,465,609	4,015,804	5,008,104	16 6
Great Indian Peninsula.	1937-38	423,430	529,657	664,935	831,749	2,851,043	3,566,293	14 0
	1938-39	445,799	558,666	647,606	810,162	2,905,265	3,640,820	14 7
Madras and Southern Mahratta	1937-38	603,481	634,434	762,366	801,434	3,385,675	3,559,180	16 1
	1938-39	531,639	558,907	810,250	851,772	3,482,628	3,661,100	16 1
Nizam's State	1937-38	258,814	258,814	513,607	513,607	1,842,099	1,842,099	7 95
	1938-39	266,182	266,182	516,759	516,759	1,895,680	1,895,680	8 19
North Western	1937-38	427,217	487,614	429,705	490,454	1,936,789	2,210,600	9 54
	1938-39	409,267	467,128	407,556	465,174	1,904,016	2,173,196	9 69
South Indian	1937-38	533,057	533,057	365,062	365,062	2,211,100	2,211,100	16 4
	1938-39	498,625	498,625	382,450	382,450	2,270,214	2,270,214	18 1
Total 5' 6" gauge	1937-38	502,741	590,254	772,412	906,866	2,935,332	3,446,289	13 1
	1938-39	502,008	589,454	749,287	879,807	2,936,756	3,448,318	13 4
3' 3½" GAUGE								
Assam Bengal	1937-38	‡285,193	‡285,730	‡203,525	‡203,908	‡1,055,644	‡1,057,629	‡9 69
	1938-39	304,918	305,491	228,570	229,000	1,170,876	1,173,076	10 9
Bengal and North Western	1937-38	555,749	558,286	309,909	311,323	1,260,083	1,260,835	12 0
	1938-39	549,928	552,443	294,546	295,893	1,231,757	1,237,389	11 9.
Bombay, Baroda and Central India	1937-38	484,402	485,076	380,885	381,082	1,406,692	1,408,613	11 3
	1938-39	513,179	513,894	345,364	345,836	1,396,710	1,398,617	11 4

‡ Revised figures

25.—Statement of Density of Traffic on Class I Railways for the years 1937-38 and 1938-39—
concl'd.

Railway	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental)		Gross ton miles per annum (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental)
		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	1937-38	454,119	457,207	246,546	248,222	1,518,213	1,528,536	12.2
	1938-39	435,517	438,480	271,337	273,183	1,578,369	1,589,109	12.4
Jodhpur	1937-38	198,886	198,886	176,299	176,299	703,364	703,364	5.70
	1938-39	191,348	191,348	164,080	164,080	681,529	681,529	5.88
Madras and Southern Maharatta.	1937-38	260,282	260,431	217,388	217,512	1,064,412	1,065,020	10.5
	1938-39	218,701	218,840	236,085	236,235	1,121,085	1,121,794	11.1
Mysore State	1937-38	†	†	†	†	†	†	†
	1938-39	325,607	325,607	147,680	147,680	922,557	922,557	10.3
Nizam's State	1937-38	275,234	282,669	150,202	154,259	712,695	731,944	7.00
	1938-39	274,566	281,849	141,585	145,341	706,672	725,417	7.31
Rohilkund and Kumaon	1937-38	315,934	316,577	185,811	186,189	841,166	842,879	10.7
	1938-39	316,619	317,263	184,926	185,302	847,760	849,486	10.8
South Indian	1937-38	584,379	596,239	177,585	181,193	1,277,124	1,303,043	16.6
	1938-39	559,037	570,384	171,581	175,068	1,310,379	1,336,977	16.8
Total 3' 3½" Gauge	1937-38	409,238	411,770	246,362	248,389	1,158,635	1,165,806	11.1
	1938-39	403,145	405,572	240,572	242,021	1,174,483	1,181,553	11.4
2' 6" AND 2' 0" GAUGES								
Bengal Nagpur	1937-38	87,726	87,726	58,402	58,402	376,494	376,494	5.61
	1938-39	89,663	89,663	55,792	55,792	389,410	389,410	5.77
Bombay, Baroda and Central India.	1937-38	128,153	128,158	29,991	29,991	191,383	191,383	5.35
	1938-39	157,006	157,006	28,245	28,245	190,616	190,616	5.53
Eastern Bengal	1937-38	176,000	176,000	2,013	2,013	197,865	197,865	8.98
	1938-39	189,494	189,494	4,447	4,447	214,218	214,218	9.86
Great Indian Peninsula	1937-38	54,513	54,513	27,491	27,491	228,097	228,097	15.16
	1938-39	81,522	81,522	27,439	27,439	239,002	239,002	5.06
North Western	1937-38	55,077	55,077	41,237	41,237	259,549	259,549	4.74
	1938-39	50,985	50,985	35,059	35,059	234,392	234,392	4.41
Mysore State	1937-38	†	†	†	†	†	†	†
	1938-39	123,382	123,382	19,177	19,177	208,719	208,719	5.28
South Indian	1937-38	165,299	165,299	17,224	17,224	285,653	285,653	9.49
	1938-39	130,056	130,056	14,959	14,959	198,963	198,963	5.90
Total 2' 6" and 2' 0" Gauges.	1937-38	82,980	82,980	43,838	43,838	298,184	298,184	5.44
	1938-39	89,310	89,310	39,521	39,521	289,028	289,028	5.31
Total Class I Railways	1937-38	449,430	449,301	563,367	622,110	2,218,921	2,450,333	12.9
	1938-39	445,917	449,828	542,359	598,198	2,209,002	2,436,434	12.3

26(a).—Statement of Repairs of Rolling Stock pertaining to Steam and Electric

Note.—The figures in this statement have been arrived at by excluding the

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	1937-38	37	5.65	111	16.9	67	29	8.72	11.6	
	1938-39	33	5.10	109	16.9	61	29	8.20	11.1	
Bombay, Baroda and Central India	1937-38	17	4.81	46	12.7	70	15	12.6	6.91	
	1938-39	28	7.68	48	13.7	71	22	11.9	10.3	
Eastern Bengal	1937-38	18	6.10	29	10.0	88	36	12.0	11.2	
	1938-39	18	6.06	32	10.9	96	35	12.9	10.9	
East Indian	1937-38	74	4.74	186	11.9	155	30	6.19	4.69	
	1938-39	80	5.13	164	10.5	156	19	6.30	2.98	
Great Indian Peninsula	Steam	1937-38	24	3.40	110	16.3	74	22	6.65	4.33
		1938-39	27	3.91	100	15.0	75	31	6.91	6.21
	Electric	1937-38	2	3.08	6	9.23				
		1938-39	3	4.55	7	10.6				
Madras and Southern Mahratta	1937-38	27	8.97	40	13.4	50	17	7.79	7.00	
	1938-39	25	8.33	41	13.7	49	14	8.29	6.61	
Nizam's State	1937-38	6	7.14	6	7.14	8	1	7.14	3.13	
	1938-39	5	6.02	6	7.23	8	1	7.08	3.33	
North Western	1937-38	34	7.02	162	13.6	218	81	9.48	8.81	
	1938-39	94	7.98	155	13.1	181	85	8.14	9.55	
South Indian	1937-38	9	5.92	14	9.34	13	5	4.04	4.17	
	1938-39	9	5.84	14	9.09	15	4	4.66	3.25	
Total 5' 6" gauge	Steam	1937-38	296	5.61	704	13.3	743	235	8.17	7.36
		1938-39	319	6.08	670	12.8	711	240	8.00	7.63
	Electric	1937-38	2	3.08	6	9.23				
		1938-39	3	4.55	7	10.6				
3' 3½" GAUGE										
Assam Bengal	1937-38	8	3.94	15	7.39	45	14	7.44	5.80	
	1938-39	9	4.43	10	4.93	48	15	7.87	4.32	
Bengal and North-Western	1937-38	8	2.09	16	4.18	64	2	5.04	3.08	
	1938-39	7	1.85	17	4.50	82	1	6.45	1.49	
Bombay, Baroda and Central India	1937-38	21	4.67	53	11.4	74	7	6.20	3.63	
	1938-39	20	4.26	59	12.7	64	8	5.27	4.23	

Locomotive Services of Class I Railways for the years 1937-38 and 1938-39.

stock relating to Electric Multiple Unit Services and to all Rail Cars

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		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
												5' 6" Gauge
29	21	3.79	6.49	364	1.68	1,167	5.36	7	1.78	252	8.80	Bengal-Nagpur
38	27	5.00	7.83	194	0.88	1,120	5	1	1.33	335	11.7	
6	2	0.95	0.81	176	1.90	315	3.43	1	1.64	46	4.05	Bombay, Baroda and Central India
5	2	0.84	0.87	166	1.90	385	4.37	1	1.68	53	4.84	
4	3	0.52	0.88	66	0.86	665	8.60	1	1.70	51	6.38	Eastern Bengal
5	2	0.61	0.54	60	0.75	626	7.81	1	1.74	73	9.08	
69	18	2.76	2.81	1,248	1.53	1,892	14.02	18	7.41	641	10.3	East Indian
43	6	1.74	0.94	326	0.67	2,526	5.16	15	6.23	631	10.3	
42	21	3.73	4.11	128	0.72	708	4.00	6	3.77	167	5.71	Steam } Great Indian Peninsula.
35	22	3.25	4.39	108	0.67	564	3.48	3	2.20	226	7.72	
												Electric }
6	1	0.86	0.54	49	0.82	268	4.46	4	8.55	37	3.47	Madras and Southern Mahratta
7	2	1.22	0.76	63	0.94	177	2.66	5	9.76	36	3.26	
2		1.90	(a) 0.56	15	0.75	66	3.31	2	19.4	13	3.80	Nizam's State
3		3.08	(a) 0.93	15	0.72	64	3.09	3	23.9	19	5.48	
108	24	4.70	2.60	446	1.62	1,493	5.41	14	6.20	166	4.82	North Western
68	18	3.05	2.06	392	1.42	1,308	4.73	10	4.44	196	5.78	
7	1	2.16	0.66	20	0.91	119	5.42		(a) 1.09	6	1.85	South Indian.
5	2	1.42	1.62	10	0.45	73	3.27	1	4.34	7	2.51	
273	91	3.00	2.85	1,512	1.07	6,683	4.74	47		1,378		Steam } Total 5' 6" Gauge.
209	81	2.35	2.58	1,334	0.94	6,843	4.80	40		1,576			Electric }
												3' 3 1/2" Gauge.
2		0.37	(a) 0.34	58	1.05	64	1.15	11	25.0	46	9.00	Assam-Bengal.
2	1	0.39	0.43	59	1.06	70	1.25	14	29.0	25	4.00	
1	Nil	0.08	Nil	116	0.94	143	1.16	3	3.28	10	0.82	Bengal and North Western.
2	Nil	0.16	Nil	86	0.70	153	1.25	4	4.75	14	1.25	
17	3	1.44	1.34	76	0.75	264	2.61	38	50.2	200	15.5	Bombay Baroda and Central India
23	3	1.90	1.87	71	0.71	289	2.87	57	74.5	260	20.1	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

† Excludes un-economical types of wagons earmarked either for scrapping or reconditioning into open wagons.

26 (a).—Statement of Repairs of Rolling Stock pertaining to Steam and Electric

Note.—The figures in this statement have been arrived at by excluding the

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 3/4" Gauge—concd.									
Eastern Bengal	1937-38	6	3 00	34	16 4	52	16	7 79	6 06
	1938-39	8	3 69	36	17 3	55	23	8 33	7 39
Jodhpur	1937-38	3	2 80	5	4 67	26	4	9 96	14 8
	1938-39	3	2 86	6	5 71	20	2	7 41	7 14
Madras and Southern Mahratta	1937-38	19	5 43	34	9 93	67	11	8 20	5 46
	1938-39	19	5 94	31	9 69	54	11	7 61	7 10
Mysore State	1937-38	†	†	†	†	†	†	†	†
	1938-39	10	13 7	3	4 11	15	9	4 79	11 1
Nizam's State.	1937-38	5	5 75	4	4 60	8	1	6 30	6 25
	1938-39	5	5 88	4	4 71	6	1	4 80	6 25
Chilkund and Kumaon	1937-38	3	3 66	2	2 91	9	3	3 89	8 24
	1938-39	3	3 09	4	4 31	6	2	2 62	6 31
South Indian	1937-38	14	3 76	37	9 56	46	5	3 67	3 57
	1938-39	14	3 66	31	8 04	46	5	3 63	3 55
	1937-38	Nil	Nil	Nil	Nil				
	1938-39	(a)10 3	Nil	Nil					
Total 3' 3/4" Gauge	1937-38	87	3 82	200	8 78	391	63	6 10	5 86
	1938-39	98	4 20	201	8 62	396	77	5 94	6 62
	1937-38	Nil	Nil	Nil	Nil				
	1938-39	(a)10 3	Nil	Nil					
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	1937-38	12	10 4	15	13 4	17	2	4 63	8 96
	1938-39	17	14 9	14	12 3	18	1	5 03	4 92
Bombay, Baroda and Central India	1937-38	1	5 32	3	12 6	1	Nil	1 88	Nil
	1938-39	1	2 78	3	12 0	1	Nil	1 88	Nil
Eastern Bengal	1937-38	1	5 95	2	19 9	3	Nil	5 28	Nil
	1938-39	(a)1 67	1	12 4	1	1	Nil	1 49	Nil
Great Indian Peninsula	1937-38	1	4 76	4	19 0	3	Nil	6 25	Nil
	1938-39	1	4 76	4	19 0	3	Nil	6 25	Nil
Mysore State	1937-38	†	†	†	†	†	†	†	†
	1938-39	1	7 69	1	7 69	1	†	4 35	†
North Western	1937-38	7	7 27	13	12 8	24	6	8 33	10 0
	1938-39	5	4 65	11	10 9	16	5	5 67	8 62
South Indian	1937-38	1	4 55	1	12 1	Nil	Nil	Nil	Nil
	1938-39	1	4 55	2	14 5	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1937-38	23	8 30	38	13 7	48	8	5 56	9 30
	1938-39	26	8 78	36	12 2	40	6	4 57	6 99
TOTAL CLASS I RAILWAYS.	1937-38	406	5 18	942	12 0	1,182	306	7 22	7 02
	1938-39	443	5 63	907	10 2	1,147	323	6 98	7 35
	1937-38	2	3 08	6	9 23				
	1938-39	3	4 55	7	10 6				

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

† Included under class II Railways

Locomotive Services of Class I Railways for the years 1937-38 and 1938-39—concl'd.
 stock relating to Electric Multiple Unit Services and to all Rail Cars

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.		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.					
11	12	13	14	15	16	17	18	19	20	21	22	23
7	3	1 00	0 99	41	0 61	265	3 94	2	2 82	3	0 52	3' 3 1/2" GAUGE—concl'd. Eastern Bengal, Jodhpur, Madras and Southern Mahratta, Nizam's State Mysore State Rohilkund and Kumaon, Steam } Electric } South Indian, Steam } Electric } Total 3' 3 1/2" Gauge, 2' 6" AND 2' 0" GAUGES, Bengal-Nagpur, Bombay, Baroda and Central India, Eastern Bengal Great Indian Peninsula, Mysore State North Western South Indian Total 2' 6" and 2' 0" Gauges. Steam } Electric } TOTAL CLASS I RAILWAYS.
6	3	0 98	1 08	39	0 57	416	6 03	4	7 09	6	0 85	
1	.	0 27	(a) 0 44	60	2 15	15	0 54	1	4 00	11	3 00	
1	.	0 36	(a) 0 29	23	0 80	12	0 42	1	5 00	12	3 00	
7	1	0 94	0 64	47	0 62	181	2 44	13	24 6	60	7 34	
6	1	0 88	0 67	34	0 50	137	2 03	13	27 1	41	5 14	
2	.	1 90	(a) 1 62	8	0 64	34	2 71	2	13 4	4	2 45	
5	1	3 69	3 88	9	0 74	29	2 39	2	17 3	10	6 14	
†	†	†	†	†	†	†	†	†	†	†	†	
Nil	Nil	Nil	Nil	46	2 71	Nil	Nil			2		
Nil	Nil	Nil	Nil	8	0 30	21	0 79	27	15 5	80	3 35	
Nil	Nil	Nil	Nil	12	0 46	19	0 73	25	13 6	85	3 77	
17	2	1 33	1 74	46	0 69	111	1 67		(a) 0 28	4	0 64	
22	3	1 70	1 78	32	0 48	123	1 86		(a) 0 27	4	0 61	
54	9	0 84	0 84	460	0 83	1,098	1 98	97		418		
67	12	1 01	1 03	411	0 73	1,248	2 21	120		459		
12	5	3 32	12 9	18	0 48	252	6 79	Nil	Nil	1	0 74	
11	3	2 94	9 00	19	0 52	214	5 75		(a) 0 43	2	0 96	
4	Nil	5 40	Nil	2	0 40	13	2 56	Nil	Nil	1	6 61	
5	Nil	6 92	Nil	1	0 05	14	2 73	Nil	Nil	Nil	Nil	
1	Nil	1 52	Nil		(a) 1 06	Nil	Nil	Nil	Nil	Nil	Nil	
1	Nil	1 70	Nil		(a) 0 17	1	3 99	Nil	Nil	Nil	Nil	
1	Nil	2 83	Nil	15	3 78	Nil	Nil	Nil	Nil	Nil	Nil	
1	Nil	2 69	(a) 0 50	9	2 27	Nil	Nil	Nil	Nil	Nil	Nil	
†	†	†	†	†	†	†	†	†	†	†	†	
2	3	8 70	1 50	9	8 32	Nil	Nil	Nil	Nil	Nil	Nil	
6	2	2 19	3 30	13	1 06	38	3 09		(a) 2 10	1	1 36	
4	2	1 28	2 76	9	0 73	32	2 58		(a) 3 39	1	0 90	
2	Nil	4 50	Nil	Nil	Nil	2	1 28	Nil	Nil	Nil	(a) 1 20	
1	Nil	4 35	Nil	Nil	Nil	2	1 28	Nil	Nil	Nil	Nil	
26	7	3 01	8 14	48	0 80	305	5 05			3		
25	8	2 86	9 30	47	0 78	263	4 35			3		
353	107	2 16	2 46	2,020	1 00	8,086	3 99	144		1,799		
301	101	1 83	2 30	1,792	0 87	8,354	4 07	160		2,038		

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half
 † Included under Class II Railways.

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

Railway.	Cost per equated engine mile *		
	Mechanical workshops.	Transportation workshops	Total
	2	3	4
5 6" GAUGE.			
Bengal Nagpur	1 59	0 88	2 47
Bombay, Baroda & Central India	1 78	1 38	3 16
Eastern Bengal	1 85	0 78	2 63
East Indian	1 92	1 15	3 07
Great Indian Peninsula	1 75	1 02	2 77
Madras and Southern Mahratta	2 33	1 13	3 46
Nizam's State	1 15	0 85	2 00
North Western	1 83	1 30	3 13
South Indian	1 32	0 88	2 20
Averages			0 18
3' 3 3/4" GAUGE.			
Assam Bengal	1 42	1 03	2 45
Bengal and North Western	1 04	1 49	2 53
Bombay, Baroda & Central India	2 92	1 97	4 89
Eastern Bengal	1 66	1 14	2 80
Jodhpur	1 41	1 82	3 23
Madras and Southern Mahratta	1 91	1 24	3 15
Mysore State	1 90	0 56	2 46
Nizam's State	2 07	0 94	3 01
Rohilkund and Kumaon	1 21	1 34	2 55
South Indian	1 78	1 24	3 02
Averages			0 20

* 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 1938-39.

Cost per carriage on line (in terms of 4-wheelers)			Cost per wagon on line (in terms of 4-wheelers).			Railway
Mechanical workshops.	Transportation workshops	Total	Mechanical workshops	Transportation workshops	Total	
5	6	7	8	9	10	11
Rs	Rs	Rs	Rs.	Rs	Rs	
665.5	158.3	823.8	121.6	51.5	173.1	5' 6" GAUGE.
826.4	138.5	964.9	91.9	40.4	132.3	Bengal Nagpur.
514.6	59.3	573.9	70.7	13.6	84.3	Bombay, Baroda & Central India.
500.4	57.8	558.2	66.0	46.6	112.6	Eastern Bengal.
662.4	117.3	779.7	70.4	45.7	116.1	East Indian.
491.8	65.1	556.9	100.6	19.0	119.6	Great Indian Peninsula.
548.3	118.2	666.5	58.3	25.3	83.6	Madras and Southern Mahratta.
568.5	63.4	631.9	82.7	36.3	119.0	Nizam's State.
243.3	40.2	283.5	59.3	11.1	70.4	North-Western.
		649.7			122.6	South Indian
						Averages
						3' 3½" GAUGE
309.5	38.0	347.5	51.1	10.4	61.5	Assam Bengal.
159.0	74.2	233.2	21.5	22.2	43.7	Bengal and North West- ern
368.8	76.6	445.4	56.8	23.7	80.5	Bombay, Baroda & Central India.
409.5	42.1	451.6	45.5	18.9	64.4	Eastern Bengal.
357.6	27.4	385.0	38.2	10.9	49.1	Jodhpur
255.7	20.4	276.1	37.6	10.6	48.2	Madras and Southern Mahratta
305.9	21.4	327.3	57.1	8.15	65.3	Mysore State
500.5	65.2	565.7	56.0	36.0	92.0	Nizam's State
198.9	39.3	238.2	23.9	6.20	30.1	Rohilkund and Kumaon.
137.1	24.3	161.4	21.2	3.68	24.9	South Indian.
		316.2			53.4	Averages

27 (a).—Statement of coal consumed on Class I Railways

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	1937-38	Nil	882,374	Nil	Nil	882,374	Nil	109,674
	1938-39	Nil	909,139	Nil	Nil	909,139	Nil	109,905
Bombay, Baroda and Central India.	1937-38	Nil	326,497	3,525	52	328,001	Nil	18,737
	1938-39	Nil	321,035	3,173	52	322,308	Nil	18,245
Eastern Bengal	1937-38	Nil	303,136	Nil	Nil	303,136	Nil	†43,038
	1938-39	Nil	316,297	Nil	Nil	316,297	Nil	44,102
East Indian	1937-38	Nil	1,562,671	578	Nil	1,562,902	Nil	168,329
	1938-39	Nil	1,646,670	468	Nil	1,646,857	Nil	184,281
Great Indian Peninsula	1937-38	Nil	885,480	275	Nil	885,590	Nil	101,327
	1938-39	Nil	915,832	290	Nil	915,948	Nil	104,202
Madras and Southern Mahratta	1937-38	Nil	322,051	1	200	322,416	Nil	14,733
	1938-39	Nil	342,096	3	199	342,460	Nil	15,461
Nizam's State	1937-38	Nil	93,160	149	Nil	93,220	Nil	3,598
	1938-39	Nil	100,335	159	Nil	100,399	Nil	3,628
North Western	1937-38	Nil	1,027,034	Nil	51,636	1,120,918	1	95,360
	1938-39	Nil	1,035,829	Nil	42,943	1,113,907	Nil	94,055
South Indian	1937-38	Nil	114,574	209	Nil	114,657	Nil	1,636
	1938-39	Nil	118,165	230	Nil	118,257	Nil	1,663
Total 5' 6" Gauge	1937-38	Nil	5,516,977	4,737	51,888	5,613,214	1	†556,432
	1938-39	Nil	5,705,398	4,323	43,194	5,785,662	Nil	575,542
3' 3½" GAUGE								
Assam Bengal	1937-38	Nil	111,350	Nil	Nil	111,350	Nil	11,182
	1938-39	Nil	126,979	Nil	Nil	126,979	Nil	9,525
Bengal and North Western	1937-38	Nil	208,772	Nil	Nil	208,772	Nil	68,298
	1938-39	Nil	210,563	Nil	Nil	210,563	Nil	58,676
Bombay, Baroda and Central India.	1937-38	Nil	257,697	3,337	Nil	259,032	Nil	20,261
	1938-39	Nil	272,410	3,198	Nil	273,689	Nil	19,988
Eastern Bengal	1937-38	Nil	139,459	Nil	Nil	139,459	Nil	†18,312
	1938-39	Nil	143,321	Nil	Nil	143,321	Nil	19,738

† Revised figures

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

uring the years 1937-38 and 1938-39

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, 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
Nil	Nil	109,674	Nil	992,048	Nil	Nil	992,048	5' 6" GAUGE. Bengal Nagpur.
Nil	Nil	109,905	Nil	1,019,044	Nil	Nil	1,019,044	
970	Nil	19,125	Nil	345,234	4,495	62	347,126	Bombay, Baroda and Central India.
985	Nil	18,639	Nil	339,280	4,158	52	341,037	
Nil	Nil	†43,038	Nil	†346,174	Nil	Nil	†346,174	Eastern Bengal
Nil	Nil	44,102	Nil	360,399	Nil	Nil	360,399	
1,210	955	170,549	Nil	†7,731,000	7,788	955	1,733,451	East Indian.
1,363	975	186,599	Nil	1,830,951	1,831	975	1,833,456	
Nil	176	101,647	Nil	936,807	276	176	987,237	Great Indian Peninsula.
Nil	Nil	104,202	Nil	1,020,034	290	Nil	1,020,150	
16	670	15,957	Nil	336,784	17	370	338,373	Madras and Southern Mahratta.
14	569	16,501	Nil	357,557	17	768	358,961	
20	Nil	3,606	Nil	96,758	169	Nil	96,826	Nizam's State.
23	Nil	3,637	Nil	103,963	182	Nil	104,036	
Nil	6,303	106,821	1	1,122,394	Nil	57,939	1,227,739	North Western.
Nil	6,500	105,894	Nil	1,120,884	Nil	49,449	1,219,791	
Nil	Nil	1,636	Nil	116,210	209	Nil	116,293	South Indian
Nil	Nil	1,663	Nil	119,828	230	Nil	119,920	
2,216	8,104	†572,053	1	†6,073,409	6,953	59,992	†6,185,267	Total 5' 6" Gauge.
2,335	8,050	591,132	Nil	6,280,940	6,708	51,244	6,376,794	
Nil	356	11,829	Nil	122,532	Nil	356	123,179	3' 3½" GAUGE. Assam Bengal
Nil	440	10,325	Nil	136,504	Nil	440	137,304	
Nil	Nil	58,298	Nil	267,070	Nil	Nil	267,070	Bengal and North Western.
Nil	Nil	58,676	Nil	269,239	Nil	Nil	269,239	
218	Nil	20,349	Nil	277,958	3,555	Nil	279,381	Bombay, Baroda and Central India.
205	Nil	20,070	Nil	292,398	3,403	Nil	293,759	
Nil	Nil	†18,312	Nil	†157,771	Nil	Nil	†157,771	Eastern Bengal.
Nil	Nil	19,738	Nil	163,059	Nil	Nil	163,059	

1 ton of coal.

1 ton of coal

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27 (a).—Statement of coal consumed on Class I Railways

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—concl'd.								
Jodhpur	1937-38	Nil	57,725	152	Nil	57,826	Nil	4,018
	1938-39	Nil	59,295	249	Nil	59,305	Nil	3,843
Madras and Southern Mahratta	1937-38	Nil	199,440	Nil	8	199,454	Nil	10,457
	1938-39	Nil	193,011	Nil	7	193,024	Nil	8,920
Mysore State	1937-38	§	§	§	§	§	§	§
	1938-39	Nil	64,163	Nil	Nil	64,163	Nil	1,286
Nizam's State	1937-38	Nil	51,765	123	Nil	51,816	Nil	2,374
	1938-39	Nil	54,430	119	Nil	54,478	Nil	2,470
Rohilkund and Kumaon	1937-38	Nil	47,469	Nil	Nil	47,469	Nil	7,353
	1938-39	Nil	53,721	Nil	Nil	53,721	Nil	4,910
South Indian	1937-38	Nil	178,056	421	Nil	178,224	Nil	12,450
	1938-39	Nil	185,261	396	Nil	185,420	Nil	11,422
Total 3' 3½" Gauge	1937-38††	Nil	1,251,733	4,133	8	1,253,402	Nil	†144,705
	1938-39	Nil	1,363,154	3,962	7	1,364,753	Nil	140,778
2' 6" AND 2' 0" GAUGES								
Bengal Nagpur	1937-38	Nil	68,906	Nil	Nil	68,906	Nil	9,822
	1938-39	Nil	75,014	Nil	Nil	75,014	Nil	9,796
Bombay, Baroda and Central India	1937-38	Nil	9,500	150	Nil	9,560	Nil	6
	1938-39	Nil	9,170	145	Nil	9,228	Nil	9
Eastern Bengal	1937-38	Nil	1,920	Nil	Nil	1,920	Nil	†23
	1938-39	Nil	2,007	Nil	Nil	2,007	Nil	27
Great Indian Peninsula	1937-38	Nil	13,535	Nil	23	13,577	Nil	521
	1938-39	Nil	13,220	Nil	18	13,253	Nil	432
Mysore State	1937-38	§	§	§	§	§	§	§
	1938-39	Nil	4,066	Nil	Nil	4,066	Nil	
North-Western	1937-38	Nil	39,540	Nil	Nil	39,540	Nil	3,462
	1938-39	Nil	36,301	Nil	Nil	35,301	Nil	3,032
South Indian	1937-38	Nil	4,014	8	Nil	4,017	Nil	24
	1938-39	Nil	3,090	11	Nil	3,094	Nil	24
Total 2' 6" & 2' 0" Gauges	1937-38††	Nil	137,415	158	23	137,520	Nil	†13,858
	1938-39	Nil	141,868	156	18	141,963	Nil	13,920
TOTAL CLASS I RAILWAYS	1937-38††	Nil	6,906,125	9,033	51,919	7,004,138	1	†714,995
	1938-39	Nil	7,210,420	8,441	43,219	7,292,378	Nil	730,240

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

† Revised figures.

†† Excludes Mysore Railway figures

§ Included under Class II Railways

during the years 1937-38 and 1938-39—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, 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
Nil	Nil	4,028	Nil	61,743	252	Nil	61,944	3' 3½" GAUGE—concl'd Jodhpur
Nil	Nil	3,843	Nil	63,138	249	Nil	63,238	
Nil	857	12,016	Nil	209,897	Nil	865	211,470	Madras and Southern Mahratta.
Nil	862	10,487	Nil	201,931	Nil	860	203,511	
§	§	§	§	§	§	§	§	Mysore State.
Nil	Nil	1,286	Nil	65,449	Nil	Nil	65,449	
10	Nil	2,378	Nil	64,139	138	Nil	64,194	Nizam's State
11	Nil	2,474	Nil	56,900	130	Nil	56,952	
Nil	Nil	7,353	Nil	54,822	Nil	Nil	54,822	Rohilkund and Kumaon.
Nil	Nil	4,910	Nil	68,631	Nil	Nil	68,631	
Nil	2,320	16,668	Nil	190,506	421	2,320	194,892	South Indian
Nil	2,312	15,625	Nil	106,683	396	2,312	201,045	
228	4,533	†151,221	Nil	†1,396,438	4,366	3,541	†1,404,623	Total 3' 3½" Gauge.
216	3,614	147,434	Nil	1,503,932	4,178	3,621	1,512,187	
Nil	Nil	9,822	Nil	78,728	Nil	Nil	78,728	2' 6" AND 2' 0" GAUGES Bengal Nagpur.
Nil	Nil	9,796	Nil	84,810	Nil	Nil	84,810	
Nil	Nil	6	Nil	9,506	150	Nil	9,566	Bombay, Baroda and Central India
Nil	Nil	0	Nil	9,179	145	Nil	9,237	
Nil	Nil	†23	Nil	†1,943	Nil	Nil	†1,943	Eastern Bengal
Nil	Nil	27	Nil	2,034	Nil	Nil	2,034	
Nil	4	528	Nil	14,056	Nil	27	14,105	Great Indian Peninsula.
Nil	Nil	432	Nil	13,652	Nil	18	13,685	
§	§	§	§	§	§	§	§	Mysore State
				4,066			4,066	
Nil	Nil	3,462	Nil	43,002	Nil	Nil	43,002	North Western
Nil	Nil	3,632	Nil	38,933	Nil	Nil	38,933	
Nil	Nil	24	Nil	4,038	8	Nil	4,041	South Indian.
Nil	Nil	24	Nil	3,114	11	Nil	3,118	
Nil	4	†13,565	Nil	†151,273	158	27	†151,385	Total 2' 6" & 2' 0" Gauges.
Nil	Nil	13,920	Nil	155,788	156	18	155,883	
2,444	11,641	†737,139	1	†7,621,120	11,477	63,560	†7,741,275	TOTAL CLASSES I RAILWAYS.
2,601	11,661	75,486	Nil	7,940,660	11,042	64,883	8,044,864	

1 ton of coal
1 ton of coal

27 (a).—Statement of Coal consumed on Class I Railways during the years 1937-38 and 1938-39
—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	1937-38	Nil	2 56	Nil	Nil	Nil	5 20	Nil	Nil
	1938-39	Nil	3 09	Nil	Nil	Nil	5 68	Nil	Nil
Bombay, Baroda and Central India	1937-38	Nil	2 67	3 69	51 0	Nil	12 8	5 38	51 1
	1938-39	Nil	3 26	3 70	55 0	Nil	13 5	5 15	55 0
Eastern Bengal	1937-38	Nil	2 80	Nil	Nil	Nil	7 17	Nil	Nil
	1938-39	Nil	3 23	Nil	Nil	Nil	8 51	Nil	Nil
East Indian	1937-38	Nil	3 46	12 6	79 4	Nil	6 98	12 6	79 5
	1938-39	Nil	3 42	9 25	74 8	Nil	6 03	9 29	75 3
Great Indian Peninsula	1937-38	Nil	3 63	6 79	36 1	Nil	8 96	6 79	42 2
	1938-39	Nil	4 46	5 75	Nil	Nil	9 51	5 75	Nil
Madras and Southern Mahratta	1937-38	Nil	3 90	Nil	60 1	Nil	12 5	Nil	61 4
	1938-39	Nil	3 96	Nil	65 7	Nil	12 5	Nil	67 0
Nizam's State	1937-38	Nil	4 09	6 00	Nil	Nil	5 62	6 46	Nil
	1938-39	Nil	4 25	6 00	Nil	Nil	5 88	6 35	Nil
North Western	1937-38	Nil	3 05	Nil	17 3	Nil	15 5	Nil	23 8
	1938-39	Nil	3 86	Nil	17 3	Nil	16 0	Nil	23 8
South Indian	1937-38	Nil	3 95	2 23	Nil	Nil	17 6	2 23	Nil
	1938-39	Nil	4 72	2 20	Nil	Nil	19 1	2 20	Nil
3' 3½" GAUGE									
Assam Bengal	1937-38	Nil	6 03	Nil	38 5	Nil	12 1	Nil	42 0
	1938-39	Nil	7 47	Nil	38 5	Nil	14 0	Nil	41 6
Bengal and North Western	1937-38	Nil	3 03	Nil	Nil	Nil	9 73	Nil	Nil
	1938-39	Nil	4 85	Nil	Nil	Nil	11 8	Nil	Nil
Bombay, Baroda and Central India	1937-38	Nil	2 58	4 40	Nil	Nil	13 2	4 94	Nil
	1938-39	Nil	3 68	4 40	Nil	Nil	14 3	4 94	Nil

27 (a).—Statement of Coal consumed on Class I Railways during the years 1937-38 and 1938-39
—concl'd.

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.
10	20	21	22	23	24	25	26	27	28
3' 3½" GAUGES—concl'd.									
Eastern Bengal	1937-38	Nil	2 80	Nil	Nil	Nil	9.17	Nil	Nil
	1938-39	Nil	3.23	Nil	Nil	Nil	9 88	Nil	Nil
Jodhpur	1937-38	Nil	2.71	5.88	Nil	Nil	14.9	5 88	Nil
	1938-39	Nil	4.47	5 38	Nil	Nil	16 6	5 38	Nil
Madras and Southern Mahratta	1937-38	Nil	5 26	Nil	50 7	Nil	14 8	Nil	52.7
	1938-39	Nil	4 81	Nil	55.0	Nil	15 1	Nil	56 9
Mysore State	1937-38	*	[*	*	*	*	*	*	*
	1938-39	Nil	4 87	Nil	Nil	Nil	15 3	Nil	Nil
Nizam's State	1937-38	Nil	4 09	6 00	Nil	Nil	8 80	6.46	Nil
	1938-39	Nil	4.25	6 00	Nil	Nil	8 96	6.35	Nil
Rohilkund and Kumaon	1937-38	Nil	4 85	Nil	Nil	Nil	8 67	Nil	Nil
	1938-39	Nil	4 72	Nil	Nil	Nil	13.3	Nil	Nil
South Indian	1937-38	Nil	3.95	2.23	50 8	Nil	18.0	2 23	53.5
	1938-39	Nil	4.72	2 20	55 0	Nil	10.9	2 20	57.2
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1937-38	Nil	3.46	Nil	Nil	Nil	5.11	Nil	Nil
	1938-39	Nil	4 11	Nil	Nil	Nil	5 85	Nil	Nil
Bombay, Baroda and Central India	1937-38	Nil	2 72	3 69	Nil	Nil	12.3	3.69	Nil
	1938-39	Nil	2 67	3 70	Nil	Nil	12.4	3.70	Nil
Eastern Bengal	1937-38	Nil	2 80	Nil	Nil	Nil	8.35	Nil	Nil
	1938-39	Nil	3.23	Nil	Nil	Nil	7 55	Nil	Nil
Great Indian Peninsula	1937-38	Nil	3 81	Nil	76.7	Nil	7.93	Nil	81 8
	1938-39	Nil	4 12	Nil	118 0	Nil	8.41	Nil	121 2
Mysore State	1937-38	*	*	*	*	*	*	*	*
	1938-39	Nil	4 87	Nil	Nil	Nil	14.5	Nil	Nil
North Western	1937-38	Nil	3.05	Nil	Nil	Nil	19.3	Nil	Nil
	1938-39	Nil	3.96	Nil	Nil	Nil	20.1	Nil	Nil
South Indian	1937-38	Nil	3.95	2.23	Nil	Nil	15.8	2.23	Nil
	1938-39	Nil	4.72	2.20	Nil	Nil	17.5	2.20	Nil

* Included under Class II Railways.

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1937-38 and 1938-39.

Railway	Year	Passenger and total mixed		Rail cars Steam propelled	Rail cars Internal combustion engines propelled	Passenger and proportion of mixed	Goods	Goods and proportion of mixed	Shunting including siding all services		Locos on Misc. services	Departmental	Total tons used on all Locomotive services. Cols 3+4 +5+7+9 +11+12	Fuel consumed for other than Locomotive purposes			
		Total tons consumed	Total tons consumed						Lbs. consumed per 1,000 gross ton miles	Total tons consumed				Lbs. per engine mile	Total tons consumed	Total tons consumed	Water pumping Stations	Electric Generating Stations	Miscellaneous purposes	Total (column 14+15 +16)
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" Gauge.	1937-38	230 927	137	Nil	199 8	535,488	167 5	69,662	64 2	4,176	21,954	882 374	33,426	31,451	44,797	109,674	
	1938-39	232,787	242	Nil	195 5	551,433	172 4	95,594	66 2	4,251	24 842	909 139	35,073	30,109	43,823	109,005	
Bombay Baroda and Central India.	1937-38	153 533	Nil	Nil	178 2	123 684	115 9	36,127	78 0	Nil	14 657	328,001	20 950	1,771	6 404	19 425	
	1938-39	154,206	Nil	Nil	174 0	120,155	118 9	31,081	69 0	193	16 763	322 398	9,027	1 879	6 833	18 630	
Eastern Bengal	1937-38	174 928	Nil	Nil	178 7	66,127	129 2	31,626	53 2	17,636	12 819	303,136	5,788	11,350	25,870	43 038	
	1938-39	174,530	Nil	Nil	191 0	71,341	133 1	33,237	54 0	20,000	16,599	316 297	5,022	10 988	27,192	44,102	
East Sagar	1937-38	662 915	2	Nil	178 2	766,456	114 5	170,631	59 2	3,830	59 068	1 562 902	39,761	58,219	72,569	170,549	
	1938-39	583 630	42	Nil	182 1	806,724	124 4	184 717	61 1	3 980	67 764	1,646 557	42,949	63,161	80 489	186 590	
Great Indian Peninsula.	1937-38	326,066	Nil	Nil	172 8	449,366	163 7	35,660	83 3	6,135	18 363	685,590	27,468	59 224	14,955	101,647	
	1938-39	344,795	Nil	Nil	176 1	458,412	166 1	85 425	83 5	5,945	21,371	915,948	27 697	61,074	15,531	104,202	
Madras and Southern Mahratta.	1937-38	140 969	Nil	328	182 7	141,138	136 1	28 664	76 6	3,903	7 414	322 416	5,388	1,278	9,351	15,957	
	1938-39	141 076	Nil	327	183 3	159 821	145 7	30,188	78 7	4 306	6,742	342 460	5,314	1 034	10,153	16 501	
Nizam's State	1937-38	38,787	Nil	Nil	173 1	43 429	135 0	6,504	70 2	Nil	4 500	93 220	2 583	Nil	1,023	3,608	
	1938-39	40,403	Nil	Nil	182 0	48 041	141 8	6,377	67 4	Nil	5,578	100,399	2,686	Nil	651	3 637	
North Western	1937-38	511,735	951	Nil	169 8	426,811	136 6	136,311	97 1	5 507	39,203	1,120,918	13 729	3,383	69 704	106,821	
	1938-39	507 051	1,039	Nil	172 2	426,468	140 5	134,710	90 0	Nil	41 639	1,113,907	12,038	3 520	90,326	105,884	
South Indian	1937-38	76 509	Nil	Nil	174 1	30,667	112 5	4,099	46 5	263	3 299	114,657	697	Nil	939	1,658	
	1938-39	78,232	Nil	Nil	176 6	31,617	109 3	4 308	48 3	275	3 830	118,267	733	Nil	930	1 063	
Total 5' 6" Gauge	1937-38	2 216,779	1,050	328	177 6	2,567,156	136 1	369,304	69 9	41 850	181,277	5,613,214	139,790	1,66,651	265 612	572,053	
	1938-39	2,256,710	1,323	327	180 2	2 679 512	142 4	605,622	69 3	39 040	205 128	5,785,662	143,139	1,71,765	276,228	591,132	
3' 3½" Gauge.	1937-38	72,779	Nil	Nil	159 2	17,658	141 5	13,522	38 1	1,952	4,369	111,350	1,510	6,207	6,112	11,629	
	1938-39	82,076	Nil	Nil	167 9	24 780	149 5	14,062	39 2	1 965	4,097	120,979	1,334	5 570	3,421	10,326	
Bengal and North Western.	1937-38	167,537	Nil	Nil	159 7	69,254	121 3	15,402	22 6	2,059	13 130	208,772	9,788	6,788	42,722	68,258	
	1938-39	111 793	Nil	Nil	165 2	65 958	122 5	16,115	23 8	3,106	13 591	210,663	10,112	6,913	42 651	68,676	
Bombay, Baroda and Central India.	1937-38	133 337	501	Nil	222 2	94 967	144 1	22,532	44 6	Nil	7,705	269,032	6,307	4,463	10,559	20,348	
	1938-39	139,190	511	Nil	229 3	103,092	157 8	23,365	43 9	Nil	7,531	273 089	5,041	4,505	10,524	20 070	
Eastern Bengal	1937-38	68,011	68	Nil	157 5	37,561	133 5	16,201	43 9	13,453	4,176	139,459	3,702	Nil	(a) 14,610	(a) 18 311	
	1938-39	67,387	354	Nil	168 9	38,139	130 9	17,504	44 2	13,719	6,218	143,321	3,863	Nil	15,876	19,734	

* Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.
(a) Revised figures.

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1937-38 and 1938-39—concl'd

Railway.	Year	Passenger and Total Mixed		Rail cars Inter-internal combustion engines propelled	Passenger and proportion of Mixed	Goods and proportion of Mixed		Shunting including siding all services.		Locos on Misc. services	Departmental.	Total tons used on all Locomotive services Cols 3+4+5+7+9+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed	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	Total tons consumed	Water pumping Stations	Electric generating Stations	Miscellaneous purposes.	Total (columns 14+15+16+17)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3 1/2" GAUGE—concl'd																
Jodhpur	1937-38	31,605	Nil	Nil	158 0	19,533	149 0	2,700	28 1	1,298	2,690	57,328	1,474	Nil	2,544	4 018
	1938-39	34,377	Nil	Nil	169 6	17,378	154 1	2,712	30 0	1,513	3,415	59,395	1,533	Nil	2,310	3,843
Madras and Southern Mahratta.	1937-38	96,302	Nil	Nil	197 7	80,324	178 1	16,222	44 0	2,018	4,593	199,454	4,236	1,559	6 221	12 016
	1938-39	90,132	Nil	Nil	198 9	80,810	182 6	16,810	46 6	1,936	8,330	193,024	3,696	1,567	5 234	10,487
Mysore State	1937-38	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
	1938-39	33,658	Nil	Nil	263 4	23,544	197 3	6,373	36 0	Nil	598	64,163	1,286	Nil	Nil	1,286
Nizam's State	1937-38	27,504	57	Nil	259 7	17,778	173 3	4,102	70 3	Nil	2,375	51,816	1,543	Nil	230	2,378
	1938-39	30,806	167	Nil	281 2	16,322	163 9	4,606	79 3	Nil	2 527	54,478	1,614	Nil	800	2,474
Rohilkund and Kumaon.	1937-38	26,774	Nil	Nil	252 2	14,087	154 0	3,753	25 9	(b) Nil	2,350	47,469	2,461	1,360	3,532	7,353
	1938-39	27,353	Nil	Nil	245 7	15,899	172 1	4 724	27 0	3,316	2,420	53,721	2,802	1,080	428	4,010
South Indian	1937-38	124,047	Nil	Nil	190 9	40,351	113 2	6,681	34 6	3.3	6,838	178,224	2,176	7,171	7,321	16,668
	1938-39	130,070	Nil	Nil	193 0	41 712	115 5	6,871	35 7	376	6,391	135,420	1,770	6,443	7,407	15,625
Total 3' 3 1/2" Gauge	1937-38	639,190	626	Nil	192 6	371,563	142 4	101,150	31 7	22,148	48,725	1,253,403	32,202	25,568	(a) 93,451	(a) 151,221
	1938-39	746,901	1,022	Nil	203 1	427,834	149 4	113,142	37 7	25,931	50,123	1,364,753	33,051	25,683	88,700	147,434
2' 6" AND 2' 0" GAUGES.																
Bengal Nagpur	1937-38	41,599	217	Nil	413 9	18,601	165 4	6,409		193	1,857	6,3906	6,774	230	2,3.8	9 522
	1938-39	45,326	350	Nil	433 1	20,258	187 2	7,048		190	1,833	75 014	6,885	157	2,754	9 796
Bombay, Baroda and Central India.	1937-38	8,908	Nil	Nil	532 0	199	138 6	Nil		Nil	453	9,560	Nil	Nil	6	6
	1938-39	8,509	Nil	Nil	510 2	38	416 2	Nil		Nil	591	9,228	Nil	Nil	9	9
Eastern Bengal	1937-38	1,732	Nil	Nil	644 7	Nil	629 0	Nil		737	1	1,920	Nil	Nil	(a) 23	(a) 23
	1938-39	1,785	Nil	Nil	531 9	Nil	535 0	Nil		157	65	2 007	Nil	Nil	27	7
Great Indian Peninsula.	1937-38	12,552	Nil	42	537 5	17	528 2	437		Nil	479	12,577	523	Nil	Nil	528
	1938-39	12,032	Nil	33	495 3	Nil	492 3	455		Nil	133	13 253	428	Nil	4	432
Mysore State	1937-38	†	†	†	†	†	†	†		†	†	†	†	†	†	†
	1938-39	2,781	Nil	Nil	336 4	1,202	321 8	Nil		Nil	83	4,060	Nil	Nil	Nil	Nil
North Western	1937-38	19,412	403	Nil	376 3	14,767	193 3	3,713		257	933	39,540	1 206	Nil	2 256	3,462
	1938-39	19,746	273	Nil	391 7	11,932	486 2	2,406		Nil	684	35,301	826	Nil	2 806	3,632
South Indian	1937-38	3,975	Nil	Nil	322 6	19	240 0	Nil		Nil	23	4,017	18	Nil	6	24
	1938-39	3,045	Nil	Nil	353 4	Nil	292 2	Nil		Nil	49	3,094	13	Nil	6	24
Total 2' 6" & 2' 0" Gauges.	1937-38	83,228	620	42	421 9	33,603	113 5	10 614		537	3,626	137,520	8 526	230	(a) 5,109	(a) 13,866
	1938-39	93,914	623	33	430 3	33 430	122 6	9,980		356	3 678	141,983	8,157	157	5,606	13,920
TOTAL CLASS I RAILWAYS.	1937-38	2,993,597	2,336	370	133 2	3,009,352	138 7	701,063		64 565	233,328	7,024,136	150,513	192 449	(a) 364,172	(a) 737,139
	1938-39	3 097,625	2,908	360	187 1	3,138,576	145 1	728,733		63,327	258 830	7,202,378	184,317	197,605	370,534	752,460

* Coal includes oil fuel @ 0.5 ton of oil fuel = 1 ton of coal and firewood, @ 2 1/2 tons of wood = 1 ton of coal

† Included under class I Railways.

(a) Revised figures

(b) Included in col 16

28.—Efficiency Statistic of Class I Railways for the years 1937-38 and 1938-39.

Railway.	Year	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental)	per engine hour (including departmental)		per engine hour (including weight of engine and departmental)	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1937-38 1938-39	553 528	196 191	1,960 1,843	4,532 4,315	9,967 9,560
Bombay, Baroda and Central India	1937-38 1938-39	668 603	250 247	2,206 2,126	5,424 5,332	10,828 10,095
Eastern Bengal	1937-38 1938-39	375 306	147 140	981 900	3,477 3,409	7,093 7,171
East Indian	1937-38 1938-39	748 691	227 208	2,206 1,967	5,064 4,674	9,748 8,846
Great Indian Peninsula	1937-38 1938-39	732 714	270 262	2,302 2,168	5,735 5,554	11,786 11,246
Madras and Southern Mahratta	1937-38 1938-39	737 718	229 215	1,786 1,692	4,727 4,423	9,026 8,278
Nizam's State	1937-38 1938-39	768 777	225 210	2,000 1,842	4,977 4,692	9,769 9,241
North Western	1937-38 1938-39	766 745	242 237	1,807 1,718	4,813 4,649	8,395 8,239
South Indian	1937-38 1938-39	476 518	155 160	1,275 1,293	3,443 3,531	7,575 7,600
Average for 5' 6" gauge.	1937-38 1938-39	650 651	227 215	2,001 1,854	4,902 4,657	9,670 9,134
3' 3½" GAUGE.						
Assam Bengal	1937-38 1938-39	449 521	158 168	710 750	2,106 2,261	3,724 3,733
Bengal and North Western	1937-38 1938-39	342 329	154 151	826 800	1,955 1,901	4,399 4,420
Bombay, Baroda and Central India	1937-38 1938-39	747 717	241 227	1,240 1,056	2,816 2,548	5,104 4,447
Eastern Bengal	1937-38 1938-39	493 459	210 193	797 770	2,479 2,470	4,782 4,843
Jodhpur	1937-38 1938-39	768 757	199 191	800 784	2,081 2,062	4,127 4,060
Madras and Southern Mahratta	1937-38 1938-39	606 580	168 162	793 777	2,249 2,173	3,353 3,283
Mysore State	1937-38 1938-39	† 707	† 166	† 824	† 2,493	† 2,565
Nizam's State	1937-38 1938-39	713 660	152 154	852 864	2,172 2,249	4,410 4,782
Rohilkund and Kumaon	1937-38 1938-39	352 281	123 116	609 598	1,581 1,485	3,089 3,145
South Indian	1937-38 1938-39	577 601	168 180	742 749	2,155 2,241	4,196 4,282
Average for 3' 3½" gauge	1937-38 1938-39	521 512	180 176	859 822	2,237 2,204	4,204 4,036
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1937-38 1938-39	349 336	126 122	329 301	1,133 1,072	1,706 1,636
Bombay, Baroda and Central India	1937-38 1938-39	262 267	95 94	262 245	617 581	933 890
Eastern Bengal	1937-38 1938-39	*38,688 *Nil	30 16	43 24	166 237	601 493
Great Indian Peninsula	1937-38 1938-39	445 551	109 130	249 309	1,128 1,236	1,135 1,228
Mysore State	1937-38 1938-39	† 2,290	† 100	† 260	† 909	† 822
North Western	1937-38 1938-39	465 470	99 95	238 226	933 894	1,017 956
South Indian	1937-38 1938-39	631 595	108 89	221 167	877 710	1,018 813

* Shunting operations generally performed by hand

† Included under Class II Railways.

‡ Excludes figures of Mysore State Railway.

There was only one shunting engine hour during 1937-38.

**29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I
RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR
1938-39 (IN HUNDREDS).**

29.—Statement of Principal Commodities carried by Class I

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.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,678.3	6,254.6	1,49,08.7	1,244.0	1,389.8	50,58.9	6,922.3	7,644.4	1,99,67.6	3.7	4.7	84.4
Bombay, Baroda and Central India.	3	915.6	41,29.9		24.0	3,37.2	3	939.6	44,67.1	27.9	27.9	5,42.9
Eastern Bengal	8.8	1,407.2	29,78.4		120.5	4,69.7	8.8	1,527.7	34,48.1	25.4	25.4	1,58.5
East Indian	8,975.5	9,919.0	4,03,66.9	2,575.8	2,782.9	1,73,43.0	11,551.3	12,701.9	5,77,09.9	2.0	6.2	1,52.4
Great Indian Peninsula	817.1	1,815.0	75,03.0	1.5	359.9	18,04.4	818.6	2,174.9	93,07.4	39.6	39.7	6,65.8
Madras and Southern Mahratta	47.3	254.8	11,06.4		395.4	24,12.8	47.3	650.2	35,19.2	16.2	16.3	3,36.2
Nizam's State	478.4	500.5	21,87.3	455.3	455.3	11,77.7	933.7	955.8	33,65.0	1	2.5	48.9
North Western	101.3	1,277.7	38,17.4	8	8	3	102.1	1,278.5	38,17.7	59.3	59.3	12,74.2
South Indian	22.4	25.8	2,08.7				22.4	25.8	2,08.7	4	4	14.4
Total	16,129.4	22,370.2		4,277.4	5,528.6		20,406.8	27,898.8		174.6	182.4	
3' 3½" GAUGE												
Assam Bengal	26.5	141.2	3,91.2	1.7	9.7	28.3	28.2	150.9	4,19.5	2.6	4.0	25.7
Bengal and North Western	7.9	351.2	10,74.4	3	3	1	8.2	351.5	10,74.5			1
Bombay, Baroda and Central India	8	324.1	*		108.9	*	8	433.0	*	1.6	8.4	*
Eastern Bengal	9	328.4	*	1	99.6	*	1.0	428.0	*	1	6.0	*
Jodhpur	3	18.3	48.0	1	4.9	4.7	4	23.2	52.7	2	6.2	1,32.9
Madras and Southern Mahratta	46.3	83.9	*		1.2	*	46.3	85.1	*	9.1	12.0	*
Mysore State	3	31.1	70.6				3	31.1	70.6	2.2	2.5	21.5
Nizam's State	8	35.0	*		1.0	*	8	36.0	*	1.0	2.1	*
Rohilkund and Kumaon	3	23.9	18.2				3	23.9	18.2			
South Indian	62.3	62.6	*				62.3	62.6	*	8	8	*
Total	146.4	1,399.7		2.2	225.6		148.6	1,625.3		17.6	42.0	
2' 6" AND 2' 0" GAUGES												
Bengal Nagpur	51.3	78.2	*	1.6	1.8	*	52.9	80.0	*		5	*
Bombay, Baroda and Central India		4.1	*					4.1	*		4	*
Eastern Bengal												
Great Indian Peninsula		12.5	*					12.5	*	5	5	*
Mysore State			†						†			†
North Western	105.8	124.0	*				105.8	124.0	*	4	7	*
South Indian			*						*			*
Total	157.1	218.8		1.6	1.8		158.7	220.6		9	2.1	
Total, 1938-39	16,432.9	23,988.7	7,88,09.1	4,281.2	5,766.0	2,86,37.1	20,714.1	29,744.7	10,74,48.2	193.1	226.5	34,67.9
Total, 1937-38†	16,455.3	24,157.8	8,24,20.8	4,429.0	5,831.2	2,98,40.5	20,884.3	29,989.0	11,22,61.3	175.7	216.0	37,94.7
Increase										17.4	10.5	
Decrease	22.4	169.1	36,11.7	147.8	75.2	12,03.4	170.2	244.3	48,15.1			3,38.8

*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

‡ Included with 3' 3½" gauge

§ Excludes Mysore State Railway which was a class II Railway in 1937-38

29 —Statement of Principal Commodities carried by Class I

II—Heavy Mer									
Railway	(3) Gram and pulse.			(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	80,7	130,7	15,62,5	31,4	41,8	5,09,5	4	5	6,4
Bombay, Baroda and Central India	53,7	101,7	20,98,1	30,3	82,6	26,74,9	19,6	49,8	11,28,0
Eastern Bengal	46,1	55,9	6,17,5						
East Indian	267,2	326,0	28,48,5	154,9	335,7	37,26,9	29,8	42,7	2,61,0
Great Indian Peninsula	317,5	453,8	62,52,6	162,0	192,4	21,47,4	136,8	194,7	18,25,7
Madras and Southern Mahratta	44,2	210,2	20,12,9	7,5	25,6	4,08,4	9,9	35,5	4,02,9
Nizam's State	24,8	178,7	15,26,4	1,7	27,2	3,66,0	12,1	19,5	4,34,5
North Western	275,2	365,1	35,29,9	1,042,5	1,125,5	1,27,42,6	51,7	72,0	5,39,7
South Indian	27,5	42,1	10,15,2	5,2	6,7	93,5	12,6	32,1	2,57,9
Total	1,136,9	1,864,2		1,435,5	1,837,5		272,9	446,8	
3' 3½" GAUGE									
Assam Bengal	6,2	21,0	1,32,2	2,5	9,8	53,0			2
Bengal and North Western	88,3	101,7	6,05,4	73,8	82,8	5,55,9	‡	‡	‡
Bombay Baroda and Central India	80,3	137,9	*	91,7	193,8	*	36,9	108,1	*
Eastern Bengal	22,5	67,8	*						
Jodhpur	10,6	51,9	4,31,7	75,0	105,3	5,80,1	7,3	37,8	2,41,3
Madras and Southern Mahratta	17,0	88,1	*	13,3	29,7	*	27,0	32,1	*
Mysore State	8,1	30,0	1,33,2	2,5	13,8	50,1	20,8	21,6	1,52,1
Nizam's State	34,2	69,0	*	11,2	20,5	*	40,4	43,6	*
Rohilkund and Kumaon	18,7	21,6	90,4	18,7	20,6	79,2	2,9	3,5	11,0
South Indian	102,7	120,8	*	5,2	7,0	*	9,7	10,1	*
Total	388,6	710,4		293,9	483,3		145,0	256,8	
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	23,2	28,8	*	9,0	11,1	*	5	7	*
Bombay, Baroda and Central India	1,3	2,6	*	5	3,1	*	5	2,0	*
Eastern Bengal		1	*						
Great Indian Peninsula	8,5	10,5	*	2	1,9	*	8,0	8,6	*
Mysore State	5	7	††	1	1	††	3	3	††
North Western	16,1	21,0	*	17,0	27,0	*	5,3	5,5	*
South Indian	1,4	1,8	*		2	*	4	5	*
Total	51,0	65,5		26,8	43,4		15,0	17,6	
Total, 1938-39	1,576,5	2,640,1	2,28,56,5	1,756,2	2,364,2	2,39,87,5	432,9	721,2	52,60,7
Total, 1937-38 ‡	1,613,3	2,709,3	2,35,60,7	1,863,8	2,430,9	2,66,66,7	396,7	650,8	56,07,8
Increase							36,2	70,4	
Decrease	36,8	69,2	‡ 7,04,2	107,6	75,7	26,79,2			3,47,1

* 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

‡ Not recorded.

†† Shown under 3' 3½" gauge

‡ Excludes Mysore State Railway which was a Class II Railway in 1937-38

29.—Statement of Principal Commodities carried by Class I

Railway	II—Heavy Mer								
	(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	45	46	47	48	49	50	51	52	53
5' 6" GAUGE	Tons	Tons.	Ra.	Tons.	Tons.	Ra.	Tons.	Tons.	Ra.
Bengal Nagpur	10,4	82,5	8,96,0	99,2	112,8	6,05,0	3,344,6	3,474,0	93,08,3
Bombay, Baroda and Central India	12,7	61,5	32,97,3	67,6	153,8	10,24,3		11,0	70,9
Eastern Bengal	13,5	22,0	4,35,7	22,9	37,2	3,02,0			
East Indian	226,7	442,9	28,44,7	174,7	280,6	13,38,7	7	12,6	1,00,9
Great Indian Peninsula	64,1	194,4	30,58,0	108,0	153,7	8,11,6	2,0	28,3	2,20,3
Madras and Southern Mahratta	9,2	75,7	7,36,5	22,0	66,3	6,44,1		10,5	7,03,1
Nizam's State	2,4	8,4	2,10,0	31,2	34,4	3,71,2			
North Western	122,8	280,2	42,89,6	216,1	297,4	12,67,8	1	8,5	1,20,3
South Indian	5,7	43,2	4,80,8	76,4	78,6	8,31,2	12,1	12,5	24,8
Total	467,5	1,210,8		818,1	1,214,8		3,359,5	3,557,4	
3' 3½" GAUGE									
Assam Bengal	3,8	19,9	1,03,8	12,0	17,8	85,6			2
Bengal and North Western	480,5	493,7	41,19,6	83,7	90,6	4,41,2	†	†	†
Bombay, Baroda and Central India	12,1	184,0	*	4,8	101,1	*	1	1	*
Eastern Bengal	6,3	48,7	*	21,9	35,4	*			
Jodhpur	1,5	29,5	2,55,4	1,0	7,8	40,0			
Madras and Southern Mahratta	17,4	29,0	*	28,5	40,1	*	122,1	127,7	*
Mysore State	30,0	30,5	1,64,7	22,4	23,5	1,91,3	16,7	16,8	40,1
Nizam's State	5,3	12,3	*	2,4	8,3	*			
Rohilkund and Kumaon	127,0	127,6	6,99,3	131,6	131,8	5,06,9			
South Indian	22,9	29,8	*	30,4	38,7	*	3	3	*
Total	715,8	1,005,0		338,7	495,1		139,2	144,9	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	5	6,0	*	44,3	45,2	*	128,2	126,2	*
Bombay, Baroda and Central India	3	2,9	*	40,9	43,1	*	11,1	11,1	*
Eastern Bengal									
Great Indian Peninsula	1	2,8	*	2,1	3,6	*			
Mysore State	9	9	††	8,1	8,2				††
North Western	5	8,2	*	2,8	6,2	*	7,2	7,2	*
South Indian		1	*	9	1,3	*			*
Total	2,3	20,9		99,1	107,6		144,5	144,5	
Total, 1938-39	1,185,6	2,236,7	2,15,91,4	1,255,9	1,817,5	84,60,9	3,643,2	3,846,8	1,05,80,9
Total, 1937-38 ‡	1,074,7	2,047,7	2,11,31,5	1,288,3	1,852,8	88,60,0	3,968,5	4,346,3	1,40,71,0
Increase	110,9	189,0	4,59,9						
Decrease				32,4	35,3	3,99,1	325,3	499,5	34,81,1

* 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.

† Not recorded

†† Shown Under 3' 3½" Gauge

‡ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

29.—Statement of Principal Commodities carried by Class I

Railway.	II—Heavy Merchandise—concl'd								
	(15) Kerosene oil (in bulk)			(16) Molasses (in bulk)			(17) Total heavy merchandise (Item I 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
5' 6" GAUGE	Tons.	Tons	Rs.	Tons.	Tons	Rs.	Tons	Tons	Rs.
Bengal Nagpur	27,3	33,3	6,81,6	1	1	1,5	4,618,0	5,033,9	2,44,42,8
Bombay, Baroda and Central India	11,1	11,1	2,50,7	3	3	23,1	1,131,4	1,713,9	2,97,86,9
Eastern Bengal	82,6	84,1	9,41,3	3,2	8,0	47,4	545,7	790,4	71,95,6
East Indian	1,9	69,7	12,64,7	100,2	101,7	6,88,4	2,568,2	3,925,9	2,81,98,8
Great Indian Peninsula	37,0	38,4	8,20,7	4,2	4,2	33,6	1,627,5	2,850,2	3,45,25,5
Madras and Southern Mahratta	44,3	44,3	8,55,8	1	1	1	754,8	1,412,1	2,23,06,4
Nizam's State		4,0	67,4				324,7	654,4	72,70,4
North Western	20,7	21,1	5,06,2	28,4	28,4	1,41,8	4,392,0	4,997,7	5,26,67,6
South Indian	15,9	17,5	5,36,9				324,4	659,1	1,17,54,8
Total	240,8	323,5		136,5	142,8		16,286,7	22,037,6	
3' 3½" GAUGE									
Assam Bengal	65,5	65,6	7,38,3	1	1	4	448,6	509,0	35,14,6
Bengal and North Western	14,9	90,4	9,11,1	161,8	168,9	3,72,7	1,423,5	1,908,9	1,21,58,4
Bombay, Baroda and Central India	1	3,3	*	4	3,9	*	803,2	1,769,5	*
Eastern Bengal		60,7	*		1	*	246,9	633,8	*
Jodhpur		1,1	28,0				377,2	571,8	57,67,4
Madras and Southern Mahratta	22,0	22,5	*				912,4	1,290,3	*
Mysore State	1,5	4,2	31,2				224,8	318,1	16,40,2
Nizam's State	2	1,7	*				269,8	381,8	*
Robilkund and Kumaon		6	1,6	8	8	1,0	389,4	431,6	19,31,4
South Indian	29,9	30,4	*				1,152,9	1,267,6	*
Total	134,1	280,5		163,1	173,8		6,248,7	9,082,4	
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur		3,9	*				272,9	328,7	*
Bombay, Baroda and Central India							105,1	144,2	*
Eastern Bengal								1	*
Great Indian Peninsula							54,9	77,2	*
Mysore State			††				16,9	17,2	††
North Western		3	*	1	1,4	*	106,7	145,6	*
South Indian			*				9,6	16,7	*
Total		4,2		1	1,4		566,1	729,7	
Total, 1938-39	374,9	608,2	76,35,5	299,7	318,0	13,10,0	23,101,5	31,849,7	24,11,58,5
Total, 1937-38†	370,4	600,9	76,63,0	316,3	326,3	11,88,5	22,174,6	30,731,7	24,32,88,5
Increase-	4,5	7,3				1,21,5	926,9	1,118,0	
Decrease			27,5	16,6	8,3				21,30,0

*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.

† Not recorded.

†† Shown Under 3' 3½" Gauge.

‡ Excludes Mysore State Railway which was a Class II Railway in 1937-38

Railways and the earnings therefrom for the year 1938-39. (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.	Rs	Tons	Tons	Rs	Tons	Tons	Rs	5' 6" GAUGE
7	9	11,9	10,3	95,8	19,65,9	64,2	77,7	3,49,3	Bengal-Nagpur
4,8	5,8	1,49,9	116,7	127,6	79,20,0	160,6	171,9	18,97,9	Bombay, Baroda and Central India
1,0	2,2	28,9	27,2	34,2	7,52,6	38,8	46,2	2,28,7	Eastern Bengal.
3,3	3,7	80,3	79,0	118,1	22,47,6	227,3	259,9	12,12,1	East Indian
5,4	6,6	89,1	138,3	228,9	50,60,8	217,1	265,1	16,82,7	Great Indian Peninsula.
2,6	3,6	1,58,6	23,7	72,3	16,86,4	34,9	78,7	8,84,2	Madras and Southern Mahratta.
1,6	2,1	44,3	3,9	18,7	4,11,9	32,6	39,7	2,99,1	Nizam's State
58,7	60,1	5,09,4	68,5	120,8	29,48,3	253,6	423,7	16,27,4	North Western
6,7	8,5	2,32,4	36,6	45,0	12,84,8	10,0	11,5	1,52,2	South Indian
84,8	98,6		513,2	861,4		1,039,1	1,374,4		Total.
									3' 3-3/8" GAUGE
5,2	5,2	66,8	3,2	11,2	1,35,6	6,1	6,9	25,0	Assam-Bengal
†	†	†	31,2	65,2	10,47,3	32,3	33,0	1,31,1	Bengal and North Western
6,8	11,2	*	91,3	134,7	*	82,9	125,6	*	Bombay, Baroda and Central India
7	1,2	*	1,6	23,9	*	15,7	24,7	*	Eastern Bengal.
25,3	25,8	1,44,8	1,4	13,6	1,81,8	15,4	22,4	1,06,0	Jodhpur.
11,9	12,6	*	13,7	34,9	*	63,8	111,6	*	Madras and Southern Mahratta.
9	1,9	9,6	7,2	12,7	1,24,0	13,2	13,8	26,1	Mysore State
1,5	1,5	*	4,2	8,1	*	17,3	18,3	*	Nizam's State.
2	3	4,6	2,8	13,2	1,09,3	7,0	7,5	29,8	Rohilkund and Kumaon
18,4	19,6	*	45,2	54,9	*	16,5	18,3	*	South Indian
70,9	79,3		201,8	372,4		270,2	382,1		Total.
									2' 6" AND 2' 0" GAUGES.
1	1	*	1,9	7,7	*	4,9	6,1	*	Bengal-Nagpur.
6	1,6	*	1	1,1	*	4	6	*	Bombay, Baroda and Central India
..	..			2	*		..		Eastern Bengal
..	..		1,2	2,5	*	3,3	4,2	*	Great Indian Peninsula.
		††	2	3	††	2	2	††	Mysore State.
1,6	1,7	*	1	3,5	*	1,1	3,8	*	North Western
4	4	*		2	*	2	2	*	South Indian
2,7	3,8		3,5	15,5		10,1	15,1		Total
158,4	176,6	15,30,6	718,5	1,249,3	2,58,76,3	1,319,4	1,771,6	86,51,6	Total, 1938-39.
184,5	206,8	16,93,3	712,9	1,223,3	2,60,61,3	927,1	1,215,8	63,80,7	Total, 1937-38
	..		5,6	26,0		392,3	555,8	22,70,9	Increase
26,1	30,2	1,62,7	..	..	1,85,0	..	..	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway	III. Light								
	(4) Fruits and vegetables, fresh			(5) Gur, Jaggree, Molasses, etc. (Not in bulk)			(6) Jute, raw		
	Originat- ing on Home line whether local or Foreign	† Total	Earnings	Originat- ing on Home line whether local or Foreign	‡ Total	Earnings.	Originat- ing on Home line whether local or Foreign	‡ Total.	Earnings.
	85	86	87	88	89	90	91	92	93
	Tons	Tons	Rs	Tons.	Tons	Rs.	Tons	Tons	Rs.
5' 6" GAUGE									
Bengal Nagpur	25.4	62.3	8,72.7	7.1	17.5	1,92.0	14.6	24.7	2,06.1
Bombay, Baroda and Central India	24.6	44.0	10,44.7	8.5	54.3	20,78.5			
Eastern Bengal	69.5	86.9	5,20.0	6.6	11.5	3,93.8	286.9	714.2	99,61.4
East Indian	737.3	781.4	19,83.1	127.9	140.4	10,75.3	29.6	82.7	4,56.2
Great Indian Peninsula	82.8	121.3	12,26.2	25.5	102.4	10,41.3			
Madras and Southern Mahratta	68.9	119.8	14,23.1	35.0	46.0	8,42.2	§	§	§
Nizam's State	1.4	11.2	2,12.9	4	6.6	1,17.9			4
North Western	185.4	221.7	20,24.6	129.7	160.3	16,14.0	1	2	1.5
South Indian	66.0	73.1	12,03.9	10.1	11.3	3,02.8			3
Total	1,261.3	1,521.7		350.8	550.3		331.2	821.8	
3' 3 3/8" GAUGE									
Assam Bengal	16.6	21.0	1,82.4	7.5	21.0	1,27.6	210.2	218.2	10,12.9
Bengal and North Western	969.5	968.9	13,53.5	57.7	63.9	4,56.9	15.9	24.1	1,99.8
Bombay, Baroda and Central India	104.7	119.8	*	3.7	123.4	*			
Eastern Bengal	24.9	52.0	*	4.1	53.4	*	467.6	519.4	*
Jodhpur	5.0	13.0	78.1	8	13.4	1,31.1		1	4
Madras and Southern Mahratta	38.3	47.7	*	49.6	59.9	*	§	§	§
Mysore State	91.6	95.2	1,85.9	6.2	7.9	41.1			
Nizam's State	28.6	30.6	*	2.3	5.6	*			*
Rohilkund and Kumson	419.9	461.9	4,14.6	71.5	71.7	3,98.5	††	††	††
South Indian	127.4	144.8	*	18.6	22.3	*			*
Total	1,826.5	1,974.9		222.0	442.5		693.7	761.8	
2' 6" AND 2' 0" GAUGES									
Bengal-Nagpur	1.6	3.4	*	5	2.0	*			
Bombay, Baroda and Central India	9	1.7	*	2	2.4	*			
Eastern Bengal	1	1	*						
Great Indian Peninsula	3	4	*	7.9	10.4	*			
Mysore State	9.1	9.4	†	1.1	1.1	†			
North Western	18.6	20.6	*	1.6	4.6	*			*
South Indian	4	1.0	*		1	*			*
Total	31.0	36.6		11.3	20.6				
Total, 1938-39	3,118.8	3,533.2	1,27,25.7	584.1	1,013.4	88,13.0	1,024.9	1,583.6	1,18,29.0
Total, 1937-38(a)	4,053.8	4,510.0	1,33,72.2	686.3	1,225.1	1,08,47.9	997.2	1,496.7	1,16,61.3
Increase							27.7	86.9	1,67.7
Decrease	935.0	976.8	6,46.5	112.2	211.7	20,34.9			

* 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

†† Not compiled.

§ Included under "Other Commodities"

† Shown under 3' 3 3/8" Gauge.

(a) Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39. (In hundreds)—contd.

Merchandise—contd						Railway.
(7) Iron and Steel, wrought			(8) Kerosene oil in tins			
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	
Tons	Tons	Rs	Tons	Tons	Rs.	
						5' 6" GAUGE
702.2	724.1	41,22.6	7.7	22.5	3,79.1	Bengal-Nagpur
64.4	89.6	22,46.6	42.7	42.9	9,03.5	Bombay, Baroda and Central India
49.2	144.6	10,33.9	78.6	79.1	7,76.9	Eastern Bengal
209.0	435.2	65,08.6	11.1	50.8	10,02.4	East Indian
81.1	234.6	32,96.1	46.1	47.5	9,88.4	Great Indian Peninsula.
61.4	144.1	19,50.8	34.3	34.4	5,82.3	Madras and Southern Mahratta.
3.7	20.7	3,42.1	2	5.1	1,19.5	Nizam's State
141.5	199.1	45,78.7	52.8	53.0	17,84.6	North Western
14.6	40.1	8,60.0	17.6	19.8	4,01.0	South Indian
1,327.1	2,032.1		291.1	355.1		Total
						3' 3-3/8" GAUGE
27.3	50.8	5,31.6	81.4	82.3	9,45.1	Assam Bengal
27.7	45.0	4,02.6	2.3	10.6	92.6	Bengal and North Western.
16.7	63.0	*	1.2	18.6	*	Bombay, Baroda and Central India
4.6	41.4	*	4.9	45.0	*	Eastern Bengal
2.2	15.8	2,27.5	3	8.0	1,65.1	Jodhpur
16.1	51.1	*	15.5	23.3	*	Madras and Southern Mahratta.
32.7	40.4	1,79.9	3.9	8.0	50.5	Mysore State
4.6	12.7	*	1.1	5.5	*	Nizam's State
3.6	10.4	55.7	2.1	4.2	20.6	Rohilkund and Kumaon
31.2	45.4	*	18.1	20.8	*	South Indian
166.7	376.0		130.8	226.3		Total
						2' 6" AND 2' 0" GAUGES.
1.7	5.8	*	8	4.0	*	Bengal Nagpur
5	2.6	*	1	2.8	*	Bombay, Baroda and Central India
	1	*				Eastern Bengal.
1.0	2.4	*	2.6	4.4	*	Great Indian Peninsula
3	5	†	5	5	†	Mysore State
7	4.8	*	2	2.1	*	North Western
1	7	*	1	1.3	*	South Indian
4.3	16.9		4.3	15.1		Total
1,498.1	2,425.0	2,63,36.7	426.2	596.5	82,11.6	Total, 1938-39
1,390.1	2,307.1	2,49,16.0	402.4	581.6	81,87.7	Total, 1937-38 (aj)
108.0	117.9	14,20.7	23.8	14.9	23.9	Increase
					..	Decrease.

29.—Statement of Principal Commodities carried by Class I

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
	102	103	104	105	106	107
5' 6" GAUGE	Tons	Tons	Rs	Tons	Tons.	Rs
Bengal Nagpur	3,5	4,0	64,6	15,9	41,9	8,81,8
Bombay, Baroda and Central India	4,6	4,6	1,31,1	40,5	44,3	11,41,3
Eastern Bengal	3,2	3,2	55,2	13,6	27,4	7,40,8
East Indian	3,1	6,6	1,63,2	25,0	54,4	10,01,4
Great Indian Peninsula	4,6	5,2	93,9	11,0	45,1	10,60,0
Madras and Southern Mahratta	4,5	4,6	1,07,9	80,2	77,7	15,19,2
Nizam's State	8	1,0	28,9	1,9	8,0	2,21,0
North Western	11,3	11,5	3,80,0	30,5	37,4	8,74,4
South Indian	4,0	4,5	1,22,0	14,6	18,6	4,46,9
Total	39,6	45,2		213,2	354,8	
3' 3-3/8" GAUGE.						
Assam Bengal	3,5	8,5	1,13,2	2,0	9,6	1,16,1
Bengal and North Western	7	7	7,5	38,1	40,1	5,75,4
Bombay, Baroda and Central India	3,5	4,8	*	9,0	24,9	*
Eastern Bengal	7	1,4	*	22,7	37,8	*
Jodhpur	9	1,6	40,9	6	5,0	79,1
Madras and Southern Mahratta	2,8	3,3	*	20,5	26,6	*
Mysore State	9	1,0	11,5	3,5	7,5	77,2
Nizam's State	3	7	*	2,7	4,1	*
Rohilkund and Kumaon	3	3	2,4	2,5	4,2	39,5
South Indian	3,5	3,6	*	10,2	16,2	*
Total	17,1	25,9		109,8	176,0	
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	6	9	*	1,7	5,4	*
Bombay, Baroda and Central India		2	*	2	5	*
Eastern Bengal					3	*
Great Indian Peninsula	1	1	*		6	*
Mysore State			††	1	8	††
North Western		2	*	2	1,7	*
South Indian		1,	*	1	7	*
Total	7	1,5		2,3	10,0	
Total, 1938-39	57,4	72,6	13,20,3	325,3	540,8	87,74,1
Total, 1937-38 ‡	55,3	63,8	10,48,4	305,6	519,1	84,33,8
Increase	2,1	8,8	2,71,9	19,7	21,7	3,40,3
Decrease						

* 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.

†† Shown under 3' 3-3/8" gauge.

† Includes Tea, Indian, 75,1 tons and Rs. 17,76,1.

‡ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

29.—Statement of Principal Commodities carried by Class I

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	Tons	Tons	Rs	Tons	Tons	Rs.	Tons.	Tons.	Rs
Bengal Nagpur	1,675,2	1,969,9	1,14,54,4	7,268,2	8,250,1	4,74,46,8	9	3,1	40,0
Bombay, Baroda and Central India	801,9	1,068,9	1,50,06,1	2,545,7	3,575,4	6,60,53,7	9	1,3	60,6
Eastern Bengal	285,8	483,3	34,99,5	1,487,6	2,552,9	2,81,01,7	7,5	16,6	27,5
East Indian	2,385,2	2,947,6	2,43,27,5	6,541,6	9,006,6	7,26,89,3	37,8	59,5	3,55,1
Great Indian Peninsula	2,192,7	2,466,8	1,96,71,3	4,558,4	6,606,5	7,26,84,0	38,1	61,8	5,94,9
Madras and Southern Mahratta	325,4	684,9	80,58,0	1,497,7	2,847,0	4,20,93,9	1,7	5,0	68,2
Nizam's State	53,0	156,6	20,53,8	465,7	994,2	1,21,08,8	1,5	12,5	75,7
North Western	1,190,4	1,505,6	2,02,50,5	6,640,5	7,943,0	9,32,16,7	206,5	229,9	17,69,6
South Indian	354,9	417,4	65,24,7	967,4	1,459,9	2,65,48,1	9	2,4	36,8
Total	9,264,5	11,701,0		31,952,8	43,235,6		295,8	391,1	
3' 3-3/8" GAUGE									
Assam Bengal	100,4	140,9	13,07,2	1,029,8	1,237,6	1,05,19,7	3	1,1	4,2
Bengal and North Western	214,0	385,7	29,12,4	2,874,5	3,652,0	2,03,56,5	5,1	5,1	24,1
Bombay, Baroda and Central India	171,0	481,2	*	1,335,1	2,971,1	*	2,7	6,5	*
Eastern Bengal	72,2	166,0	*	905,1	1,729,7	*	1	2,2	*
Jodhpur	69,9	124,2	11,31,5	503,4	834,9	62,99,2		6	10,3
Madras and Southern Mahratta	135,6	255,8	*	1,326,1	2,009,7	*	2,1	5,0	*
Mysore State	53,8	131,3	9,74,7	498,0	714,3	37,52,2	4	5,1	10,1
Nizam's State	30,7	56,5	*	388,9	562,5	*	2	2,3	*
Rohilkhand and Kumaon	58,2	107,7	5,29,5	962,6	1,122,7	36,03,8	4,7	4,8	17,5
South Indian	195,9	299,7	*	1,775,6	2,095,9	*	3	1,9	*
Total	1,101,7	2,149,0		11,599,1	16,930,4		15,9	34,6	
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	69,0	88,6	*	365,7	475,7	*	1	2	*
Bombay, Baroda and Central India	18,5	29,8	*	145,5	209,4	*			
Eastern Bengal	1	4	*	2,0	3,1	*			
Great Indian Peninsula	2,9	8,6	*	74,5	118,5	*			
Mysore State	3,7	4,7	†	37,0	40,1	†			†
North Western	38,4	83,1	*	173,2	279,4	*	12,7	33,8	*
South Indian	2,0	4,7	*	19,3	33,4	*			*
Total	134,6	219,9		817,2	1,159,6		12,8	34,0	
Total, 1937-39	10,500,8	14,069,9	11,77,01,1	44,369,1	61,325,6	50,54,74,4	324,5	459,7	30,94,6
Total, 1937-38 ‡	10,072,7	13,508,4	11,42,90,4	43,385,5	59,879,9	50,07,49,2	397,1	560,4	40,48,6
Increase	428,1	561,5	34,10,7	983,6	1,445,7	47,25,2			
Decrease							72,6	100,7	9,54,0

* 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.

‡ Shown under 3' 3-3/8" gauge.

§ Excludes Mysore State Railway which was a class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39 (In hundreds)—contd.

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	Originating on Home line whether local or Foreign	† Total	Earnings	
128	129	130	131	132	133	134	135	136	137
Tons	Tons	Rs	Tons	Tons	Rs	Tons	Tons	Rs	5' 6" GAUGE
10,2	10,9	1,04,4	215,4	237,2	11,25,1	1,034,1	1,034,1	27,81,4	Bengal-Nagpur.
30,4	46,5	21,89,6	64,5	75,9	2,59,0	15,3	290,5	12,19,8	Bombay, Baroda and Central India
3,2	3,7	82,6	457,2	476,8	6,67,3	13,9	333,0	9,01,2	Eastern Bengal
25,4	40,9	16,67,9	555,2	558,1	8,17,4	1,852,5	1,852,5	61,95,0	East Indian
18,3	20,3	3,96,6	124,9	146,8	3,25,8	647,6	1,007,8	25,56,7	Great Indian Peninsula
10,2	10,7	2,10,5	29,2	67,4	3,08,4	10,3	521,7	26,69,5	Madras and Southern Mahratta.
1	4	19,1	6,2	13,3	63,9	236,3	236,5	3,68,3	Nizam's State
36,5	36,6	5,29,9	719,4	719,5	5,72,8	57,4	1,211,0	46,99,9	North Western
1,6	2,2	83,6	126,4	127,7	35,5	12,5	250,1	8,07,4	South Indian
135,9	172,2		2,298,4	2,422,7		3,879,9	6,737,2		Total
									3' 3-3/8" GAUGE.
1,7	1,8	25,6	90,6	95,8	1,06,9	28,8	127,9	2,73,4	Assam-Bengal
6,6	9,0	1,25,0	91,3	137,6	1,78,5	53,9	281,1	5,36,7	Bengal and North Western.
20,9	27,6	*	48,1	70,3	*	14,5	256,2	*	Bombay, Baroda and Central India.
5	3,0	*	108,6	131,5	*	9,8	149,2	*	Eastern Bengal
1,4	1,5	20,8	88,3	98,4	74,5	3,4	76,2	1,91,8	Jodhpur
2,4	2,7	*	8,3	30,8	*	178,6	178,6	*	Madras and Southern Mahratta.
1,6	2,6	22,4	18,3	18,6	26,9	1,2	51,2	69,1	Mysore State
6	6	*	9	4,0	*	3	35,4	*	Nizam's State
4	5	5,2	68,0	70,2	1,50,4	70,6	70,6	28,7	Rohilkund and Kumaon.
1,9	1,9	*	79,1	80,1	*	14,6	163,1	*	South Indian
38,0	51,2		601,5	737,3		375,7	1,389,5		Total
									2' 6" AND 2' 0" GAUGES.
			25,2	25,2	*	56,4	59,3	*	Bengal Nagpur
1	1	*	17,2	17,6	*	6	6	*	Bombay, Baroda and Central India
			1	1	*				Eastern Bengal
									Great Indian Peninsula.
1,3	1,3	†			†	1	8	†	Mysore State
2	6	*	15,0	17,1	*	17,0	17,0	*	North Western.
		*			*	1	1	*	South Indian
1,6	2,0		57,5	60,0		74,2	77,8		Total.
175,5	225,4	54,83,2	2,957,4	3,220,0	47,12,4	4,329,8	8,204,5	2,32,98,9	Total, 1938-39.
174,0	222,8	54,06,0	2,961,9	3,192,5	45,53,6	4,157,5	7,932,3	2,31,32,6	Total, 1937-38. ‡
1,5	2,6	77,2		27,5	1,58,8	172,3	272,2	1,66,3	Increase
			4,5						Decrease

2) — Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1938-39 (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			Originat- ing on Home line whether local or Foreign	† Total	Earnings
	Originat- ing on Home line whether local or Foreign	† Total	Earnings	Originat- ing 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	817.2	830.4	5,96.9	1,851.3	1,864.5	33,78.3	16,465.0	18,223.8	7,27,76.6
Bombay, Baroda and Central India	329.3	331.0	4,19.4	344.6	621.5	16,39.2	3,112.1	5,434.0	7,57,95.3
Eastern Bengal	228.7	270.0	4,89.5	242.6	603.0	13,90.7	2,230.4	5,250.1	3,39,29.8
East Indian	1,937.0	2,043.2	17,21.7	3,789.5	3,895.7	79,16.7	22,628.1	26,435.9	14,16,81.0
Great Indian Peninsula	738.6	738.6	5,40.2	1,386.2	1,746.4	30,96.9	7,139.8	10,968.2	8,74,63.6
Madras and Southern Mahratta	154.2	155.2	2,09.4	164.5	676.9	28,78.9	1,821.8	4,342.1	4,98,05.0
Nizam's State	86.1	87.0	1,08.4	322.4	323.5	4,76.7	1,803.0	2,375.5	1,63,93.9
North Western	2,203.7	2,222.3	11,35.6	2,261.1	3,433.3	58,35.5	10,390.4	14,079.9	10,82,78.1
South Indian	338.0	346.6	3,01.2	350.5	596.7	11,08.6	1,504.0	2,256.3	2,84,02.1
Total	6,832.8	7,024.3		10,712.7	13,761.5		67,094.6	89,365.8	
3' 8 3/8" GAUGE									
Assam Bengal	189.2	208.2	2,70.4	218.0	336.1	5,43.8	1,376.0	1,832.1	1,16,55.5
Bengal and North Western	246.9	268.4	2,93.8	300.8	549.5	8,30.5	3,406.9	4,820.6	2,27,79.0
Bombay, Baroda and Central India	245.8	255.3	*	260.3	511.5	*	1,746.3	4,123.4	*
Eastern Bengal	255.3	268.6	*	265.1	417.8	*	1,286.6	2,724.3	*
Jodhpur	259.7	263.0	92.1	263.1	339.2	2,83.9	874.2	1,322.2	69,15.8
Madras and Southern Mahratta	70.3	72.5	*	248.9	251.1	*	1,695.5	2,449.1	*
Mysore State	14.0	16.5	18.9	15.2	67.7	88.0	584.4	891.3	40,59.3
Nizam's State	94.2	94.9	*	94.5	130.3	*	501.1	752.0	*
Rohilkund and Kumaon	69.1	69.1	41.0	139.7	139.7	69.7	1,382.9	1,569.0	42,41.8
South Indian	972.0	987.4	*	986.6	1,150.5	*	2,968.0	3,457.1	*
Total	2,416.5	2,503.9		2,792.2	3,893.4		15,821.9	23,947.1	
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	167.3	172.0	*	223.7	231.3	*	715.1	860.7	*
Bombay, Baroda and Central India	14.4	14.7	*	15.0	15.3	*	213.0	283.0	*
Eastern Bengal	2.7	3.1	*	2.7	3.1	*	4.8	6.3	*
Great Indian Peninsula	7.9	7.9	*	7.9	7.9	*	82.9	130.4	*
Mysore State	5	5	†	6	1.3	†	48.8	52.6	†
North Western	28.5	32.8	*	45.5	49.8	*	357.0	515.4	*
South Indian	3.7	4.5	*	3.8	4.6	*	29.8	44.7	*
Total	225.0	235.5		299.2	313.3		1,451.4	1,902.1	
Total, 1938-39	9,474.3	9,763.7	62,38.5	13,804.1	17,968.2	2,95,37.4	84,367.9	115,215.0	66,41,76.8
Total, 1937-38 ‡	9,157.6	9,385.5	59,48.2	13,315.1	17,317.8	2,90,80.8	83,120.9	113,415.0	66,48,20.2
Increase	316.7	378.2	2,90.3	489.0	650.4	4,56.6	1,247.0	1,800.0	
Decrease									6,43.4

* 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.

‡ Shown under 3' 3 3/8" gauge

§ Excludes Mysore State Railway which was a class II Railway in 1937-38.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS
FOR THE YEAR 1938-39.

30.—Analysis of operating expenses of

TABLE A.—MAINTENANCE OF									
Railway.	A I (1110)—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			A I (1120)—SUBORDINATE SUPERVISING STAFF			A I (1130)—OFFICE STAFF.		
	Total amount	Per equated track mile.	Percentage of total working expenses	Total amount.	Per equated track mile.	Percentage of total working expenses	Total amount	Per equated track mile.	Percentage of total working expenses
1	2	3	4	5	6	7	8	9	10
	Rs	Rs.		Rs	Rs		Rs	Rs	
5' 6" GAUGE									
Bengal-Nagpur	5,71,005	193 8	0 88	6,14,502	208 5	0 84	6,33,542	215 0	0 97
Bombay, Baroda and Central India	2,53,938	146 5	0 80	3,56,905	206 0	0 84	4,09,145	236 1	0 96
Eastern Bengal	2,47,006	171 3	0 74	2,25,107	156 1	0 68	2,81,559	195 3	0 85
East Indian	7,71,390	118 3	0 59	10,74,750	164 7	0 83	8,78,297	134 6	0 67
Great Indian Peninsula	6,25,037	133 3	0 69	7,09,846	151 4	0 79	7,10,276	151 5	0 79
Madras and Southern Mahratta	2,22,821	140 5	0 77	1,93,940	122 2	0 67	2,60,100	163 9	0 90
Nizam's State (a)	1,15,166	179 0	1 67	74,867	116 4	1 09	76,401	118 7	1 11
North Western	9,75,724	119 4	0 84	12,73,551	155 9	1 02	8,51,077	104 2	0 73
South Indian	1,03,478	130 4	0 92	1,06,031	133 6	0 93	99,011	124 7	0 88
3' 3½" GAUGE									
Assam Bengal	2,11,823	199 7	1 28	1,71,531	161 7	1 04	1,51,507	142 8	0-91
Bengal and North Western	2,94,426	*	1 54	1,27,955	*	0 67	1,23,388	*	0 64
Bombay, Baroda and Central India	2,23,236	148 9	0 74	2,91,873	194 5	0 96	3,16,649	211 1	1 05
Eastern Bengal	1,25,032	130 5	0 74	1,36,849	142 8	0 81	1,60,107	167 1	0 95
Jodhpur	91,626	126 5	1 34	48,482	66 9	0 71	55,156	76 1	0 81
Madras and Southern Mahratta	1,87,070	113 8	0 97	1,90,878	116 0	0 99	2,00,910	122 2	1 04
Mysore State	34,429	80 0	0 67	48,215	112 0	0 94	37,517	87 2	0 74
Nizam's State (a)	1,02,146	219 1	2 02	69,293	148 6	1 37	60,005	128 7	1 19
Rohilkund and Kumaon	55,599	*	1 35	28,136	*	0 69	22,235	*	0 54
South Indian	2,81,691	157 7	1 08	2,95,282	165 4	1 13	2,84,188	159 1	1 09
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	43,019	69 1	0 86	87,652	140 7	1 75	41,062	65 9	0 82
Bombay, Baroda and Central India	16,919	125 6	2 02	16,047	119 2	1 92	2,960	22 0	0 35
Eastern Bengal	998	41 4	0 81	269	11 2	0 22	557	23 1	0 45
Great Indian Peninsula	6,244	41 2	1 46	8,223	54 2	1 92	4,897	32 3	1 14
Mysore State	1,693	27 0	0 72	2,367	37 7	1 01	1,842	29 3	0 78
North Western	94,976	169 9	1 66	1,02,458	183 3	1 79	83,385	149 2	1 45
South Indian	14,242	187 7	3 31	8,296	109 3	1 98	13,730	180-9	3 19

(a) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I Railways for the Year 1938-39.

STRUCTURAL WORKS

A I—(1200—1800)—OTHER ITEMS—TOTAL			A. T—GENERAL ADMINISTRATION—TOTAL			A. II (2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE			A II (2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE			Railway
Total amount	Per equated track mile	Percentage of the working expenses	Total amount	Per equated track mile	Percentage of total working expenses	Total amount.	Per equated track mile	Percentage of total working expenses	Total amount	Per 100 lineal feet of opening per track	Percentage of total working expenses	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs		Rs	Rs		Rs	Rs		Rs	Rs		
4,03,177	136 8	0 82	22,22,226	754 1	3 41	24,96,856	847 3	3 82	2,24,982	122 4	0 95	5' 6" Gauge. B N
2,01,860	118 5	0 47	12,21,848	705 1	2 87	16,48,625	951 4	3 87	1,52,903	112 9	0 36	B B & C. I.
1,89,997	131 8	0 57	6,43,609	654 5	2 84	11,24,982	780 2	3 38	1,10,910	166 8	0 34	E B
5,79,460	88 8	0 45	33,03,897	506 4	2 54	54,66,373	837 9	4 21	5,72,326	126 5	0 44	E I
4,30,123	91 8	0 47	24,75,282	528 0	2 74	40,64,079	866 9	4 50	1,32,589	57 3	0 15	G I P.
1,72,120	108 5	0 59	(b) 8,52,105	537 1	2 94	11,79,443	743 4	4 05	93,143	81 8	0 31	M & S M.
			2,98,302	463 6	4 33	5,10,548	793 5	7 41	23,319	73 8	0 34	N S
5,18,539	63 5	0 45	36,18,891	443 0	3 11	54,22,292	663 8	4 66	2,61,493	66 4	0 22	N W
59,138	74 5	0 52	9,67,658	463 1	3 25	3,96,235	499 1	3 51	60,526	124 9	0 53	S. I
78,552	74 0	0 47	6,13,413	578 2	3 70	11,74,929	1,107 5	7 08	1,17,875	139 5	0 71	3' 3 1/2" Gauge. A B
66,385	*	0 35	6,12,154	*	3 20	10,06,998	*	5 26	1,31,594	*	0 69	B & N W.
1,56,903	104 6	0 52	9,88,461	659 1	3 27	13,52,028	901 6	4 47	46,624	46 0	0 15	B B & C. I.
83,720	87 4	0 50	5,05,708	527 8	3 00	7,45,849	778 5	4 44	34,887	52 2	0 21	E B
43,947	60 6	0 65	2,39,211	330 1	3 51	4,87,042	672 2	7 14	29,858	145 4	0 44	Jodhpur
127, 889	77 7	0 66	(b) 7,07,791	430 6	3 87	12,82,324	780 1	6 65	53,420	47 2	0 28	M & S M
12,869	29 9	0 25	1,33,030	309 0	2 60	4,12,094	957 3	8 04	14,684	43 1	0 29	M S
			2,57,723	552 7	5 10	4,16,576	893 4	8 24	19,414	61 3	0 38	N S
9,486	*	0 23	1,15,456	*	2 81	2,74,356	*	6 68	44,673	*	1 09	R & K.
1,58,065	88 5	0 60	10,19,226	570 8	3 90	10,20,184	571 3	3 90	52,481	39 8	0 20	S I
21,066	33 8	0 42	1,92,799	309 5	3 85	5,13,599	824 4	10 3	22,668	48 3	0 45	2' 6" & 2' 0" Gauges B N
837	6 21	0 10	36,763	273 0	4 39	96,888	719 5	11 6	3,254	*	0 39	B B & C. I.
532	22 1	0 43	2,356	97 8	1 91	14,809	614 5	12 0	73	0 16	0 06	E B.
1,070	7 05	0 26	20,434	134 7	4 78	80,871	533 0	18 9	1,422	10 9	0 38	G I P
631	10 1	0 27	6,533	104 0	2 78	20,241	322 3	8 60	721	21 2	0 31	M S
58,365	104 4	1 02	8,39,184	606 8	5 92	4,49,208	803 5	7 84	28,557	49 5	0 50	N W
7,599	100 1	1 77	43,867	578 0	10 2	34,436	453 8	8 00	844	31 6	0 20	S I.

*Information not available.

(b) Includes expenditure booked under "Furniture and Sundries" (A 2230—of the Capital and Revenue Accounts) B G Rs 3,124 M G Rs 1,444.

Railway.	TABLE A.—MAINTENANCE OF								
	A. II (2150)—SERVICE BUILDINGS,— ORDINARY, REPAIRS AND MAINTENANCE.			A. II (2160)—RESIDENTIAL STAFF- QUARTERS—ORDINARY, REPAIRS AND MAINTENANCE.			A. II (2140, 2170, 2180 AND 2190 —OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.		
	Total amount.	Per 100 square feet of plinth area per floor	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
23	24	25	26	27	28	29	30	31	
5' 6" GAUGE.									
Bengal-Nagpur	Rs 3,21,870	Rs. 6 55	0 49	Rs 7,71,520	Rs 6 95	1 18	Rs. 2,63,950	Rs. 89 6	0-41
Bombay, Baroda and Central India	2,40,024	*	0 56	1,76,297	*	0 42	48,556	28 0	0-11
Eastern Bengal	1,79,288	3 66	0 54	2,73,708	4 76	0 82	1,56,729	108 7	0 47
East Indian	†10,45,315	6 17	0 80	9,51,464	3 79	0 73	††3,70,630	56 8	0 29
Great Indian Peninsula	3,69,719	2 92	0 41	4,90,883	4-75	0 54	2,25,103	48 0	0 26
Madras and Southern Mahratta	1,18,452	2 53	0 40	1,14,952	2-28	0 40	70,750	44 6	0 27
Nizam's State	15,464	*	0 22	56,864	*	0 83	32,858	51-1	0 49
North Western	6,83,011	1 23	0 59	7,32,186	2-30	0 63	2,39,116	29 3	0 20
South Indian	49,653	3 85	0 43	37,273	2 29	0 33	15,756	19-9	0 14
3' 3½" GAUGE.									
Assam Bengal	81,989	*	0 49	1,86,994	*	1 13	37,821	32-8	0 53
Bengal and North Western	1,54,711	*	0 81	1,33,144	*	0 69	3,05,539	*	1 60
Bombay, Baroda and Central India	1,59,193	4 47	0 53	2,22,634	3 36	0 73	65,647	43 8	0-22
Eastern Bengal	74,613	5 88	0 44	1,10,727	6 44	0 66	82,914	86 5	0 49
Jodhpur	27,549	2 98	0 40	67,745	4 87	0 99	12,744	17 6	0 19
Madras and Southern Mahratta	64,376	3 68	0 33	67,659	1 73	0 35	54,268	33 0	0 28
Mysore State	28,272	2 76	0 55	22,154	1 95	0 43	16,114	37 4	0 32
Nizam's State	14,308	*	0 28	32,637	*	0 65	20,418	43 8	0 40
Rohilkund and Kumaon	‡92,793	*	‡2 26	†	*	†	†	*	†
South Indian	1,41,073	2 99	0 54	1,17,869	2 30	0 45	56,490	31 6	0 22
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	25,218	5 37	0 50	32,360	3 97	0-65	13,691	22 0	0 27
Bombay, Baroda and Central India	1,354	*	0 16	1,145	*	0-14	119	0 88	0 01
Eastern Bengal	225	0 98	0 18	843	3 12	0 68	416	17 3	0 34
Great Indian Peninsula	1,465	1 42	0 34	2,148	1 17	0-50	891	5 87	0 21
Mysore State	1,388	3 13	0 59	1,088	2 37	0 46	791	12 6	0 33
North Western	35,128	1 67	0 61	49,419	3 04	0-86	9,402	16 8	0 16
South Indian	1,764	7 07	0 41	1,594	4 02	0 37	228	3-01	0 05

* Information not available

† Included under service buildings

‡ Excludes expenditure on Electric Power Stations and Sub Stations.

†† Includes expenditure on Electric Power Stations and Sub Stations

‡‡ Includes residential Staff quarters and other items

Class I Railways for the year 1938-39—contd.

STRUCTURAL WORKS—contd

A II-(2100)—STRUCTURAL WORKS— TOTAL ORDINARY REPAIRS AND MAINTENANCE			A II-(2100)—STRUCTURAL WORKS— TOTAL SPECIAL, REPAIRS AND MAIN- TENANCE			A II (2100)—STRUCTURAL WORKS— TOTAL REPAIRS AND MAINTENANCE			Railway
Total amount	Per equated track mile	Percentage of total working expenses	Total amount	Per equated track mile	Percentage of total working expenses	Total amount	Per equated track mile	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs	Rs		Rs	Rs		Rs	Rs		5' 6" GAUGES.
40,79,178	1,384 2	6 25	92,191	31 3	0 14	41,71,369	1,415 5	6 39	B N
22,66,405	1,308 0	5 32	21,483	12 4	0 05	22,87,888	1,320 4	5 37	B B & C L
18,45,617	1,280 0	5 55	7,71,953	539 5	2 34	26,23,570	1,819 5	7 89	E B
84,06,108	1,288 5	6 47	2,77,414	42 5	0 21	86,83,522	1,331 0	6 68	E I
52,82,373	1,126 7	5 85	97,528	20 8	0 11	53,79,901	1,147 5	5 96	G. I P
15,76,740	993 8	5 43	12,757	8 04	0 04	15,89,497	1,001 9	5 47	M & S M.
6,39,053	993 2	9 28	*	*	*	6,39,053	993 2	9 28	N S.
73,38,098	898 2	6 39	1,26,222	16 7	0 12	74,74,330	915 0	6 42	N W.
5,58,443	703 5	4 94	12,042	15 2	0 11	5,70,485	718 6	5 05	S I.
16,49,608	1,554 9	9 94	90,977	85 8	0 55	17,40,585	1,640 7	10 5	3' 3½" GAUGES.
17,31,986	*	9 05	.	.	.	17,31,986	*	9 05	A. B
18,46,126	1,231 0	6 10	2,570	1 71	0 01	18,49,696	1,232 7	6 11	B & N W.
10,48,990	1,094 9	6 24	7,25,268	757 0	4 31	17,74,258	1,851 9	10 6	B B & C L
6,24,938	862 5	9 16	16,122	22 2	0 24	6,41,060	884 7	9 40	E B
15,22,047	926 0	7 89	13,120	7 98	0 07	15,35,167	934 0	7 96	Jodhpur.
4,93,318	1,146 0	9 63	..	..	..	4,93,318	1,146 0	9 63	M. & S M.
5,03,353	1,079 6	9 95	*	*	*	5,03,353	1,079 6	9 95	M S.
*	*	*	.	.	.	4,11,822	*	10 0	N S
13,88,097	777 3	5 31	96,598	54 1	0 37	14,84,695	831 4	5 68	R & K.
6,07,536	975 2	12 1	8,049	12 9	0 16	6,15,585	938 1	12 3	S I.
1,02,760	763 1	12 3	..	.	.	1,02,760	763 1	12 3	B N
16,366	679 1	13 3	106	4 40	0 09	16,472	683 5	13 3	B B & C L
86,797	572 1	20 3	..	.	.	86,797	572 1	20 3	E B.
24,229	385 8	10 3	.	.	.	24,229	385 8	10 3	G I P
5,71,714	1,022 7	9 97	11,546	20 6	0 20	5,83,280	1,043 3	10 2	M S.
38,866	512 1	9 03	264	4 80	0 09	39,230	516 9	9 12	N W
									S I

* Information not available.

Railway	TABLE A—MAINTENANCE OF							
	A. II-(2250)—SIGNAL AND INTERLOCKING WORKS— ORDINARY, REPAIRS AND MAINTENANCE (EQUIP- MENT)				A. II (2250)—SIGNAL AND INTERLOCKING WORKS —SPECIAL, REPAIRS AND MAINTENANCE (EQUIPMENT).			
	Total amount.	Per lever	Per train mle.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mle.	Percentage of total working expenses
41	42	43	44	45	46	47	48	
5' 6" GAUGE								
Bengal-Nagpur	Rs 4,67,557	Rs. 50 6	As 0 51	0 71	Rs 14,203	Rs 1 63	As 0 02	0 03
Bombay, Baroda and Central India	5,53,331	63 8	0 94	1 30	1,146	0 18	0 00	0 00
Eastern Bengal	1,82,284	29 4	0 37	0 55	2,575	0 13	0 00	0 00
East Indian	5,91,306	31 0	0 28	0 46	6,607	0 52	0 00	0 01
Great Indian Peninsula	4,80,940	38 0	0 33	0 53	*	*	*	*
Madras and Southern Mahratta	*	*	*	*	*	*	*	*
Nizam's State	22,021	22 0	*	0 32	*	*	*	*
North Western	6,24,281	32 1	0 40	0 54	10,580	0 54	0 01	0 01
South Indian	39,294	16 4	0 15	0 35	1	0 00	0 00	0 00
3' 3½" GAUGE								
Assam Bengal	69,763	30 3	0 21	0 42	3,710	1 61	0 01	0 02
Bengal and North Western	38,639	*	0 06	0 20	†	*	†	†
Bombay, Baroda and Central India	1,57,110	24 6	0 29	0 52	400	0 06	0 00	0 00
Eastern Bengal	92,984	27 5	0 30	0 55	6,046	1 78	0 02	0 04
Jodhpur	22,073	12 0	0 16	0 32	1,809	1 04	0 01	0 03
Madras and Southern Mahratta	*	*	*	*	*	*	*	*
Mysore State	17,143	32 0	0 12	0 33	*	*	*	*
Nizam's State	14,322	17 3	*	0 28	*	*	*	*
Rohilkund and Kumaon	*	*	*	*	*	*	*	*
South Indian	1,04,116	19 0	0 15	0 40	Nil			
2' 6" AND 2' 0" GAUGES								
Bengal Nagpur	2,805	39 0	0 02	0 06	-5	-0 07	0 00	0 00
Bombay, Baroda and Central India	391	3 76	0 01	0 05	.	.	.	.
Eastern Bengal	1,176	20 3	0 14	0 95	3	0 05	0 00	0 00
Great Indian Peninsula	219	0 89	0 01	0 05	.	.	.	.
Mysore State	842	24 1	0 05	0 36	.	.	.	.
North Western	5,002	6 45	0 07	0 09	9	0 01	0 00	0 00
South Indian	2,005	64 7	0 15	0 47	.	.	.	.

* Information not available.

† Included in columns 41 to 44.

Class I Railways for the year 1938-39—contd.

STRUCTURAL WORKS—contd

A II-(2200)—TOTAL, EQUIPMENT—REPAIRS AND MAINTENANCE			A II—REPAIRS AND MAINTENANCE—TOTAL			A IV APPROPRIATION TO DEPRECIATION RESERVE FUND—TOTAL.			Railway.
Total amount	Per equated track mile	Percentage of total working expenses.	Total amount	Per equated track mile	Percentage total of working expenses	Total amount.	Per equated track mile	Percentage of total working expenses	
49	50	51	52	53	54	55	56	57	
Rs	Rs		Rs	Rs		Rs	Rs		5' 6" GAUGE.
7,66,363	*	1 17	53,48,600	1,814 9	8 19	64,49,163	2,188 4	9 87	B N
6,75,626	389 9	1 59	31,17,836	1,799 3	7 32	38,36,527	2,214 1	9 00	B B & C I
2,63,182	182 5	0 79	42,15,815	2,923 8	12 7	31,52,078	2,186 1	9 47	E B
11,47,175	175 8	0 88	1,10,81,952	1,698 6	8 53	1,26,86,288	1,944 6	9 76	E I
7,52,007	160 4	0 83	67,92,367	1,448 8	7 52	94,21,211	2,009 5	10 4	G I P.
1,45,396	*	0 50	18,97,101	1,195 8	6 54	32,36,059	2,039 7	11 2	M & S M
47,847	*	0 70	7,79,243	1,211 1	11 3	*	*	*	N S
11,74,954	143 8	1 01	92,11,206	1,127 6	7 91	1,38,71,680	1,698 2	11 9	N W.
82,814	104 3	0 73	6,84,137	861 8	6 06	12,71,082	1,601 2	11 3	S I
1,81,995	171 5	1 10	21,38,395	2,015 6	12 9	27,24,126	2,567 7	16 4	3' 3 1/2" GAUGE
68,300	*	0 36	21,20,660	*	11 1	11,41,830	*	5 97	A. B
2,30,650	153 8	0 76	21,12,097	1,408 4	6 98	16,93,947	1,129 6	5 60	B & N W
1,48,989	155 5	0 88	21,05,998	2,198 1	12 5	15,43,810	1,611 3	9 18	B B & C I
84,107	116 1	1 23	7,96,716	1,099 5	11 7	6,21,514	857 7	9 11	E B
99,898	*	0 52	17,53,864	1,067 0	9 09	19,63,627	1,194 6	10 2	Jodhpur
27,538	64 0	0 54	5,32,108	1,236 1	10 4	2,32,095	539 2	4 53	M & S M.
24,622	*	0 49	5,83,602	1,251 7	11 5	*	*	*	M S
7,345	*	0 18	4,83,878	*	11 8	3,60,027	*	8 77	N S
2,17,546	121 8	0 83	18,50,120	1,036 0	7 07	38,42,518	2,151 7	14 7	R & K.
29,456	*	0 59	7,17,224	1,151 2	14 3	5,75,952	924 5	11 5	S I
2,508	18 6	0 30	1,13,116	840 0	13 5	38,208	283 7	4 57	B N
1,719	71 3	1 39	18,490	767 2	15 0	6,583	273 2	5 33	B B & C I
2,272	15 0	0 53	92,376	608 9	21 6				E B
1,352	21 5	0 57	25,800	410 8	11 0	8,389	133 6	3 56	G I P
30,397	54 4	0 53	6,00,781	1,074 7	10 5	12,06,851	2,158 8	21 1	M S.
4,208	55 4	0 98	44,759	589 8	10 4	49,422	651 2	11 5	N W.
									S I

* Information not available.

Railway.	TABLE A—MAINTENANCE OF STRUCTURAL WORKS— <i>concid</i>			TABLE B—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A			GENERAL ADMINISTRATION—(B I).					LOCOMOTIVES—	
	Total amount	Per equated track 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.
58	59	60	61	62	63	64	65	66	67	
5' 6" GAUGE	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal Nagpur	1,40,19,989	4,757 4	21 5	15,92,711	1 11	0 14	1 52	2 13	17,18,706	1 37
Bombay, Baroda and Central India	81,76,211	4,718 5	19 2	6,26,506	1 18	0 14	1 45	1 47	9,53,455	1 79
Eastern Bengal	83,11,562	5,764 3	25 0	6,87,835	1 13	0 19	1 39	2 07	6,13,644	1 01
East Indian	2,70,72,137	4,149 6	20 8	28,54,492	1 04	0 13	1 36	2 20	37,52,066	1 36
Great Indian Peninsula	1,86,88,860	3,986 3	20 7	15,93,936	1 19	0 15	1 44	1 76	18,46,830	1 58
Madras and Southern Mahratta	59,85,265	3,772 6	20 7	5,62,885	1 01	0 13	1 24	1 94	7,80,222	1 42
Nizam's State(a)	†10,77,545	1,674 7	15 7	1,92,809	0 07	0 15	1 50	2 80	1,77,341	0 07
North Western	2,67,01,777	3,268 8	22 9	20,88,797	1 08	0 15	1 32	1 79	33,52,583	1 78
South Indian	23,22,877	2,926 1	20 6	2,74,451	0 89	0 17	1 00	2 43	3,00,433	0 97
3' 3½ GAUGE										
Assam Bengal	54,75,934	5,161 5	23 0	3,28,861	0 81	0 21	0 98	1 97	3,20,367	0 79
Bengal and North Western	38,74,644	*	20 3	3,06,404	0 41	0 11	0 51	1 60	4,77,364	0 64
Bombay, Baroda and Central India.	47,97,505	3,197 1	15 9	9,56,857	1 42	0 33	1 72	3 16	10,18,427	1 51
Eastern Bengal	41,55,486	4,337 2	24 7	2,81,812	0 75	0 17	0 92	1 68	3,45,030	0 98
Jodhpur	16,57,441	2,287 3	24 3	1,36,924	0 79	0 19	0 97	2 01	2,08,454	1 21
Madras and Southern Mahratta	44,25,282	2,692 2	23 0	3,70,620	0 69	0 18	0 82	1 92	5,54,898	1 03
Mysore State	897,233	2,084 3	17 5	94,451	0 55	0 17	0 67	1 84	1,23,771	0 72
Nizam's State (a)	† 8,41,325	1,804 4	16 6	1,46,667	0 07	0 30	1 28	2 90	95,117	0 04
Rohilkund and Kumaon	9,59,361	*	23 4	83,537	0 49	0 17	0 61	2 03	‡	‡
South Indian	67,11,864	3,758 5	25 7	5,88,039	0 84	0 26	0 94	2 25	6,11,310	0 89
2' 6" AND 2' 0" GAUGES										
Bengal Nagpur	14,85,975	2,385 2	29 6	1,07,139	0 70	0 30	0 68	2 14	1,69,280	1 11
Bombay, Baroda and Central India.	1,88,087	1,396 7	22 5	10,238	0 32	0 24	0 36	1 22	63,485	2 00
Eastern Bengal	27,429	1,138 1	22 2	2,119	0 26	0 27	0 26	1 72	6,140	0 74
Great Indian Peninsula	1,12,910	743 5	26 4	3,868	0 13	0 06	0 14	0 90	27,197	0 92
Mysore State	40,722	648 3	17 3	4,626	0 26	0 17	0 30	1 96	8,017	0 34
North Western	21,46,816	3,840 3	27 5	1,09,602	1 35	0 70	1 62	1 91	1,85,432	2 29
South Indian	1,38,048	1,819 1	22 1	10,033	0 73	0 51	0 76	2 88	17,102	1 24

(a) Revised classification of Revenue expenditure not introduced in 1938-39

* Information not available

† Excluding Depreciation or Replacements and Renewals as the case may be.

‡ Included under Workshop repairs.

Class I Railways for the year 1938-39—contd.

OF LOCOMOTIVE POWER.			LOCOMOTIVES—WORKSHOP REPAIRS (B-II.-2110)					Railway.
RUNNING REPAIRS—[B II - 2110]								
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	
68	69	70	71	72	73	74	75	
Rs	As		Rs	As	Rs.	As.		
								5' 6" GAUGE
0 17	1 88	2 63	31,21,168	2 48	0 32	3 40	4 78	Bengal Nagpur
0 22	2 21	2 24	12,36,197	2 32	0 28	2 86	2 90	Bombay, Baroda and Central India
0 17	1 24	1 84	14,56,887	2 39	0 39	2 94	4 38	Eastern Bengal
0 16	1 78	2 88	62,66,912	2 31	0 28	2 98	4 82	East Indian
0 17	1 66	2 05	31,48,726	2 36	0 30	2 84	2 49	Great Indian Peninsula.
0 19	1 75	2 69	16,01,860	2 92	0 38	2 58	5 52	Madras and Southern Mahratta.
0 14	1 38	2 58	2,41,446	0 09	0 18	1 98	3 51	Nizam's State
0 25	2 12	2 88	47,04,482	2 43	0 34	2 98	4 04	North Western.
0 19	1 09	2 66	4,53,622	1 47	0 28	1 65	4 01	South Indian
								3' 3 3/4" GAUGE
0 21	0 97	1 93	4,42,468	1 09	0 28	1 33	2 67	Assam-Bengal
0 18	0 80	2 49	7,29,108	0 97	0 27	1 22	2 81	Bengal and North Western.
0 85	1 83	3 36	15,12,166	2 25	0 52	2 72	4 99	Bombay, Baroda and Central India
0 20	1 13	2 05	5,01,686	1 34	0 30	1 65	2 98	Eastern Bengal.
0 29	1 47	3 06	1,61,878	0 94	0 22	1 14	2 87	Jodhpur
0 27	1 23	2 88	8,49,617	1 58	0 42	1 87	4 40	Madras and Southern Mahratta.
0 22	0 88	2 41	71,397	0 42	0 13	0 50	1 89	Mysore State
0 20	0 83	1 88	2,09,990	0 10	0 43	1 84	4 15	Nizam's State
‡	‡	‡	‡3,22,307	‡1 87	‡0 67	2 36	‡7 85	Rohilkund and Kumaon.
0 27	0 98	2 34	8,76,141	1 26	0 38	1 40	3 35	South Indian.
								2' 6" AND 2' 0" GAUGES.
0 47	1 89	3 37	3,26,278	2 13	0 90	2 68	6 51	Bengal-Nagpur
1 48	2 24	7 59	47,324	1 49	1 11	1 67	5 66	Bombay, Baroda and Central India
0 78	0 74	4 97	3,561	0 43	0 45	0 43	2 88	Eastern Bengal.
0 47	0 99	6 36	21,621	0 73	0 37	0 78	5 06	Great Indian Peninsula
0 22	0 89	2 56	3,363	0 19	0 13	0 22	1 43	Mysore State
1 18	2 74	3 23	1,79,402	2 22	1 15	2 66	2 13	North Western.
0 87	1 29	3 97	10,531	0 76	0 54	0 79	2 45	South Indian

‡ Includes running repairs also

TABLE B—MAINTENANCE AND SUPPLY

Railway	EQUIPMENT (B II. 2200)					TOTAL REPAIRS AND MAINTENANCE—(B II).				
	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
	76	77	78	79	80	81	82	83	84	85
5' 6" GAUGE	Rs	As.	Rs	As		Rs	As	Rs	As	
Bengal Nagpur . . .	8,82,825	0 70	0 09	0 96	1 35	57,33,415	4 56	0 58	6 25	8 78
Bombay, Baroda and Central India.	1,58,598	0 30	0 04	0 37	0 37	23,48,848	4 41	0 54	5 44	5 51
Eastern Bengal	2,45,608	0 41	0 07	0 49	0 74	23,30,269	3 83	0 63	4 70	7 00
East Indian . . .	8,69,258	0 31	0 05	0 42	0 67	1,09,21,916	3 99	0 49	5 19	8 40
Great Indian Peninsula	3,67,980	0 28	0 03	0 33	0 41	54,16,745	4 06	0 51	4 88	6 01
Madras and Southern Mahratta	2,18,215	0 40	0 05	0 49	0 75	26,06,492	4 75	0 62	5 83	8 98
Nizam's State . . .	24,738	0 01	0 02	0 19	0 35	4,45,272	0 17	0 34	3 46	6 47
North Western . . .	7,87,561	0 41	0 06	0 50	0 68	88,73,343	4 58	0 65	5 62	7 62
South Indian . . .	27,349	0 09	0 02	0 10	0 24	7,79,747	2 52	0 49	2 83	6 90
3' 3½" GAUGE										
Assam-Bengal . . .	39,037	0 10	0 03	0 12	0 23	8,01,872	1 98	0 52	2 42	4 83
Bengal and North Western .	53,080	0 07	0 02	0 09	0 28	12,66,482	1 69	0 47	2 12	6 62
Bombay, Baroda and Central India.	2,62,400	0 39	0 09	0 47	0 87	27,88,175	4 14	0 96	5 01	9 21
Eastern Bengal . . .	86,212	0 23	0 05	0 28	0 51	9,36,039	2 51	0 55	3 07	5 58
Jodhpur . . .	34,983	0 09	0 05	0 25	0 51	4,26,341	2 47	0 59	3 01	6 25
Madras and Southern Mahratta	80,329	0 15	0 04	0 18	0 42	14,87,107	2 76	0 73	3 27	7 71
Mysore State . . .	11,073	0 06	0 02	0 08	0 22	2,06,241	1 20	0 37	1 46	4 02
Nizam's State . . .	15,027	0 01	0 03	0 13	0 30	3,21,177	0 15	0 66	2 81	6 35
Rohilkund and Kumaon	24,571	0 14	0 05	0 18	0 60	3,46,878	2 01	0 72	2 54	8 45
South Indian . . .	62,128	0 09	0 03	0 10	0 24	15,50,821	2 23	0 68	2 48	5 93
2' 6" AND 2' 0" GAUGES										
Bengal-Nagpur	25,959	0 17	0 07	0 21	0 52	5,21,468	3 41	1 44	4 28	10 4
Bombay, Baroda and Central India	1,286	0 04	0 03	0 05	0 15	1,12,095	3 53	2 62	3 96	13 4
Eastern Bengal	97	0 01	0 01	0 01	0 03	9,798	1 18	1 24	1 18	7 93
Great Indian Peninsula .	1,996	0 07	0 03	0 07	0 46	50,814	1 72	0 87	1 84	11 9
Mysore State	542	0 03	0 02	0 03	0 23	9,922	0 56	0 37	0 64	4 22
North Western . . .	34,176	0 42	0 22	0 50	0 60	3,99,467	4 94	2 55	5 91	6 97
South Indian . . .	1 280	0 09	0 06	0 09	0 29	28,893	2 09	1 47	2 17	6 71

Class I Railways for the year 1938-39—contd.

OF LOCOMOTIVE POWER—contd

RUNNING STAFF—(B III 3100)					FUEL—(B III 3200)					Railway
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	
86	87	88	89	90	91	92	93	94	95	
Rs	As	Rs	As		Rs	As	Rs	As		5' 6" GAUGE.
35,39,531	2 82	0 36	3 86	5 42	52,76,900	4 20	0 53	5 75	8 08	Bengal-Nagpur
20,37,541	3 83	0 47	4 73	4 78	46,33,879	8 71	1 06	10 8	10 9	Bombay, Baroda and Central India.
13,15,886	2 16	0 35	2 65	3 96	30,28,971	4 97	0 82	6 11	9 10	Eastern Bengal
66,80,074	2 44	0 27	3 18	5 14	1,07,56,901	3 94	0 50	5 11	8 28	East Indian
45,24,669	3 39	0 43	4 08	5 01	87,10,224	6 53	0 82	7 85	9 64	Great Indian Peninsula.
15,79,889	2 88	0 38	3 54	5 44	41,18,782	7 51	0 97	9 22	14 2	Madras and Southern Mahratta.
3,80,297	0 15	0 29	2 96	5 52	5,57,791	0 21	0 43	4 34	8 09	Nizam's State
55,23,925	2 85	0 41	3 50	4 75	1,85,30,093	9 57	1 36	11 7	15 9	North Western
7,96,579	2 58	0 50	2 89	7 05	23,75,332	7 70	1 48	8 63	21 0	South Indian
										8' 3½" GAUGE
5,06,938	1 26	0 33	1 53	3 06	17,99,555	4 46	1 15	5 42	19 8	Assam-Bengal
7,04,756	0 94	0 26	1 18	3 68	23,64,446	3 15	0 87	3 95	12 4	Bengal and North Western.
20,97,081	3 12	0 72	3 77	6 93	37,20,027	5 53	1 29	6 69	12 3	Bombay, Baroda and Central India
6,13,282	1 65	0 36	2 01	3 65	15,48,977	4 15	0 91	5 08	9 21	Eastern Bengal
2,43,219	1 41	0 34	1 72	3 57	10,15,030	5 88	1 41	7 17	14 9	Jodhpur
12,92,254	2 40	0 63	2 85	6 70	28,87,400	5 36	1 42	6 36	15 0	Madras and Southern Mahratta.
3,04,600	1 78	0 55	2 16	5 94	9,73,680	5 69	1 76	6 90	19 0	Mysore State
2,70,836	0 12	0 55	2 38	5 36	4,34,005	0 21	0 89	3 79	8 58	Nizam's State
1,21,990	0 71	0 25	0 89	2 97	6,88,172	3 99	1 42	5 04	16 8	Rohilkund and Kumaon
16,87,625	2 43	0 74	2 69	6 45	35,72,686	5 14	1 57	5 71	13 7	South Indian.
										2' 6" AND 2' 0" GAUGES.
2,84,143	1 86	0 79	2 33	5 67	4,40,751	2 88	1 22	3 61	8 79	Bengal Nagpur
61,684	1 94	1 44	2 18	7 37	1,16,252	3 66	2 72	4 10	13 9	Bombay, Baroda and Central India
16,532	1 99	2 09	1 99	13 4	15,426	1 86	1 95	1 86	12 5	Eastern Bengal.
41,990	1 42	0 72	1 52	9 81	69,052	2 33	1 18	2 50	16 1	Great Indian Peninsula
14,839	0 83	0 55	0 96	6 31	47,625	2 68	1 77	3 07	20 2	Mysore State.
2,48,751	3 01	1 55	3 61	4 25	6,99,118	8 64	4 46	10 4	12 2	North Western.
39,127	2 83	1 99	2 95	9 09	50,794	3 68	2 59	3 82	11 8	South Indian.

TABLE B—MAINTENANCE AND

Railway	WAFER, OIL, TALLOW AND OTHER STORES— (B III 3300 AND 3400)					TOTAL OPERATING EXPENSES—(B III)				
	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
	96	97	98	99	100	101	102	103	104	105
5' 6" GAUGE.	Rs	As	Rs	As		Rs	As	Rs	As	
Bengal Nagpur	6,05,210	0 48	0 06	0 66	0 93	91,93,571	7 32	0 93	10 0	14 1
Bombay, Baroda and Central India	2,99,917	0 56	0 07	0 70	0 70	70,09,377	13 2	1 60	16 3	16 5
Eastern Bengal	1,48,950	0 25	0 04	0 30	0 45	44,70,600	7 34	1 21	9 01	13 4
East Indian	13,22,817	0 49	0 07	0 63	1 02	1,94,17,100	7 10	0 87	9 23	14 9
Great Indian Peninsula	10,18,968	0 77	0 10	0 92	1 12	1,42,38,807	10 7	1 34	12 8	15 8
Madras and Southern Mahratta	3,87,968	0 71	0 09	0 87	1 34	60,44,636	11 0	1 43	13 5	20 8
Nizam's State	98,432	0 03	0 07	0 76	1 43	10,60,014	0 40	0 81	8 25	15 4
North Western	11,29,941	0 58	0 08	0 72	0 97	2,47,36,176	12 8	1 82	15 7	21 2
South Indian	1,50,554	0 49	0 09	0 55	1 34	33,73,876	10 9	2 10	12 3	29 9
3' 3½" GAUGE										
Assam Bengal	85,654	0 21	0 05	0 26	0 51	24,05,259	5 96	1 54	7 24	14 5
Bengal and North Western	2,80,219	0 37	0 10	0 46	1 46	33,94,906	4 52	1 24	5 67	17 7
Bombay, Baroda and Central India	2,53,893	0 38	0 09	0 46	0 84	60,82,115	9 04	2 11	10 9	20 1
Eastern Bengal	97,935	0 26	0 06	0 32	0 58	22,48,632	6 03	1 32	7 37	13 4
Jodhpur	1,14,800	0 67	0 16	0 81	1 68	13,64,342	7 91	1 90	9 64	20 0
Madras and Southern Mahratta	3,01,460	0 56	0 15	0 66	1 56	44,87,749	8 33	2 20	9 88	23 3
Mysore State	99,334	0 58	0 18	0 70	1 94	13,92,345	8 14	2 52	9 87	27 2
Nizam's State	77,726	0 03	0 16	0 68	1 54	7,97,829	0 37	1 64	6 98	15 8
Rohilkund and Kumaon	81,433	0 47	0 17	0 59	1 98	8,88,069	5 16	1 83	6 50	21 6
South Indian	2,51,628	0 36	0 11	0 40	0 97	55,13,151	7 93	2 42	8 80	21 1
2' 6" AND 2' 0" GAUGES										
Bengal Nagpur	86,594	0 57	0 24	0 71	1 73	8,18,747	5 36	2 27	6 71	10 3
Bombay, Baroda and Central India	15,737	0 50	0 37	0 56	1 88	1,94,833	6 14	4 55	6 88	23 3
Eastern Bengal	4,087	0 49	0 52	0 49	3 31	36,241	4 36	4 58	4 36	29 4
Great Indian Peninsula	20,425	0 69	0 36	0 75	4 77	1,32,328	4 47	2 27	4 80	30 9
Mysore State	4,787	0 27	0 18	0 31	2 04	67,973	3 32	2 53	4 39	28 9
North Western	66,358	0 82	0 42	0 98	1 16	10,25,113	12 7	6 53	15 2	17 9
South Indian	5,857	0 43	0 30	0 44	1 36	96,057	6 96	4 89	7 23	22 3

Class I Railway for the year 1938-39—contd

SUPPLY OF LOCOMOTIVE POWER—contd

APPROPRIATION TO DEPRECIATION RESERVE FUND— (B IV)					TOTAL WORKING EXPENSES ABSTRACT B			Railway
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	
106	107	108	109	110	111	112	113	
Rs	As	Rs	As		Rs	As	Rs	
8,68,470	0 69	0 09	0 95	1 33	1,71,88,167	13 7	1 74	5' 6" GAUGE Bengal Nagpur
4,31,881	0 81	0 10	1 00	1 01	1,04,16,612	19 5	2 38	Bombay, Baroda and Central India
9,37,570	1 54	0 25	1 89	2 82	84,26,274	13 8	2 28	Eastern Bengal
39,58,511	1 45	0 17	1 88	3 05	3,71,52,019	13 6	1 66	East Indian
27,94,233	2 10	0 26	2 52	3 09	2,40,43,721	18 0	2 26	Great Indian Peninsula.
11,13,900	2 01	0 26	2 46	3 84	1,03,27,913	18 8	2 44	Madras and Southern Mahratta.
†	†	†	†	†	*16,98,095	0 64	1 30	Nizam's State
31,02,168	1 60	0 23	1 96	2 67	3,88,00,484	20 0	2 85	North Western.
1,07,754	0 35	0 07	0 39	0 95	45,35,828	14 7	2 83	South Indian.
4,01,251	0 99	0 26	1 21	2 42	39,35,243	9 74	2 53	3' 3½" GAUGE Assam Bengal
2,31,440	0 31	0 09	0 38	1 21	51,99,232	6 93	1 91	Bengal and North Western.
5,55,002	0 82	0 19	1 00	1 83	1,03,82,149	15 4	3 59	Bombay, Baroda and Central India
4,59,199	1 23	0 27	1 50	2 73	39,25,682	10 5	2 31	Eastern Bengal
1,33,570	0 77	0 19	0 94	1 96	20,61,177	12 0	2 87	Jodhpur
6,75,910	1 25	0 33	1 49	3 50	70,21,386	13 0	3 44	Madras and Southern Mahratta.
3,03,314	1 77	0 55	0 83	5 92	19,96,351	11 7	3 61	Mysore State.
†	†	†	†	†	*12,65,673	0 59	2 60	Nizam's State (a)
4,28,472	2 49	0 89	3 14	10 4	17,46,956	10 2	3 61	Rohilkund and Kumaon.
3,25,744	0 47	0 14	0 52	1 24	79,77,755	11 5	3 50	South Indian
1,64,098	1 07	0 45	1 35	3 27	16,11,452	10 5	4 46	2' 6" AND 2' 0" GAUGES Bengal Nagpur
14,104	0 44	0 33	0 50	1 69	3,31,270	10 4	7 74	Bombay, Baroda and Central India.
1,959	0 24	0 25	0 24	1 59	50,117	6 04	6 34	Eastern Bengal
					1,87,008	6 32	3 20	Great Indian Peninsula.
10,963	9 62	0 41	0 71	4 60	93,484	5 26	3 48	Mysore State.
1,43,739	1 78	0 92	2 13	2 51	16,77,821	20 7	10 7	North Western.
4,190	0 30	0 21	0 32	0 97	1,39,173	10 1	7 08	South Indian.

* Excluding Depreciation or Replacements and Renewals as the case may be.

† Information not available.

Railway.	TABLE B— MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER— <i>concl'd</i>		TABLE C—MAINTENANCE OF CARRIAGE			
	TOTAL WORKING EXPENSES ABSTRACT B.		GENERAL ADMINISTRATION—C 1			
	Per train mile 114	Percentage of total working expenses 115	Total amount 116	Per 1,000 vehicle miles 117	Per train mile 118	Percentage of total working expenses 119
5' 6" GAUGE						
Bengal-Nagpur	As. 18 7	26 3	Rs 6,34,989	Rs 1 47	As. 0 69	0 97
Bombay, Baroda and Central India.	24 2	24 5	3,70,949	1 85	0 86	0 87
Eastern Bengal	17 0	25 3	3,66,397	2 09	0 74	1 10
East Indian	17 7	28 6	11,37,335	1 14	0 54	0 88
Great Indian Peninsula	21 7	26 6	10,63,927	2 03	0 86	1 19
Madras and Southern Mahratta	23 1	35 6	3,21,079	1 72	0 71	1 11
Nizam's State	13 2	24 7	94,652	1 68	0 74	1 38
North Western	24 6	33 3	12,62,119	1 92	0 80	1 09
South Indian	16 5	40 2	51,895	0 75	0 19	0 46
3' 3½" GAUGE.						
Assam-Bengal	11 8	23 7	1,54,042	1 23	0 46	0 93
Bengal and North Western	8 68	27 2	1,13,791	0 51	0 19	0 59
Bombay, Baroda and Central India	18 6	34 3	6,14,460	2 55	1 10	2 03
Eastern Bengal	12 9	23 3	1,51,209	1 08	0 49	0 90
Jodhpur	14 5	30 3	1,19,250	1 85	0 84	1 75
Madras and Southern Mahratta	15 5	36 4	1,79,440	1 21	0 40	0 93
Mysore State	12 8	39 0	81,372	0 94	0 22	0 61
Nizam's State	11 1	25 0	68,486	2 09	0 60	1 35
Rohilkund and Kumaon	12 8	42 6	30,935	0 80	0 23	0 75
South Indian	12 7	30 5	1,22,034	0 65	0 19	0 46
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	13 2	32 1	39,721	0 90	0 32	0 79
Bombay, Baroda and Central India	11 7	39 6	4,781	0 85	0 17	0 57
Eastern Bengal	6 04	40 6	760	0 59	0 09	0 61
Great Indian Peninsula	6 78	42 7	314	0 05	0 01	0 07
Mysore State	6 04	39 7	1,558	0 72	0 10	0 66
North Western	24 8	29 3	41,602	2 36	0 62	0 72
South Indian	10 5	32 2	1,667	0 59	0 12	0 38

Class I Railways for the year 1938-39—contd

AND WAGON STOCK—

COACHING VEHICLES—RUNNING REPAIRS [C II-2110]				COACHING VEHICLES—WORKSHOP REPAIRS— [C II-2120 and 2130]				Railway.
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	
120	121	122	123	124	125	126	127	
Rs.	Rs	As		Rs	Rs	As		5' 6" GAUGE.
3,10,852	3 19	0 34	0 48	13,07,080	13 4	1 43	2 00	Bengal Nagpur
2,07,233	2 87	0 48	0 49	12,23,996	17 0	2 84	2 87	Bombay, Baroda and Central India.
1,11,108	1 38	0 22	0 34	9,58,785	11 9	1 93	2 88	Eastern Bengal.
3,37,106	1 17	0 16	0 27	29,21,873	10·1	1 39	2 24	East Indian
3,60,902	1 97	0 29	0 40	20,35,590	11 1	1 65	2 25	Great Indian Peninsula.
92,573	1 54	0 21	0 32	7,04,784	11 7	1 58	2 43	Madras and Southern Mahratta.
29,842	1 95	0 23	0 43	1,38,172	9 04	1 08	2 01	Nizam's State. (a)
3,69,416	1 43	0 23	0 32	33,12,147	12 7	2 10	2 84	North Western.
32,884	0 90	0 12	0 29	1,99,175	5 44	0·72	1 76	South Indian.
								3' 3½" GAUGE
55,493	0 97	0 17	0 33	4,51,223	7 86	1 86	2 72	Assam-Bengal.
1,04,625	1 13	0 17	0 55	3,85,888	4 15	0 64	2 02	Bengal and North Western
1,95,036	2 20	0 35	0 65	9,38,448	10 6	1 69	3 10	Bombay, Baroda and Central India.
71,693	1 16	0 24	0 43	6,98,413	11 3	2 29	4 15	Eastern Bengal.
14,565	0 64	0 10	0 21	2,05,300	9 16	1 45	3 01	Jodhpur
29,987	0 52	0 06	0 16	3,79,890	6 65	0 84	1 97	Madras and Southern Mahratta.
20,652	1 34	0 15	0 40	59,218	3 33	0·42	1 16	Mysore State
15,907	1 08	0 14	0 32	1,27,129	8 65	1 12	2 51	Nizam's State. (a)
‡	‡	‡	‡	*1,06,515	*6 35	*0 78	*2 59	Rohilkhand and Kumaon.
69,322	0 62	0 11	0 27	3,95,568	3 57	0 63	1 51	South Indian.
								2' 6" AND 2' 0" GAUGES.
61,167	2 67	0 50	1 22	1,80,229	7 88	1 48	3 59	Bengal Nagpur
19,589	5 65	0 69	2 34	12,860	3 71	0 46	1 54	Bombay, Baroda and Central India.
2,816	2 39	0 34	2 28	1,483	1 26	0 18	1 20	Eastern Bengal.
3,108	0 82	0 11	0 73	8,184	2 17	0 29	1 91	Great Indian Peninsula.
1,026	0 83	0 07	0 44	2,942	2 38	0 19	1 25	Mysore State.
13,813	1 74	0 20	0 24	1,58,701	20 0	2 35	2 77	North Western.
3,068	1 49	0 23	0 71	3,527	1 72	0 27	0 82	South Indian.

*Includes Running repairs also.

(a) Revised classification of Revenue expenditure not introduced in 1938-39

‡Included under workshop repairs

TABLE C—MAINTENANCE OF CARRIAGE

Railway	TABLE C—MAINTENANCE OF CARRIAGE							
	GOODS WAGONS—RUNNING REPAIRS— [C. II 2310]				GOODS WAGONS—WORKSHOP REPAIRS [C. II 2320]			
	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 working expenses
128	129	130	131	132	133	134	135	
5' 6" GAUGE	Rs	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	11,49,085	3 45	1 25	1 76	29,91,422	8 97	3 26	4 58
Bombay, Baroda and Central India.	4,76,558	3 73	1 11	1 12	9,58,441	7 49	2 23	2 25
Eastern Bengal.	2,20,738	2 33	0 45	0 66	6,10,058	6 43	1 23	1 83
East Indian.	22,83,312	3 19	1 08	1 76	34,25,796	4 77	1 63	2 64
Great Indian Peninsula.	10,31,148	3 01	0 83	1 14	14,86,803	4-34	1 20	1 65
Madras and Southern Mahratta.	1,59,310	1 26	0 36	0 55	6,52,621	5-17	1 46	2 24
Nizam's State.	56,452	1 28	0 44	0 82	1,30,178	3-16	1 01	1 69
North Western.	11,47,886	2 88	0 73	0 99	25,21,156	6 33	1 60	2-17
South Indian.	28,082	0 87	0 10	0 25	1,48,510	4 59	0 54	1 21
3' 3½" GAUGE.								
Assam-Bengal.	67,011	0 98	0 20	0 40	3,29,203	4 83	0-99	1 99
Bengal and North-Western.	1,69,084	1 29	0 28	0 88	3,74,977	2 85	0 63	1 96
Bombay, Baroda and Central India.	2,56,412	1 69	0 46	0 85	6,24,360	4 11	1 12	2 06
Eastern Bengal	1,36,386	1 74	0 45	0 81	3,36,401	4 29	1 10	2 00
Jodhpur	33,164	0 79	0 24	0 49	1,16,788	2 79	0 83	1 71
Madras and Southern Mahratta.	81,787	0 90	0 18	0 43	2,74,785	3 03	0 61	1-42
Mysore State	16,932	0 95	0 12	0 33	42,658	2 39	0 30	0 83
Nizam's State.	54,041	2 92	0 47	1 07	83,159	4 60	0 73	1 64
Rohilkund and Kumaon.	‡90,531	‡4 12	‡0 66	‡2 21	*	*	*	*
South Indian.	30,850	0 40	0 05	0 12	1,80,809	2 32	0 29	0 69
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	82,427	2 47	0 43	1-05	1,08,215	5 11	0 89	2 16
Bombay, Baroda and Central India	32,293	15 0	1-14	3 86	639	0 30	0 02	0 07
Eastern Bengal.	509	4 58	0 06	0 41	78	0 70	0 01	0 06
Great Indian Peninsula.	15,709	5 58	0 56	3 67	10,202	3 62	0 36	2 38
Mysore State	841	0 92	0 05	0 36	2,119	2 31	0 14	0 90
North Western	29,073	3 01	0 43	0 51	70,608	7 31	1 04	1 23
South Indian.	195	0 26	0 01	0 05	649	0 85	0 05	0-15

*Includes Running repairs also
‡Includes Workshop repairs also.

Class I Railways for the year 1938-39—contd

AND WAGON STOCK—contd								Railway
EQUIPMENT—(C II 2500)				TOTAL REPAIRS AND MAINTENANCE—(C II)				
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	
136	137	138	139	140	141	142	143	
Rs.	Rs	As		Rs	Rs	As		5' 6" GAUGE
1,31,930	0 30	0 14	0 20	60,29,934	14 0	0 57	9 24	B N
1,07,504	0 54	0 25	0 25	29,03,212	14 5	6 74	6 81	B B & C I
41,176	0 23	0 08	0 13	18,56,859	10 6	3 74	5 58	E B
2,96,059	0 28	0 14	0 22	98,01,898	9 80	4 66	7 54	E I
2,07,110	0 39	0 17	0 22	50,99,643	9 71	4 12	5 64	G I P
90,540	0 49	0 20	0 31	17,36,644	9 28	3 83	5 98	M. & S M.
10,032	0 17	0 07	0 14	3,67,665	6 51	2 86	5 34	N S
4,99,678	0 76	0 32	0 43	78,95,207	12 0	5 00	6 78	N W
14,334	0 21	0 05	0 13	4,26,763	6 19	1 55	3 78	S I
								3' 3½" GAUGE
15,007	0 12	0 04	0 09	9,16,972	7 30	2 76	5 53	A. B
24,162	0 11	0 04	0 13	10,60,122	4 72	1 77	5 54	B & N W
1,31,893	0 55	0 24	0 44	21,67,082	8 99	3 90	7 16	B B & C I
18,669	0 13	0 06	0 11	12,71,826	9 08	4 17	7 56	E B
12,720	0 20	0 09	0 19	4,74,720	7 38	3 36	6 96	Jodhpur
34,915	0 24	0 08	0 18	8,02,020	5 43	1 77	4 16	M & S M.
7,934	0 24	0 06	0 16	1,47,948	4 44	1 05	2 89	M S
7,082	0 22	0 06	0 15	2,92,421	8 92	2 56	5 79	N S
5,410	0 14	0 04	0 13	2,03,250	5 25	1 49	4 95	R & K
38,537	0 20	0 06	0 15	7,20,661	3 81	1 14	2 76	S I
								2' 6" & 2' 0" GAUGES
1,507	0 03	0 01	0 03	4,09,576	9 30	3 36	8 17	B N
325	0 06	0 01	0 04	65,706	11 7	2 32	7 85	B B & C I
5	0 00	0 00	0 01	4,891	3 79	0 59	3 96	E B
174	0 03	0 01	0 04	38,219	5 75	1 36	8 93	G I P
394	0 18	0 03	0 17	7,344	3 41	0 48	3 12	M S
8,705	0 49	0 13	0 15	3,12,980	17 8	4 63	5 46	N W
590	0 21	0 04	0 14	8,029	2 85	0 60	1 87	S I

Railway	TABLE C—MAINTENANCE OF CARRIAGE					
	TOTAL OPERATING EXPENSES—(C III)				APPROPRIATION TO DEPRECIATION	
	Total amount.	Per 1,000 vehicle miles.	Per train mile	Percentage of total working expenses.	Amount	Per 1,000 vehicle miles.
144	145	146	147	148	149	
5' 6" GAUGE						
	Rs	Rs.	As		Rs	Rs
Bengal-Nagpur	5,63,546	1 31	0 62	0 86	45,71,840	10 6
Bombay, Baroda and Central India	4,16,683	2 08	0 97	0 98	40,87,273	20-4
Eastern Bengal	3,87,665	2 21	0 78	1 16	15,35,774	8 76
East Indian	17,40,045	1 74	0 83	1-34	76,87,578	7 68
Great Indian Peninsula	14,13,573	2 69	1 14	1 56	45,55,689	8 67
Madras and Southern Mahratta	1,73,987	0 93	0 38	0 60	12,35,288	6 60
Nizam's State	83,336	1 47	0 65	1 21	†	†
North Western	11,08,539	1 68	0 70	0 95	51,65,524	7 84
South Indian	1,30,208	1 89	0 47	1 15	4,88,329	7 08
3' 3½" GAUGE						
Assam Bengal	1,07,324	0 85	0 33	0 64	5,52,436	4-40
Bengal and North Western	1,34,260	0 60	0 23	0 70	3,17,326	1 41
Bombay, Baroda and Central India	3,24,868	1 35	0 58	1 07	15,84,058	6-57
Eastern Bengal	1,66,491	1 19	0 55	0 99	7,52,185	5 37
Jodhpur	41,680	0 65	0 29	0 61	98,685	1 53
Madras and Southern Mahratta	1,18,339	0 80	0 26	0 61	7,49,568	5-06
Mysore State	78,822	2 37	0 56	1 54	4,69,149	†
Nizam's State	56,125	1 71	0 49	1 11	†	†
Rohilkund and Kumaon	42,546	1 10	0 31	1 04	78,350	2 02
South Indian	2,85,491	1 51	0 45	1 09	14,76,235	7 81
2' 6" AND 2' 0" GAUGES						
Bengal Nagpur	86,371	1 96	0 71	1 72	1,83,492	4 17
Bombay, Baroda and Central India	13,425	2 38	0 47	1 60	6,161	1 09
Eastern Bengal	2,861	2 22	0 34	2-32	3,208	2-48
Great Indian Peninsula	14,459	2 18	0 51	3-38	..	..
Mysore State	3,916	1 82	0 25	1-66	16,957	†
North Western	76,848	4 37	1 14	1 34	1,75,287	9 96
South Indian	7,664	2 72	0 58	1-78	18,988	6 78

†Information not available.

Class I Railways for the year 1938-39—contd.

AND WAGON STOCK—contd

RESERVE FUND— (C IV).		TOTAL WORKING EXPENSES—ABSTRACT C				Railway
Per train mils.	Percentage of total working expenses	Total amount	Per 1,000 vehicle miles	Per train mile	Percentage of total working expenses	
150	151	152	153	154	155	
As		Rs	Rs	As		5' 6" GAUGE
4 98	7 00	1,18,00,309	27 4	12 9	18 1	B N
9 48	9 59	77,78,117	38 8	18 0	18 8	B B & C I
3 10	4 62	41,46,695	23 7	8 36	12 5	E B
3 65	5 91	2,09,66,856	20 4	9 68	15 7	E L
3 68	5 04	1,21,32,832	28 1	9 80	13 4	G. I. P
2 72	4 28	34,66,998	18 5	7 64	12 0	M & S M
†	†	*5,45,858	9 66	4 25	7 92	N S
3 27	4 44	1,54,31,389	23 4	9 77	13 2	N W
1 77	4 32	10,97,195	15 9	3 98	9 71	S I
1 66	3 33	30,774	13 8	5 21	10 4	3' 3½" GAUGE
0 52	1 66	16,25,499	7 24	2 71	8 49	A. B
2 85	5 23	46,90,488	19 5	8 42	15 5	B & N W
2 46	4 47	23,41,711	16 7	7 67	13 9	B B & C I
0 60	1 44	7,24,335	11 4	5 18	10 8	E B
1 65	3 88	18,49,367	12 5	4 08	9 58	Jodhpur
3 32	9 15	7,27,291	7 75	5 15	14 2	M. & S M.
†	†	*4,17,032	12 7	2 65	8 25	M S.
0 57	1 91	8,55,081	9 16	2 60	8 65	N S
2 33	5 64	26,04,421	13 8	4 11	9 95	R & K.
1 50	3 66	7,19,160	16 3	5 89	14 2	S I
0 22	0 74	90,073	16 0	3 18	10 6	2' 6" & 2' 0" GAUGES
0 39	2 60	11,720	9 08	1 41	9 49	B N
..		52,992	7 98	1 88	12 4	B B & C I.
1 09	7 21	29,775	5 96	1 92	12 7	E B
2 59	3 06	6,06,697	24 5	8 98	10 6	G I P
1 43	4 41	36,348	12 9	2 74	8 44	M S
						N W
						S I

*Excluding Depreciation or Replacements and Renewals as the case may be
† Information not available.

TABLE E—EXPENSES OF

Railway.	GENERAL ADMINISTRATION— (E I)			TOTAL REPAIRS AND MAINTENANCE (E II)			STATION STAFF— (E III 3102)		
	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses
	156	157	158	159	160	161	162	163	164
5' 6" GAUGE	Rs	As		Rs	As		Rs	As	
Bengal-Nagpur	13,86,060	1 51	2 12	1,53,673	0 17	0 23	42,44,932	4 63	6 50
Bombay, Baroda and Central India	8,03,881	1 36	1 89	1,44,475	0 24	0 34	37,94,502	6 43	8 91
Eastern Bengal	7,51,937	1 52	2 26	79,460	0 16	0 24	31,88,799	6 43	9 58
East Indian	22,65,539	1 08	1 74	3,17,649	0 15	0 24	1,01,32,660	4 82	7 79
Great Indian Peninsula	15,46,979	1 07	1 71	1,98,371	0 14	0 22	63,44,090	4 39	7 02
Madras and Southern Mahratta	4,66,936	1 03	1 61	70,363	0 16	0 24	21,37,666	4 72	7 36
Nizam's State (a)	1,69,921	1 32	2 47	5,947	0 05	0 09	4,40,514	3 43	6 40
North Western	21,13,926	1 34	1 82	2,13,261	0 14	0 18	1,08,13,960	6 85	9 29
South Indian	1,76,382	0 64	1 56	13,584	0 05	0 12	6,11,514	2 22	5 41
3' 3 3/8" GAUGE.									
Assam Bengal	3,99,106	1 20	2 41	19,131	0 06	0 11	11,15,776	3 36	6 73
Bengal and North Western	4,14,890	0 69	2 17	36,990	0 06	0 19	14,77,895	2 47	7 72
Bombay, Baroda and Central India	5,32,674	0 96	1 76	68,019	0 12	0 22	21,93,313	3 94	7 25
Eastern Bengal	3,99,913	1 31	2 38	30,891	0 10	0 18	13,59,936	4 45	8 08
Jodhpur	1,63,729	1 15	2 40	32,167	0 23	0 47	3 45,277	2 44	5 06
Madras and Southern Mahratta	3,17,410	0 70	1 64	36,420	0 08	0 19	14,74,587	3 25	7 64
Mysore State	78,636	0 56	1 53	7,181	0 05	0 14	4,59,461	3 26	8 97
Nizam's State (a)	1,23,572	1 08	2 44	5,206	0 05	0 10	4,13,346	3 61	8 17
Rohilkund and Kumaon	80,392	0 59	1 96	11,043	0 08	0 27	2,96,341	2 17	7 22
South Indian	4,43,576	0 65	1 70	29,178	0 04	0 11	17,43,015	2 53	6 66
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	63,270	0 52	1 26	5,847	0 04	0 12	3,49,255	2 86	6 96
Bombay, Baroda and Central India	8,479	0 30	1 01	3,615	0 13	0 43	52,669	1 86	6 29
Eastern Bengal	1,768	0 21	1 43	90	0 01	0 07	15,056	1 82	12 2
Great Indian Peninsula				125	0 00	0 03	45,116	1 60	10 5
Mysore State	3,744	0 24	1 60	342	0 02	0 14	21,877	1 41	9 30
North Western	95,300	1 41	1 66	6,439	0 10	0 12	3,60,960	5 47	6 45
South Indian	14,577	1 10	3 39	813	0 06	0 19	22,530	1 70	5 24

(a) Revised classification of Revenue expenditure not introduced in 1938-39

Class I Railways for the year 1938-39—contd

TRAFFIC DEPARTMENT—contd.									Railway
TRAIN STAFF AND THEIR MILEAGE AND OVERTIME—(E III 3103 AND 3104)			GENERAL OPERATING STAFF (INSPECTORS, CONVASSERS, etc) AND TRAVELLING TICKET EXAMINING STAFF—(E III 3101 AND 3105)			FIRES, LIGHTS AND GENERAL STORES FOR STATIONS AND TRAFFIC YARDS AND WATER AND GENERAL STORES IN TRAINS—(E III 3201 AND 3202)			
Total amount	Per train mile	Percentage of total working expenses	Total amount.	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses	
165	166	167	168	169	170	171	172	173	
Rs	As		Rs	As		Rs	As		
5' 6" GAUGE									
14,29,010	1 56	2 19	3,86,372	0 42	0 60	2,18,865	0 23	0 33	Bengal Nagpur
5,76,917	0 98	1 35	2,25,255	0 38	0 53	1,77,870	0 30	0 41	Bombay, Baroda and Central India
6,27,844	1 26	1 89	3,81,043	0 77	1 15	1,28,279	0 26	0 39	Eastern Bengal
30,33,916	1 44	2 34	11,48,801	0 54	0 88	5,92,207	0 28	0 45	East Indian
14,83,917	1 03	1 64	4,45,297	0 31	0 49	4,70,425	0 33	0 52	Great Indian Peninsula
4,46,871	0 98	1 54	1,46,286	0 32	0 50	1,34,697	0 30	0 47	Madras and Southern Mahratta.
1,22,403	0 95	1 78	47,229	0 37	0 68	56,469	0 44	0 82	Nizam's State(a)
18,69,723	1 18	1 61	6,27,695	0 39	0 54	5,07,760	0 32	0 44	North Western
1,99,851	0 73	1 77	1,05,611	0 38	0 93	49,229	0 18	0 44	South Indian
3' 3 3/4" GAUGE									
2,55,196	0 77	1 54	1,42,908	0 43	0 86	33,510	0 10	0 20	Assam Bengal
4,31,895	0 72	2 26	1,46,186	0 24	0 77	97,841	0 16	0 51	Bengal and North Western
5,67,915	1 02	1 88	1,98,456	0 36	0 65	1,24,022	0 22	0 41	Bombay, Baroda and Central India
3,32,626	1 09	1 97	2,12,509	0 70	1 27	79,248	0 25	0 47	Eastern Bengal
1,04,697	0 74	1 53	38,628	0 27	0 57	38,624	0 28	0 57	Jodhpur
4 00,355	0 89	9 07	1,15,313	0 25	0 60	85 890	0 19	0 45	Madras and Southern Mahratta
1,02,565	0 73	2 00	18,690	0 13	0 36	83,824	0 59	1 64	Mysore State
1,12,150	0 98	2 22	36,936	0 32	0 73	56,733	0 50	1 12	Nizam's State(a)
68,610	0 50	1 67	21,982	0 16	0 54	87,098	0 64	2 12	Rohilkund and Kumaon
4,63,392	0 67	1 78	2,84,099	0 41	1 08	96,646	0 14	0 37	South Indian
2' 6" AND 2' 0" GAUGES									
1,53,325	1 26	3 06	19,851	0 16	0 40	19,201	0 16	0 38	Bengal Nagpur
10,087	0 36	1 21	2,945	0 10	0 35	1,843	0 06	0 22	Bombay, Baroda and Central India
418	0 05	0 34	1,122	0 14	0 91	43	0 00	0 04	Eastern Bengal
9,236	0 33	2 16	2,620	0 09	0 62	1,409	0 05	0 33	Great Indian Peninsula
4,849	0 31	2 06	890	0 06	0 38	3,992	0 26	1 70	Mysore State
61,921	0 92	1 08	30,734	0 46	0 53	31,330	0 47	0 55	North Western
12,302	0 92	2 86	7,251	0 55	1 69	1,265	0 09	0 29	South Indian

30.—Analysis of operating expenses of

Railway	TABLE E—EXPENSES OF								
	CLOTHING—(E III 3203)			STATIONERY, FORMS AND TICKETS— (E III 3204)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED— (E III 3700)		
	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile	Percentage of total working expenses
174	175	176	177	178	179	180	181	182	
5' 6" GAUGE.									
Bengal Nagpur	Rs 88,038	As 0 09	0 13	Rs 1,52,134	As 0 17	0 23	Rs 36,501	As 0 04	0 06
Bombay, Baroda and Central India	51,556	0 09	0 12	2,39,672	0 40	0 56	27,052	0 04	0 06
Eastern Bengal	38,004	0 08	0 11	2,08,962	0 42	0 63	20,767	0 04	0 06
East Indian	3,40,394	0 16	0 26	3,08,039	0 15	0 24	78,843	0 04	0 06
Great Indian Peninsula	64,546	0 04	0 07	2,95,760	0 21	0 33	88,480	0 06	0 10
Madras and Southern Mahratta	31,569	0 07	0 11	1,12,326	0 25	0 39	25,866	0 06	0 09
Nizam's State	10,217	0 08	0 15	40,960	0 32	0 60	2,902	0 02	0 04
North Western	2,09,022	0 13	0 18	5,04,569	0 32	0 43	63,866	0 04	0 05
South Indian	7,271	0 03	0 06	89,243	0 33	0 79	6,216	0 02	0 06
3' 3½" GAUGE.									
Assam-Bengal	12,283	0 04	0 07	77,503	0 23	0 47	8,536	0 03	0 05
Bengal and North Western	52,810	0 09	0 28	1,10,177	0 18	0 58	12,206	0 02	0 06
Bombay, Baroda and Central India	34,449	0 06	0 11	1,15,541	0 21	0 38	19,686	0 04	0 07
Eastern Bengal	20,932	0 07	0 13	1,09,723	0 36	0 65	11,866	0 04	0 07
Jodhpur	18,282	0 13	0 27	42,453	0 30	0 62	1,734	0 01	0 03
Madras and Southern Mahratta	12,552	0 03	0 06	1,41,467	0 31	0 73	14,839	0 03	0 08
Mysore State	12,293	0 09	0 24	70,344	0 50	1 37	2,440	0 02	0 05
Nizam's State	7,269	0 06	0 14	29,729	0 26	0 59	3,002	0 03	0 06
Rohilkund and Kumaon	10,536	0 08	0 26	30,909	0 23	0 75	2,224	0 01	0 05
South Indian	21,952	0 03	0 06	1,89,088	0 28	0 72	4,514	0 01	0 02
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	6,945	0 06	0 14	4,046	0 03	0 08	.	.	.
Bombay, Baroda and Central India	625	0 02	0 07	7,258	0 26	0 86	57	0 00	0 01
Eastern Bengal	.	.	.	663	0 08	0 54	4	0 00	0 00
Great Indian Peninsula	83	0 00	0 02	123	0 00	0 03	.	.	.
Mysore State	585	0 04	0 25	3,349	0 22	1 42	116	0 01	0 05
North-Western	7,365	0 11	0 13	20,481	0 30	0 36	2,766	0 04	0 05
South Indian	225	0 02	0 05	4,408	0 33	1 02	..	.	.

TABLE F.—EXPENSES OF

Railway	GENERAL ADMINISTRATION, LONDON BOARDS AND CHARGES IN INDIA FOR GOVERNMENT SUPERVISION, CONTROL AND AUDIT (F I 1100 AND 1200)			GENERAL MANAGER'S AND DIVISIONAL SUPERINTENDENT'S OFFICES— (F I 1300)			ACCOUNTS AND AUDIT DEPARTMENT—(F I 1400).		
	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile.	Percentage of total working expenses
	189	190	191	192	193	194	195	196	197
5' 6" GAUGE									
	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal Nagpur	2,92,733	0 32	0 45	4,45,576	0 49	0 68	12,43,515	1 35	1 91
Bombay, Baroda and Central India	1,94,299	0 33	0 46	3,29,041	0 56	0 77	7,50,840	1 27	1 76
Eastern Bengal				3,89,785	0 79	1 17	6,50,062	1 31	1 95
East Indian				13,15,568	0 63	1 01	27,00,275	1 28	2 08
Great Indian Peninsula				2,48,908	0 17	0 28	16,46,725	1 14	1 82
Madras and Southern Mahratta	1,88,046	0 42	0 65	2,12,422	0 47	0 73	5,29,073	1 16	1 82
Nizam's State (a)	1,04,029	0 81	1 51	1,37,621	1 07	2 00	2,01,864	1 57	2 93
North Western				11,18,293	0 71	0 96	25,76,960	1 63	2 22
South Indian	96,202	0 35	0 85	1,07,028	0 39	0 95	2,65,994	0 97	2 35
3' 3 3/8" GAUGE									
Assam-Bengal	1,69,969	0 51	1 02	1,58,703	0 48	0 96	2,92,150	0 88	1 76
Bengal and North-Western	2,44,104	0 41	1 27	1,20,907	0 20	0 63	4,64,387	0 76	2 43
Bombay, Baroda and Central India	2,28,985	0 41	0 76	2,39,574	0 43	0 79	5,46,404	0 98	1 81
Eastern Bengal				2,07,354	0 68	1 23	3,45,814	1 13	2 06
Jodhpur				77,643	0 55	1 14	1,97,615	1 40	2 89
Madras and Southern Mahratta	1,98,578	0 44	1 03	1,36,741	0 30	0 71	3,93,166	0 87	2 04
Mysore State	14,232	0 10	0 28	49,907	0 35	0 97	1,23,543	0 88	2 42
Nizam's State (a)	75,350	0 66	1 50	1,00,217	0 88	1 98	1,46,138	1 28	2 89
Rohilkund and Kumaon	80,838	0 58	1 97	48,534	0 36	1 18	1,31,406	0 96	3 20
South Indian	2,23,534	0 38	0 86	1,92,911	0 28	0 74	5,10,524	0 74	1 95
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	97,039	0 80	1 94	15,235	0 12	0 31	49,654	0 41	0 99
Bombay, Baroda and Central India	5,783	0 20	0 69	9,128	0 32	1 09	23,778	0 84	2 84
Eastern Bengal				1,427	0 17	1 15	2,378	0 29	1 93
Great Indian Peninsula									
Mysore State	698	0 05	0 29	2,439	0 16	1 04			
North Western				15,378	0 23	0 27	6,039	0 39	2 57
South Indian	8,486	0 64	1 97	1,295	0 09	0 30	34,868	0 51	0 61
							4,810	0 36	1 12

(a) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I Railway for the year 1938-39—contd.

GENERAL DEPARTMENT.

STORES DEPARTMENT—(F I 1500)			MEDICAL DEPARTMENT— (F I 1700)			POLICE—(F I 1800)			Railway.
Total amount.	Per-train mile	Percentage of Total working expenses	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train-mile	Percentage of total working expenses	
198	199	200	201	202	203	204	205	206	
Rs	As		Rs	As		Rs	As		5' 6" GAUGE
6,46,694	0 70	0 99	5,70,136	0 62	0 87	5,47,667	0 60	0 84	Bengal-Nagpur
4,31,695	0 73	1 01	2,76,959	0 47	0 65	4,72,802	0 80	1 11	Bombay, Baroda and Central India.
2,74,481	0 55	0 83	3,00,341	0 60	0 90	3,94,805	0 80	1 19	Eastern Bengal.
12,14,515	0 58	0 94	8,07,972	0 38	0 62	11,07,302	0 53	0 85	East Indian.
7,32,229	0 51	0 81	6,11,660	0 42	0 68	8,67,479	0 60	0 96	Great Indian Peninsula
2,48,895	0 55	0 85	2,41,574	0 53	0 83	3,41,414	0 75	1 18	Madras and Southern Mahratta.
1,00,404	0 78	1 46	85,989	0 67	1 25	95,977	0 75	1 39	Nizam's State (a)
9,84,945	0 62	0 85	7,26,107	0 46	0 62	13,65,720	0 87	1 17	North Western.
1,43,150	0 52	1 27	85,295	0 31	0 76	1,00,519	0 37	0 89	South Indian.
1,01,505	0 31	0 61	2,03,755	0 61	1 23	1,28,238	0 39	0 77	3' 3½" GAUGE.
68,880	0 12	0 36	1,91,827	0 32	1 00	1,67,408	0 28	0 87	Assam-Bengal.
2,82,062	0 51	0 93	2,69,364	0 48	0 89	4,66,151	0 84	1 54	Bengal and North-Western.
1,46,016	0 48	0 87	1,59,772	0 52	0 95	2,22,473	0 73	1 32	Bombay, Baroda and Central India
81,713	0 58	1 20	35,985	0 25	0 53	37,422	0 26	0 55	Eastern Bengal.
1,40,608	0 32	0 75	1,73,874	0 38	0 90	1,79,526	0 39	0 93	Jodhpur
45,711	0 32	0 89	30,634	0 22	0 50	26,231	0 19	0 51	Madras and Southern Mahratta.
72,052	0 63	1 43	65,394	0 57	1 29	1,04,184	0 91	2 06	Mysore State.
19,952	0 15	0 49	34,222	0 25	0 83	38,507	0 28	0 94	Nizam's State (a)
2,69,928	0 39	1 03	1,93,696	0 28	0 74	2,04,544	0 30	0 76	Rohilkund and Kumaon.
22,069	0 18	0 44	40,175	0 33	0 80	54,767	0 45	1 09	2' 6" AND 2' 0" GAUGES.
2,115	0 07	0 25	2,432	0 09	0 29	12,746	0 45	1 52	Bengal Nagpur
1,004	0 12	0 81	1,099	0 13	0 89	923	0 11	0 75	Bombay, Baroda and Central India
2,234	0 14	0 95	1,497	0 09	0 64	1,282	0 08	0 54	Eastern Bengal.
12,674	0 19	0 22	31,219	0 46	0 54	62,670	0 93	1 69	Great Indian Peninsula.
8,512	0 27	0 82	3,327	0 25	0 77	1,950	0 15	0 46	Mysore State.
									North Western.
									South Indian.

TABLE F—EXPENSES OF GENERAL DEPARTMENT—concl'd									
Railway	TOTAL GENERAL ADMINISTRATION —(F I.)			TOTAL REPAIRS AND MAINTENANCE —(F II.)			TOTAL WORKING EXPENSES— ABSTRACT F		
	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses	Total amount	Per train mile	Percentage of total working expenses
	207	208	209	210	211	212	213	214	215
5' 6" GAUGE									
	Rs	As		Rs	As		Rs	As	
Bengal-Nagpur	39,10,975	4 28	5 99	39,095	0 04	0 06	39,50,070	4 30	6 05
Bombay, Baroda and Central India	25,69,563	4 35	6 03	20,853	0 04	0 05	25,90,216	4 39	6 08
Eastern Bengal	20,98,739	4 23	6 51	28,476	0 06	0 08	21,27,215	4 29	6 39
East Indian	73,38,606	3 48	5 64	53,827	0 03	0 04	73,87,433	3 51	5 68
Great Indian Peninsula	43,15,135	2 98	4 78	33,708	0 02	0 03	43,48,843	3 00	4 81
Madras and Southern Mahratta	18,65,621	4 11	6 42	13,541	0 03	0 05	18,79,162	4 14	6 47
Nizam's State	7,93,911	6 18	11 5	*63,541	0 49	0 92	8,57,452	6 67	12 5
North Western	69,83,905	4 42	6 00	46,422	0 03	0 04	70,30,327	4 45	6 04
South Indian	8,18,822	2 98	7 25	2,807	0 01	0 02	8,21,629	2 99	7 27
3' 3½" GAUGE.									
Assam-Bengal	10,90,723	3 29	6 57	3,085	0 00	0 02	10,93,808	3 29	6 59
Bengal and North Western	12,84,607	2 14	6 71	29,893	0 05	0 16	13,14,500	2 19	6 87
Bombay, Baroda and Central India	21,09,102	3 79	6 97	4,850	0 01	0 01	21,13,952	3 80	6 98
Eastern Bengal	11,13,374	3 65	6 62	634	0 00	0 00	11,14,008	3 65	6 62
Jodhpur	4,51,650	3 19	6 62	1,552	0 01	0 02	4,53,202	3 20	6 64
Madras and Southern Mahratta	12,96,761	2 85	6 71	3,170	0 01	0 02	12,99,931	2 86	6 73
Mysore State	3,18,128	2 25	6 21				3,18,128	2 25	6 21
Nizam's State	6,19,388	5 42	12 3	†1,12,853	9 99	2 23	7,32,241	6 41	14 5
Rohtak and Kumaon	3,74,437	2 74	9 12	8,448	0 06	0 20	3,82,885	2 80	9 32
South Indian	16,61,044	2 41	6 35	6,895	0 01	0 03	16,67,939	2 42	6 38
2' 6" AND 2' 0" GAUGES									
Bengal Nagpur	2,84,559	2 33	5 68				2,84,559	2 33	5 68
Bombay, Baroda and Central India	58,182	2 05	6 95				58,182	2 05	6 95
Eastern Bengal	7,050	0 85	5 71				7,050	0 85	5 71
Great Indian Peninsula									
Mysore State	15,549	1 00	6 61				15,549	1 00	6 61
North-Western	1,59,538	2 36	2 78	655	0 01	0 01	1,60,193	2 37	2 79
South Indian	24,447	1 84	5 68	19	0 00	0 00	24,466	1 84	5 68

*Includes Rs. 60,705 on account of Telegraphs expenditure

†Includes Rs. 1,10,823 on account of Telegraphs expenditure.

Class I Railways for the year 1938-39.

TABLE G—MISCELLANEOUS EXPENSES									Railway
TOTAL GENERAL ADMINISTRATION (G I)			TOTAL OPERATING EXPENSES— (G III)			TOTAL WORKING EXPENSES— ABSTRACT G			
Total amount	Per train mile	Percentage of total working expenses	Total amount.	Per train mile	Percentage of total working expenses	Total amount	Per train mile.	Percentage of total working expenses	
216	217	218	219	220	221	222	223	224	
Rs	As		Rs	As		Rs.	As		5' 6" GAUGE
42,52,864	4 64	6 51	5,14,191	0 56	0 79	47,67,055	5 20	7 30	Bengal-Nagpur
27,39,506	4 64	6 43	82,979	0 14	0 20	28,22,485	4 78	6 63	Bombay, Baroda and Central India
22,30,077	4 50	6 70	2,01,216	0 40	0 61	24,31,293	4 90	7 31	Eastern Bengal.
82,28,120	3 91	6 33	6,52,375	0 31	0 50	88,80,495	4 22	6 83	East Indian
53,28,898	3 69	5 89	3,03,859	0 21	0 34	56,32,757	3 90	6 23	Great Indian Peninsula.
19,87,010	4 38	6 84	8,00,856	0 67	1 03	22,87,866	5 05	7 87	Madras and Southern Mahratta.
4,25,292	3 31	6 18	15,086	0 12	0 22	4,40,378	3 43	6 40	Nizam's State (a).
61,48,227	3 90	5 28	5,10,263	0 22	0 44	66,58,499	4 22	5 72	North Western.
7,13,645	2 59	6 32	82,645	0 30	0 73	7,96,290	2 89	7 05	South Indian.
									3' 3½" GAUGE
8,04,365	2 42	4 85	1,46,568	0 44	0 88	9,50,933	2 86	5 73	Assam-Bengal.
8,04,998	1 34	4 21	1,975	0 00	0 01	8,06,973	1 34	4 22	Bengal and North Western.
21,43,817	3 85	7 08	37,719	0 07	0 13	21,81,536	3 92	7 21	Bombay, Baroda and Central India
9,14,532	3 00	5 44	52,138	0 17	0 31	9,66,670	3 17	5 75	Eastern Bengal.
2,50,463	1 77	3 67	4,00,082	2 83	5 87	6,50,545	4 60	9 54	Jodhpur
10,57,311	2 33	5 48	1,71,717	0 38	0 89	12,29,028	2 71	6 37	Madras and Southern Mahratta.
2,16,750	1 53	4 21	20,635	0 15	0 40	2,36,385	1 68	4 61	Mysore State
3,15,476	2 76	6 24	10,398	0 09	0 21	3,25,874	2 85	6 45	Nizam's State (a)
1,79,278	1 31	4 37				1,79,278	1 31	4 37	Rohilkund and Kumaon.
17,64,115	2 56	6 74	2,74,176	0 40	1 05	20,38,291	2 96	7 79	South Indian.
									2' 6" AND 2' 0" GAUGES.
1,55,097	1 27	3 09	2,727	0 02	0 05	1,57,824	1 29	3 14	Bengal-Nagpur
14,369	0 50	1 72				14,369	0 50	1 72	Bombay, Baroda and Central India.
5,095	0 61	4 12	35	0 01	0 03	5,130	0 62	4 15	Eastern Bengal
7,972	0 28	1 86				7,972	0 28	1 86	Great Indian Peninsula.
9,635	0 62	4 09	941	0 06	0 40	10,576	0 68	4 49	Mysore State
2,40,902	3 56	4 20	6,633	0 10	0 12	2,47,535	3 66	4 32	North Western.
11,171	0 84	2 60	654	0 05	0 15	11,825	0 89	2 75	South Indian

(a) Revised classification of Revenue expenditure not introduced in 1938-39.

30.—Analysis of operating expenses of

Railway	TABLE H—EXPENSES OF							
	GENERAL ADMINISTRATION—(H. I)				Electric Traction—Sub-Stations, overhead equipment, etc.—Running and Workshop repairs—(H II 2110 and 2120).			
	Total amount	Per 1,000 vehicle mile	Per tram mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles	Per tram mile.	Percentage of total working expenses.
225	226	227	228	229	230	231	232	
5' 6" GAUGE.								
Bengal-Nagpur	Rs. 3,31,091	Rs. 0 77	As. 0 36	0 51	Rs. .	Rs. .	As. .	..
Bombay, Baroda and Central India	4,53,544	9 08	0 77	1 06	46,132	2 56	0 29	0·11
Eastern Bengal	1,79,290	1 02	0 36	0 54	.	.	.	..
East Indian	8,24,240	0 39	0 82	0 64	.	.	.	..
Great Indian Peninsula	11,07,904	9 44	2 16	1 22	4,19,331	5 88	1 24	0 47
Madras and Southern Mahratta	2,58,003	1 38	0 57	0 90	.	.	.	..
Nizam's State(a)				..	..	.	.	..
North Western	5,82,944	0 89	0 37	0 50	.	.	.	..
South Indian	72,639	1 11	0·28	0 64	.	.	.	..
3' 3½" GAUGE.								
Assam Bengal	1,02,874	0 82	0 31	0 62	.	.	.	..
Bengal and North Western	64,933	0 29	0 11	0 34	.	..	.	..
Bombay, Baroda and Central India	2,24,600	0 93	0 40	0 74	.	.	.	..
Eastern Bengal	87,706	0 63	0 29	0 52	.	.	.	..
Jodhpur	4,800	0 07	0 03	0 07	.	.	.	..
Madras and Southern Mahratta	1,67,647	1 14	0 37	0 87	.	.	.	..
Mysore State	5,884	0 18	0 04	0 11	.	.	.	..
Nizam's State(a)				.	..	.	.	..
Rohilkund and Kumaon	33,172	0 86	0 24	0 81	..	.	.	..
South Indian	2,20,458	1 13	0 32	0 84	20,223	2 37	0 34	0·08
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	2,017	0 05	0 02	0 04	..	.	.	..
Bombay, Baroda and Central India	77	0 01	0 00	0 01	.	.	.	..
Eastern Bengal	36	0 03	0·00	0 03	.	.	.	..
Great Indian Peninsula . . . . .				.	.	.	.	..
Mysore State	288	0 13	0 02	0 12	..	.	.	..
North Western	12,559	0 71	0 18	0 22	.	..	..	..
South Indian	3,855	1·37	0 29	0·90	..	..	..	..

(a) Revised classification of Revenue expenditure not introduced in 1938-39

Class I Railways for the year 1938-39—contd.

ELECTRIC DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II 2131)				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132)				Railway.
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	
233	234	235	236	237	238	239	240	
								5' 6" GAUGE
Ra.	Rs.	As.		Rs.	Rs.	As.		Bengal-Nagpur
26,254	1 46	0 17	0 06	.	.	.	.	Bombay, Baroda and Central India
								Eastern Bengal
								East Indian
45,450	3 52	0 22	0 05	1,26,890	2 18	1 01	0 14	Great Indian Peninsula
								Madras and Southern Mahratta.
								Nizam's State (a)
								North Western
								South Indian
								3' 3½" GAUGE.
								Assam Bengal
								Bengal and North Western *1
								Bombay, Baroda and Central India
								Eastern Bengal
								Jodhpur
								Madras and Southern Mahratta.
								Mysore State
								Nizam's State (a)
								Rohilkund and Kumaon.
29,664	4 21	0 53	0 11	3,009	0 43	0 65	0 01	South Indian
								2' 6" AND 2' 0" GAUGES.
..	..	..	..	..	..	.	.	Bengal Nagpur.
..	.	..	.	..	.	..	.	Bombay, Baroda and Central India.
.	.	..	.	.	.	.	..	Eastern Bengal.
..	..	..	.	..	..	..	..	Great Indian Peninsula.
..	..	..	..	.	.	.	.	Mysore State.
..	..	.	..	..	..	..	..	North Western.
..	..	..	..	.	.	..	..	South Indian.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II 2134).			
	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
	241	242	243	244	245	246	247	248
5' 6" GAUGE	Rs	Rs	As.		Rs	Rs	As	
Bengal-Nagpur
Bombay, Baroda and Central India	3,068	0 17	0 02	0 01	71,914	3 99	0 45	0 17
Eastern Bengal
East Indian
Great Indian Peninsula	9,90,168	14 7	0 91	0 20
Madras and Southern Mahratta
Nizam's State
North Western
South Indian
3' 3½" GAUGE.								
Assam Bengal
Bengal and North Western
Bombay, Baroda and Central India
Eastern Bengal
Jodhpur
Madras and Southern Mahratta
Mysore State
Nizam's State
Rohilkund and Kumaon
South Indian	6,712	0 95	0 12	0 03
2' 6" AND 2' 0" GAUGES								
Bengal-Nagpur
Bombay, Baroda and Central India
Eastern Bengal
Great Indian Peninsula
Mysore State
North Western
South Indian

Class I Railways for the year 1938-39—contd

OF ELECTRIC DEPARTMENT—contd								Railway
Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H II 2200)				Electric Communication Services—Train Movement Instruments and Apparatus Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H II 2300)				
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	
265	266	267	268	269	270	271	272	
Rs	Rs	As		Rs	Rs	As		5' 6" GAUGE
7,62,178	1 77	0 83	1 17	5,16,498	1 19	0 57	0 79	Bengal Nagpur
3,95,837	1 81	0 67	0 93	2,20,543	1 61	0 37	0 52	Bombay, Baroda and Central India.
5,53,389	3 16	1 12	1 67	3,93,207	2 24	0 79	1 18	Eastern Bengal
19,03,191	0 90	1 89	1 47	14,21,514	0 68	1 41	1 09	East Indian
15,23,218	2 83	1 05	1 69	8,45,508	1 56	0 58	0 93	Great Indian Peninsula
3,87,919	2 07	0 85	1 34	1,90,293	1 02	0 42	0 65	Madras and Southern Mahratta.
19,89,603	3 02	1 26	1 71	7,06,712	1 07	0 45	0 61	Nizam's State
1,12,405	1 71	0 44	0 99	83,320	1 26	0 32	0 74	North Western
								South Indian
								3' 9" GAUGE
1,95,829	1 56	0 59	1 18	86,100	0 68	0 26	0 52	Assam Bengal
2,35,339	1 05	0 39	1 23	1,63,271	0 73	0 27	0 85	Bengal and North Western
2,96,865	1 23	0 53	0 98	2,76,865	1 15	0 50	0 92	Bombay, Baroda and Central India.
2,62,152	1 87	0 86	1 56	1,89,639	1 30	0 62	1 13	Eastern Bengal
76,095	1 18	0 54	1 12	1,09,764	1 71	0 78	1 60	Jodhpur
1,81,514	1 23	0 40	0 94	2,30,535	1 56	0 51	1 19	Madras and Southern Mahratta.
				51,019	1 53	0 36	1 00	Mysore State
				32,584	0 84	0 24	0 79	Nizam's State
3,53,000	1 82	0 51	1 35	1,98,609	1 02	0 29	0 76	Rohilkund and Kumaon
								South Indian
								2' 6" AND 2' 0" GAUGES
13,672	0 31	0 11	0 27	51,587	1 17	0 42	1 03	Bengal Nagpur
899	0 16	0 03	0 11	6,746	1 20	0 24	0 80	Bombay, Baroda and Central India.
				1,672	1 30	0 20	1 35	Eastern Bengal
1,296	0 20	0 04	0 30					Great Indian Peninsula.
				2,467	1 15	0 16	1 05	Mysore State.
57,756	2 28	0 85	1 01	76,177	4 33	1 13	1 33	North Western.
3,612	0 93	0 20	0 61	4,933	1 75	0 37	1 14	South Indian

TABLE H—EXPENSES

Railway.	Total Repairs and Maintenance—(H II).				Electric Traction—Running Staff—(H III 3110).			
	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.
	273	274	275	276	277	278	279	280
5' 6" GAUGE.	Rs	Rs.	As.		Rs	Rs.	As	
Bengal Nagpur	12,78,676	2 96	1 40	1 96	.	.	.	.
Bombay, Baroda and Central India	11,30,744	5 18	1-02	2 60	4,19,472	23 2	2 63	0 90
Eastern Bengal	9,46,596	5 40	1-91	2 85	.	.	.	.
East Indian	33,24,705	1 53	3 30	2 56	..	.	..	.
Great Indian Peninsula . .	41,66,500	7 74	2-88	4-61	16,38,643	23 0	4 89	1-81
Madras and Southern Mahratta .	5,78,212	3 09	1-27	1-99	..	..	..	..
Nizam's State	.	.	..	.	.	.	..	..
North Western	26,98,315	4 09	1 71	2 32	..	.	..	..
South Indian	1,95,725	2 97	0 76	1 73	.	.	..	..
3' 3½" GAUGE								
Assam Bengal	2,81,936	2 24	0 85	1 70	.	.	.	..
Bengal and North Western . .	3,98,610	1 78	0 66	2 08	.	.	.	..
Bombay, Baroda and Central India	5,73,730	2 38	1 03	1 90	.	.	.	..
Eastern Bengal	4,51,791	3 23	1 48	2 69	.	.	.	..
Jodhpur	1,85,859	2 89	1 32	2 72	.	.	.	..
Madras and Southern Mahratta .	4,12,049	2 79	0 91	2 13	.	.	.	..
Mysore State	51,019	1 53	0 36	1 00	.	.	.	..
Nizam's State	.	.	.	.	.	.	..	..
Rohilkund and Kumaon	32,584	0 84	0 24	0 79	.	.	.	..
South Indian	6,59,968	3 40	0 96	2 52	60,763	11 5	1 34	0 81
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	65,259	1 48	0 53	1 30	.	.	.	.
Bombay, Baroda and Central India	7,645	1 36	0 27	0-01	..	.	.	.
Eastern Bengal	1,672	1 30	0 20	1 35	.	.	.	.
Great Indian Peninsula	1,206	0 20	0 04	0 30	.	.	.	.
Mysore State	2,467	1 15	0 16	1 05	.	.	.	.
North Western	1,33,033	7 61	1-98	2 34	.	.	..	.
South Indian	7,545	2 68	0-57	1 75	.	.	..	..

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT—contd.								Railway
Electric traction—Electric current—(H. III. 3140)				Electric traction—Examiners, cleaners, oilers, etc— (H III 3150)				
Total amount	Per 1,000 vehicle miles	Per tram mile.	Percentage of total working expenses	Total amount	Per 1,000 vehicle miles	Per tram mile	Percentage of total working expenses	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE
..	Bengal-Nagpur
12,35,086	68 5	7 75	2 00	39,854	2 21	0 25	0 09	Bombay, Baroda and Central India
..	Eastern Bengal
..	East Indian
80,59,161	42 9	9 11	3 39	81,070	1 13	0 24	0 09	Great Indian Peninsula
..	Madras and Southern Mahratta.
..	Nizam's State
..	North Western
..	South Indian
..	3' 3½" GAUGE
..	Assam Bengal
..	Bengal and North Western.
..	Bombay, Baroda and Central India.
..	Eastern Bengal
..	Jodhpur
..	Madras and Southern Mahratta.
..	Mysore State
..	Nizam's State
..	Rohilkund and Kumaon
1,80,841	27 0	3 15	0 73	10,169	1 45	0 17	0 04	South Indian
..	2' 6" AND 2' 0" GAUGES.
..	Bengal Nagpur
..	Bombay, Baroda and Central India.
..	Eastern Bengal.
..	Great Indian Peninsula.
..	Mysore State.
..	North Western.
..	South Indian

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H III 3160 and 3170).				Total Electric traction—Operating Expenses—(H III 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per tram mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5' 6" GAUGE	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	.	.	..	.	.	.	..	..
Bombay, Baroda and Central India	17,287	0 98	0-10	0-04	17,11,699	94 9	10 7	4 02
Eastern Bengal	.	.	.	.	..	..	..	..
East Indian	.	.	..	.	..	..	..	..
Great Indian Peninsula	1,00,195	1 41	0 29	0-12	48,79,059	68 5	14 5	5 41
Madras and Southern Mahratta	.	.	.	.	..	..	..	..
Nizam's State	..	..	..	.	..	..	..	..
North Western	..	.	.	.	..	..	..	..
South Indian	..	..	.	..	..	..	..	..
3' 3½" GAUGE.								
Assam Bengal	.	.	.	.	.	.	..	.
Bengal and North Western	.	.	.	.	.	.	..	..
Bombay, Baroda and Central India	.	.	.	.	.	.	.	.
Eastern Bengal	.	.	.	..	..	..	..	.
Jodhpur	.	.	.	.	..	.	.	.
Madras and Southern Mahratta	.	.	.	.	.	.	..	.
Mysore State	..	.	.	.	.	.	..	.
Nizam's State	.	.	.	.	.	.	.	.
Rohilkund and Kumaon	.	.	.	.	.	.	..	.
South Indian	10,811	1 50	0-17	0 04	2,91,384	41 4	4 88	1 12
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	.	.	.	.	..	.	..	.
Bombay, Baroda and Central India	..	.	.	.	.	..	..	.
Eastern Bengal	.	.	.	.	..	.	.	.
Great Indian Peninsula	.	.	.	.	.	.	.	..
Mysore State	.	.	..	.	.	.	..	.
North Western	.	.	..	.	.	.	.	.
South Indian	.	..	.	.	..	.	.	.

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT—contd

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H III 3200)				Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus and Miscellaneous—(H III 3300).				Railway
Total amount	Per 1,000 vehicles miles	Per train mile.	Percentage of total working expenses	Total amount	Per 1,000 vehicles miles	Per train mile	Percentage of total working expenses	
297	298	299	300	301	302	303	304	
								5' 6" GAUGE
Rs	Rs	As		Rs	R	As		
4,35,177	1 01	0 48	0 67	6,82,014	1 58	0 74	1 04	Bengal Nagpur
5,15,163	2 36	0 86	1 21	4,70,600	2 16	0 80	1 10	Bombay, Baroda and Central India.
1,03,987	0 60	0 21	0 31	1,78,871	1 02	0 36	0 54	Eastern Bengal.
13,07,010	0 62	1 30	1 00	9,37,469	0 44	0 93	0 72	East Indian
8,07,524	1 50	0 56	0 89	11,16,472	2 07	0 77	1 23	Great Indian Peninsula.
1,82,316	0 98	0 40	0 63	1,75,237	0 93	0 38	0 60	Madras and Southern Mahratta.
								Nizam's State.
12,99,036	1 97	0 82	1 12	10,78,506	1 64	0 68	0 92	North Western.
45,954	0 70	0 18	0 41	65,896	1 00	0 26	0 58	South Indian
								3' 3-3/8" GAUGE.
1,70,835	1 36	0 51	1 03	76,045	0 61	0 23	0 46	Assam Bengal
1,50,139	0 67	0 25	0 78	1,19,638	0 53	0 20	0 63	Bengal and North-Western.
2,38,082	0 99	0 43	0 78	4,07,875	1 69	0 73	1 35	Bombay, Baroda and Central India.
60,608	0 43	0 20	0 36	98,418	0 70	0 32	0 58	Eastern Bengal
84,073	1 32	0 59	1 24	65,731	1 02	0 47	0 97	Jodhpur
69,804	0 47	0 15	0 36	1,46,086	0 99	0 33	0 76	Madras and Southern Mahratta.
..				27,955	0 84	0 20	0 55	Mysore State
								Nizam's State.
								Rohilkund and Kumaon.
1,49,148	0 74	0 21	0 55	1,49,364	0 77	0 22	0 57	South Indian
								2' 6" AND 2' 0" GAUGES.
8,919	0 20	0 07	0 18	18,603	0 42	0 15	0 27	Bengal Nagpur
4,370	0 78	0 15	0 52					Bombay, Baroda and Central India
..				607	0 47	0 07	0 49	Eastern Bengal.
141	0 02	0 01	0 03	543	0 08	0 02	0 13	Great Indian Peninsula.
				1,367	0 64	0 09	0 58	Mysore State.
21,002	1 19	0 31	0 37	25,590	1 45	0 38	0 44	North-Western
27	0 01	0 00	0 01	4,833	1 71	0 36	1 12	South Indian

TABLE H—EXPENSES

Railway.	Cost of energy supplied for works and purposes not chargeable to Revenue —(H III 3400)				Total Operating Expenses—(H. III)			
	Total amount.	Per 1,000 vehicle miles	Per train mile	Percentage of total working expenses	Total amount	Per 1,000 vehicle miles	Per train mile	Percentage of total working expenses
	305	306	307	308	309	310	311	312
5' 6" GAUGE.								
	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	—2,08,078	—0 48	—0 23	—0 32	9,09,113	2 11	0 99	1 39
Bombay, Baroda and Central India	—1,71,045	—0 78	—0 29	—0 40	25,20,417	11 6	4 27	5 53
Eastern Bengal					2,82,858	1 62	0 57	0 85
East Indian	—5,55,373	—0 26	—0 55	—0 43	16,89,106	0 80	1 68	1 29
Great Indian Peninsula	—4,71,879	—0 88	—0 33	—0 52	63,31,176	11 8	4 38	7 01
Madras and Southern Mahratta					8,57,553	1 91	0 78	1 23
Nizam's State								
North Western					17,85,075	2 71	1 13	1 53
South Indian					1,11,850	1 70	0 44	0 99
3' 3 3/8" GAUGE.								
Assam Bengal					2,46,880	1 97	0 74	1 49
Bengal and North Western					2,69,777	1 20	0 45	1 41
Bombay, Baroda and Central India	—1,11,928	—0 46	—0 20	—0 37	5,34,029	2 22	0 96	1 76
Eastern Bengal					1,59,028	1 13	0 52	0 94
Jodhpur	—37,250	—0 58	—0 26	—0 55	1,13,154	1 76	0 80	1 06
Madras and Southern Mahratta					2,15,950	1 46	0 48	1 12
Mysore State					27,955	0 84	0 20	0 55
Nizam's State								
Rohilkund and Kumaon								
South Indian					6,22,890	3 21	0 90	2 38
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur	—1,596	—0 03	—0 01	—0 03	25,919	0 59	0 21	0 52
Bombay, Baroda and Central India					4,370	0 78	0 15	0 52
Eastern Bengal					607	0 47	0 07	0 49
Great Indian Peninsula					684	0 10	0 03	0 16
Mysore State					1,367	0 64	0 09	0 58
North-Western					36,349	2 06	0 54	0 63
South Indian					4,860	1 72	0 86	1 13

Class I Railways for the year 1938-39—concl'd.

OF ELECTRIC DEPARTMENT—concl'd.

Appropriation to Depreciation Reserve Fund—(H IV)				Total Working Expenses—Abstract H.				Railway
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	
313	314	315	316	317	318	319	320	
								5' 6" GAUGE.
Rs	Rs	As		Rs	Rs	As		Bengal Nagpur
63,850	0 15	0 07	0 10	25,82,730	5 90	2 82	3 96	Bombay, Baroda and Central India.
1,03,378	0 47	0 18	0 24	42,14,083	19 3	7 14	9 89	Eastern Bengal.
57,520	0 33	0 12	0 17	14,66,264	8 37	2 06	4 41	East Indian.
3,50,095	0 17	0 35	0 27	61,88,146	2 94	6 15	4 76	Great Indian Peninsula.
23,54,346	4 38	1 63	2 61	1,39,59,926	25 9	9 66	15 5	Madras and Southern Mahratta.
2,868	0 02	0 01	0 01	11,96,636	6 40	2 63	4 13	Nizam's State.
								North Western.
8,37,998	1 27	0 53	0 72	59,02,332	8 96	3 74	5 07	South Indian.
16,583	0 25	0 06	0 15	3,96,797	6 03	1 54	8 51	
								3' 3½" GAUGE.
40,241	0 32	0 12	0 24	6,71,933	5 35	2 02	4 05	Assam Bengal.
				7,33,320	3 27	1 22	3 83	Bengal and North-Western.
14,334	0 06	0 03	0 05	13,46,693	5 59	2 42	4 45	Bombay, Baroda and Central India.
28,172	0 20	0 09	0 17	7,26,695	5 19	2 38	4 32	Eastern Bengal.
				3,03,813	4 72	2 15	4 45	Jodhpur
1,741	0 01	0 00	0 01	7,97,387	5 40	1 76	4 13	Madras and Southern Mahratta.
1,358	0 00	0 01	0 03	86,216	2 55	0 61	1 69	Mysore State.
								Nizam's State
				65,756	1 70	0 48	1 60	Rohilkund and Kumaon.
50,132	0 26	0 07	0 19	15,53,448	8 00	2 25	5 93	South Indian
								2' 6" AND 2' 0" GAUGES.
				93,195	2 12	0 76	1 86	Bengal Nagpur.
				12,092	2 15	0 42	1 44	Bombay, Baroda and Central India
119	0 09	0 02	0 10	2,434	1 89	0 29	1 97	Eastern Bengal
				1,980	0 30	0 07	0 46	Great Indian Peninsula.
49	0 00	0 00	0 02	4,171	1 82	0 27	1 77	Mysore State.
30,232	1 72	0 45	0 53	2,13,072	12 1	3 15	3 72	North-Western.
645	0 23	0 05	0 15	16,905	6 00	1 27	3 93	South Indian.

30—Analysis of operating expenses of Class I Railways for the year 1938-39—concl.

TABLES A TO H.

Summary

NOTE—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37 all Class I railways (except B & N W, R & K, Jodhpur and N S railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Railway.	General Administration		Repairs and Maintenance		Operating Expenses		Appropriation to Depreciation Reserve Fund		Total.
	Total Amount	Percentage of Total	Total Amount.	Percentage of Total	Total Amount	Percentage of Total	Total Amount.	Percentage of Total.	
322	323	324	325	326	327	328	329	330	331
5' 6" GAUGE									
Bengal-Nagpur	1,42,07,489	21 8	1,86,80,051	28 6	2,03,96,527	31 2	1,20,10,833	18 4	6,52,94,906
Bombay, Baroda and Central India	87,85,797	20 6	96,65,768	22 7	1,56,98,375	36 8	84,69,059	19 9	4,26,08,909
Eastern Bengal	72,57,944	21 8	94,57,475	28 4	1,08,72,180	32 7	56,82,942	17 1	3,32,70,541
East Indian	2,69,64,644	20 0	3,55,21,836	27 3	4,37,95,532	33 7	2,46,97,304	19 0	12,99,79,316
Great Indian Peninsula	1,74,32,061	19 3	2,17,07,334	24 0	3,20,83,788	35 5	1,91,25,479	21 2	9,03,48,663
Madras and Southern Mahratta	63,13,639	21 8	69,02,353	23 8	1,02,25,608	35 2	55,88,115	19 2	2,90,29,716
Nizam's State (b)	19,74,887	28 7	16,61,868	24 1	20,94,249	30 4	(c) 11,53,953	16 8	68,84,957
North Western	2,27,98,809	19 6	2,89,35,754	24 9	4,16,82,603	35 8	2,29,77,370	19 7	11,63,94,528
South Indian	24,75,492	21 9	21,02,763	18 6	48,34,425	42 8	18,83,748	16 7	1,12,96,428
3' 3½" GAUGE									
Assam Bengal	36,47,907	22 0	42,30,261	25 5	46,68,055	28 1	40,44,453	24 4	1,65,90,676
Bengal and North Western	36,60,249	19 1	50,62,519	26 5	72,25,348	37 8	(e) 31,86,247	16 6	1,91,34,363
Bombay, Baroda and Central India	75,69,971	25 0	77,13,953	25 5	1,11,38,535	36 8	(a) 38,47,341	12 7	3,02,69,800
Eastern Bengal	35,01,516	20 8	49,04,813	29 2	55,29,231	32 9	28,86,340	17 1	1,68,21,900
Jodhpur	13,66,027	20 0	19,17,355	28 1	26,84,393	39 4	(e) 8,53,769	12 3	68,21,544
Madras and Southern Mahratta	40,96,980	21 2	44,94,630	23 3	73,19,708	37 9	33,90,846	17 6	*1,93,02,164
Mysore State	8,77,251	17 1	9,44,497	18 4	22,96,571	44 8	10,05,916	19 7	51,24,235
Nizam's State (b)	18,31,312	30 3	13,15,259	26 0	15,77,602	31 2	(c) 6,32,200	12 5	50,56,373
Rohilkund and Kumaon	8,97,207	21 9	10,86,081	26 4	12,55,575	30 6	(c) 8,66,849	21 1	41,05,712
South Indian	58,49,269	22 3	48,07,572	18 6	97,46,300	37 3	56,93,529	21 8	2,61,56,670
2' 6" & 2' 0" GAUGES									
Bengal Nagpur	8,44,602	16 9	17,19,374	34 3	15,26,248	30 4	9,23,542	18 4	50,13,766
Bombay, Baroda and Central India	1,32,689	15 9	3,02,177	36 1	3,43,308	41 0	58,473	6 99	8,36,847
Eastern Bengal	19,184	15 5	34,941	28 3	57,483	46 6	11,869	9 61	1,23,477
Great Indian Peninsula	32,588	7 61	1,82,830	42 7	2,12,479	49 7			4,27,897
Mysore State	41,933	17 8	45,875	19 5	1,11,151	47 2	36,358	15 5	2,35,317
North Western	9,98,586	17 4	14,54,235	25 4	17,23,472	30 1	15,56,109	27 1	57,32,403
South Indian	1,09,617	25 5	90,058	20 9	1,57,334	36 6	73,245	17 0	4,30,254

* Excludes Rs 6,29,925 the expenses of Mormugao Harbour

(a) Includes Rs 58,417 on account of exchange on sterling capital transactions

(b) Revised classification of Revenue expenditure not introduced in 1938-39

(c) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under —

B. & N. W Ry (Company's portion)

Rs 14,95,651

Jodhpur Railways (Durbar lines)

Rs 6,56,418

Nizam's State (H E H's Government lines)

Rs 17,10,136 (B G' Rs 11,23,850 and M.G. Rs 5,86,286.)

Rohilkund and Kumaon Railways (Company portion)

Rs 4,36,291

31.—Statement of Oil Consumption on Class I Railways during the years 1937-38 and 1938-39.

Railway.	Year	Lubricating oil used on Engines (excluding shunting, mining and Departmental)				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	1937-38	337,025	537,699	5 30	6 82	402,197	0 92
	1938-39	303,234	591,808	4 59	6 27	476,940	1 08
Bombay, Baroda and Central India	1937-38	305,801	149,081	6 23	6 30	232,839	1 12
	1938-39	297,596	148,729	6 10	6 44	258,783	1 27
Eastern Bengal	1937-38	593,132	128,222	9 76	8 27	250,512	1 42
	1938-39	523,985	123,974	8 65	7 61	227,279	1 28
East Indian	1937-38	1,703,534	1,396,041	9 06	9 42	1,349,722	1 26
	1938-39	1,992,769	1,733,712	10 3	11 4	1,356,135	1 27
Great Indian Peninsula	1937-38	857,696	834,724	7 33	9 91	753,825	1 41
	1938-39	930,211	850,240	7 50	9 89	784,215	1 42
Madras and Southern Mahratta	1937-38	465,763	294,464	10 0	10 1	194,191	1 05
	1938-39	453,993	286,374	9 75	9 46	160,553	0 84
Nizam's State	1937-38	84,764	63,116	6 77	7 74	34,008	0 61
	1938-39	82,958	67,748	6 64	7 06	28,260	0 49
North Western	1937-38	1,673,388	1,029,126	8 91	11 9	1,510,923	2 21
	1938-39	1,589,272	998,367	8 98	11 3	1,162,300	1 73
South Indian	1937-38	412,831	99,336	12 0	11 1	55,582	0 81'
	1938-39	886,242	97,111	11 0	10 3	43,074	0 61
Total	1937-38	6,330,874	4,531,809	8 46	9 12	4,783,799	1 42
	1938-39	6,560,250	4,898,063	8 58	9 62	4,477,539	1 33
3' 3 1/2" GAUGE							
Assam Bengal	1937-38	209,459	51,666	5 31	6 79	133,686	1 17
	1938-39	222,965	75,163	5 22	6 39	149,480	1 18
Bengal and North Western	1937-38	*317,561	163,075	4 90	4 83	296,778	1 24
	1938-39	†319,330	160,434	4 90	4 98	307,087	1 30
Bombay, Baroda and Central India	1937-38	280,591	141,453	4 81	4 68	430,540	1 76
	1938-39	272,667	140,731	4 59	4 30	441,351	1 79
Eastern Bengal	1937-38	227,317	74,409	6 47	6 64	158,894	1 16
	1938-39	220,621	74,919	6 38	5 62	168,670	1 19
Jodhpur	1937-38	100,597	31,844	5 73	6 10	53,441	0 77
	1938-39	92,310	23,537	4 94	4 53	53,963	0 81
Madras and Southern Mahratta	1937-38	373,635	248,858	7 24	8 60	107,412	0 67
	1938-39	346,290	246,005	7 26	8 64	95,070	0 62
Mysore State	1937-38	**	**	**	**	**	**
	1938-39	64,784	33,364	4 32	4 08	77,534	2 09
Nizam's State	1937-38	73,277	38,944	5 70	7 63	18,506	0 55
	1938-39	79,076	34,368	5 73	7 17	19,315	0 57
Rohilkund and Kumaon	1937-38	‡66,137	29,349	4 19	4 88	50,007	1 21
	1938-39	‡67,385	25,040	4 54	4 17	43,852	1 07
South Indian	1937-38	454,859	114,411	5 59	6 02	242,274	1 28
	1938-39	446,539	109,478	5 40	5 62	183,937	0 95
Total	1937-38	2,103,433	894,009	5 58	6 90	1,491,538	1 21
	1938-39	2,131,967	923,039	5 41	5 69	1,540,259	1 21

* Includes 78 pints of oil on account of engine power supplied by the R and K Railway.

† Excludes 78 pints of oil on account of engine power supplied to B. and N. W. Railway.

‡ Excludes 78 pints of oil on account of engine power supplied to B. and N. W. Railway.

** Included under class II Railways

31.—Statement of Oil Consumption on Class I Railways during the years 1937-38 and 1938-39—concl.

Railway.	Year	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
<i>2' 0" and 2' 0" Gauges.</i>			
Bengal-Nagpur	1937-38	85,684	3.66
	1938-39	87,295	3.67
Bombay, Baroda and Central India	1937-38	25,433	5.11
	1938-39	24,447	4.72
Eastern Bengal	1937-38	11,423	9.44
	1938-39	12,650	9.52
Great Indian Peninsula	1937-38	45,591	9.36
	1938-39	51,183	10.8
Mysore State	1937-38	**	**
	1938-39	15,486	6.45
North Western	1937-38	125,555	8.78
	1938-39	111,913	8.64
South Indian	1937-38	† 18,500	5.24
	1938-39	11,331	5.13
Total	1937-38	† 312,192	5.97
	1938-39	314,275	8.80

** Included under Class II Railways.
† Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39.

Particulars 1	Year. 2	Results.		
		Bombay, Baroda and Central India Railway. 3	Great Indian Peninsula Railway. 4	South Indian Railway. 5
<i>Physical Statistics</i>				
1 Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). ‡ (5) Borivli to Virar (Main Line) §§ 5th January 1928 §§ 1st Sept 1936	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Maham, (3) Victoria Terminus to Kalyan ‡	Madras Beach to Tambaram.
2 Date of first opening for public service			3rd February 1925	11th May 1931.
3 Mileage equipped for electric service on 31st March				
3-01 Route mileage	1938 ..	36 79	44 00	18-14
	1939 ..	36 80	44 00	18 14
3-02 Track mileage (excluding sidings)	1938 ..	91 58	88 00	36-28
	1939 ..	91 60	88 00	36-28
4. Mileage open for electric service on 31st March	1938 ..	36-79	44 00	18-14
	1939 ..	36 80	44-00	18-14
5 No. of sub-power stations on 31st March	1938 ..	4	4	4
	1939 ..	4	4	4
6 No. of electric railway stations on 31st March	1938 ..	27	28	14
	1939 ..	27	28	14
7 Mileage of transmission cable on 31st March	1938 ..	‡77-00	**48 78	41 49
	1939 ..	‡79-00	**48-78	41-49
<i>Rolling Stock</i>				
8. Average authorised stock (in units)—				
8-01 Motor coaches	1937-38 ..	40	53	24
	1938-39 ..	40	53	24
8-02 Trailer coaches	1937-38 ..	120	153	48
	1938-39 ..	120	153	48
9 Average number on line (in units)—				
9-01 Motor coaches	1937-38 ..	40	53	24
	1938-39 ..	40	53	24
9-02 Trailer coaches	1937-38 ..	120	150	48
	1938-39 ..	120	150	48
9-03 Train units*	1937-38 ..	40	51	24
	1938-39 ..	40	51	24
10. Average number under or awaiting repairs (in units)—				
10-01 Motor coaches	1937-38 ..	2	9	3
	1938-39 ..	2	8	3
10-02 Percentage of item 9-01	1937-38 ..	5 00	17 0	10 4
	1938-39 ..	5 00	15-1	10 4
10-03 Trailer coaches	1937-38 ..	5	21	5
	1938-39 ..	5	20	5
10-04 Percentage of item 9-02	1937-38 ..	4-17	14-0	10 4
	1938-39 ..	4-17	13 3	10 4

* A train unit is a motor coach and three trailers.

‡ Overhead 42 50 miles and underground 34 50 miles.

‡ Overhead 42 50 miles and underground 36 50 miles.

§ Includes 2 spare motor coaches.

** Overhead 7 80 miles and underground 40 98 miles.

‡ Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, viz., Kalyan-Kasara and Kalyan-Karjat which sections are also utilised for main line traffic.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39—contd.

Particulars.	Year	Results.		
		Bombay, Baroda and Central India Railway	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11-01 Motor coaches	1937-38 ..	38	44	22
	1938-39 ..	38	45	22
11-02 Trailer coaches	1937-38 ..	115	129	43
	1938-39 ..	115	130	43
12. Average number in use daily (in units)—				
12-01. Motor coaches	1937-38 ..	37	38	17
	1938-39 ..	38	38	17
12-02 Trailer coaches	1937-38 ..	92	114	33
	1938-39 ..	94	114	34
12-03 Train units*	1937-38 ..	37	38	17
	1938-39 ..	38	38	17
13. Average number spare or stored in good repair (in units)—				
13-01 Motor coaches	1937-38 ..	1	6	5
	1938-39 ..	Nil	7	4
13-02. Trailer coaches	1937-38 ..	28	16	10
	1938-39 ..	21	16	9
<i>Operating Statistics.</i>				
14. Train miles—Passenger—				
14-01 Total unit traffic trains	1937-38 ..	85,412	1,070,888	774,345
	1938-39 ..	78,832	938,297	810,114
14-02 Total two-unit traffic trains	1937-38 ..	1,227,792	1,136,134	47,570
	1938-39 ..	1,233,924	1,207,084	35,067
14-02 (a) Total three unit traffic trains	1937-38 ..	Nil	Nil	5,335
	1938-39 ..	Nil	Nil	3,562
14-02 (b) Total four unit traffic trains	1937-38 ..	Nil	Nil	Nil
	1938-39 ..	Nil	Nil	Nil
14-03 Total traffic trains	1937-38 ..	2,540,996	3,341,156	885,490
	1938-39 ..	2,546,680	3,352,465	890,934
14-04 Other trains	1937-38 ..	18,831	391	48
	1938-39 ..	18,781	22	20
15. Hours—				
15-01 Traffic trains	1937-38 ..	121,398	141,138	34,112
	1938-39 ..	122,246	141,082	33,916
15-02 Other	1937-38 ..	1,764	29,376	2
	1938-39 ..	1,756	29,088	2
15-03 Total	1937-38 ..	123,162	170,514	34,114
	1938-39 ..	124,002	170,170	33,918
16. Vehicle miles (in units)—				
16-01. Passenger trains	1937-38 ..	8,936,192	12,743,969	2,656,470
	1938-39 ..	8,952,796	12,921,841	2,672,802
16-02. Other trains	1937-38 ..	66,681	1,333	144
	1938-39 ..	67,199	88	60

32 — Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—contd.</i>				
17. Train usage—				
17-01 Train unit miles per day per train unit in use.	1937-38 ..	190	241	146
	1938-39 ..	187	242	143
17-02 Train unit miles per day per train unit on line.	1937-38 ..	175	180	101
	1938-39 ..	176	180	102
18. Train usage—				
18-01 Train unit hours per day per train unit in use.	1937-38 ..	9 12	12 3	5 61
	1938-39 ..	9 02	12 3	5 43
18-02 Train unit hours per day per train unit on line.	1937-38 ..	8.44	9.16	3 89
	1938-39 ..	8 49	9.14	3 87
19. Vehicle usage—				
19-01 Motor coach miles per day per motor coach on line (in units)	1937-38 ..	175	180	101
	1938-39 ..	176	180	102
19-02 Trailer coach miles per day per trailer Coach unit on line.	1937-38 ..	147	172	101
	1938-39 ..	147	175	102
20. Motor coach failures—				
20-01 Number	1937-38 ..	1	301	44
	1938-39 ..	Nil	266	26
20-02 Motor coach miles per motor coach failure (in units).	1937-38 ..	159,989	11,102	20,126
	1938-39 ..	Nil	12,803	34,267
21. Power supply failure—				
21-01. Failures originating at source of supply	1937-38 ..	Nil	Nil	Nil
	1938-39 ..	Nil	Nil	1
21-02. Failures originating at sub station ..	1937-38 ..	Nil	Nil	6
	1938-39 ..	Nil	Nil	7
21-03 Failures on account of overhead track equipment	1937-38 ..	Nil	6	31
	1938-39 ..	Nil	4	27
22. Number of passengers carried—				
22-01 First Class	1937-38 ..	26,972	11,394	523
	1938-39 ..	21,939	10,400	(a) Nil
22-02 Second Class	1937-38 ..	1,361,256	646,882	138,227
	1938-39 ..	1,295,258	516,381	111,054
22-03. Third Class	1937-38 ..	43,880,664	32,268,404	8,133,727
	1938-39 ..	46,277,433	33,041,534	8,879,790
22-04 Total	1937-38 ..	45,268,892	38,826,680	8,272,477
	1938-39 ..	47,504,630	38,568,315	8,490,844

(a) First class accommodation on the Madras suburban electric trains was abolished from 1st July 1937.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39—concl'd.

Particulars.	Year	Results.		
		Bombay, Baroda and Central India Railway	Great Indian Peninsula Railway.	South Indian Railway
1	2	3	4	5
<i>Operating Statistics—conold</i>				
23. Passenger miles—				
23 01 First Class	1937-38 ..	195,928	153,557	6,164
	1938-39 ..	165,326	153,938	(a) Nil
23 02 Second Class	1937-38 ..	9,968,986	4,204,895	1,029,930
	1938-39 ..	9,397,158	3,878,769	732,815
23 03 Third Class	1937-38 ..	315,991,921	229,316,338	52,465,170
	1938-39 ..	329,680,944	233,608,884	52,397,951
23 04. Total	1937-38 ..	326,156,835	233,674,790	53,601,314
	1938-39 ..	339,243,428	237,641,591	53,130,766
24 Earnings from passengers carried—				
24 01. First Class	1937-38 ..	7,687	5,439	184
	1938-39 ..	6,319	5,214	(a) Nil
24 02. Second Class	1937-38 ..	2,20,875	88,557	13,147
	1938-39 ..	2,06,883	83,075	10,119
24 03 Third Class	1937-38 ..	37,11,377	26,97,191	6,47,217
	1938-39 ..	38,68,026	27,51,591	6,64,837
24 04 Total	1937-38 ..	39,39,939	27,91,187	6,60,548
	1938-39 ..	40,81,028	28,39,880	6,74,956
25. Earnings from and cost of, electric tram working—				
25 01 Earnings per passenger mile Pies	1937-38 ..	2 32	2 29	2 37
	1938-39 ..	2 31	2 29	(c) 2 44
25 02. Cost per passenger mile .. Pies	1937-38 ..	1 35	3 02	1 64
	1938-39 ..	1 57	3 15	1 75
25 03. Earnings per train mile .. Rs	1937-38 ..	1 59	0 64	0 79
	1938-39 ..	1 65	0 85	(c) 0 80
25 04. Cost per train mile .. Rs.	1937-38 ..	0 90	1 10	0 55
	1938-39 ..	1 12	1 16	0 57
26. Gross ton miles (including Departmental)	1937-38 ..	487,838,726	580,464,239	67,455,613
	1938-39 ..	489,569,775	594,763,555	67,832,304
27. Power used—				
27 01 Total power for traction and train lighting kilo watt hours.	1937-38 ..	31,642,697	39,777,607	6,212,936
	1938-39 ..	31,825,907	40,790,290	6,177,479
27 02 Kilo-watt hours per train unit mile	1937-38 ..	12 4	12 2	6 49
	1938-39 ..	12 4	12 4	(c) 6 40
27 03 Kilo-watt hours per 1,000 gross ton miles	1937-38 ..	64 9	70 0	70 6
	1938-39 ..	65 0	70 0	(b) (c) 69 3
28. Lubricating oil used for all purposes (including Departmental)—				
28 01. Total pints	1937-38 ..	41,049	150,472	17,626
	1938-39 ..	41,378	143,189	23,470
28 02 Pints per 1,000 vehicles miles	1937-38 ..	4 56	11 8	6 63
	1938-39 ..	4 59	11 1	8 78

(a) First class accommodation on the Madras suburban electric trains was abolished from 1st July 1937

(b) 131,609 Kilowatt hours used for shunting purposes are excluded in working out this figure

(c) These results include passenger miles, train miles and gross ton miles performed by electric locomotives (These are under investigation.)

33 —Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1937-38 and 1938-39.

Rail Car Performance.

(*) Steam Propelled

Railway	Years	Average authorised Stock (in terms of units)		Average number on the line (in terms of units)		Mileage Performed (in thousands)				Car Miles per car day	Car failures		Lbs of coal consumed per 1,000 test miles. Gallons of fuel
		Rail cars	Trailer ^a coaches	Rail cars	Trailer coaches	(a) Car miles	(b) Trailer coach miles	Total (a) & (b)	Total seat miles (car and trailer)		Number	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE													
Bengal Nagpur	1937-38	2	Nil	2	Nil	16	Nil	16	17.09	22.5	Nil		179.6
	1938-39	2	Nil	2	Nil	27	Nil	27	28.54	37.6	1	27,438	190.0
East Indian	1937-38	3	Nil	3	Nil	(a)	Nil	(a)	45	0.41	Nil		120.9
	1938-39	3	Nil	3	Nil	3	Nil	3	3.05	2.78	1	3,048	311.9
North Western	1937-38	7	2	7	2	1.37	81	2.18	(b)	53.5	2	68,351	(b)
	1938-39	6	2	6	2	1.56	54	2.10	74.65	67.5	Nil	..	311.6
Total	1937-38	12	2	12	2	1.53	81	2.34	17.54	34.9	2	76,500	(c)178.1
	1938-39	11	2	11	2	1.86	54	2.40	1,06.24	46.3	2	93,000	278.9
3' 3 1/2" GAUGE													
Bombay, Baroda and Central India	1937-38	*3	Nil	*3	Nil	71	Nil	71	81.59	65.0	1	70,726	137.5
	1938-39	*3	Nil	*3	Nil	61	Nil	61	69.18	56.0	4	15,316	165.5
Eastern Bengal	1937-38	†2	Nil	2	Nil	5	Nil	5	2.57	6.29	1	4,588	592.0
	1938-39	†2	Nil	2	Nil	23	Nil	23	12.83	31.4	Nil	.	618.3
Nizam's State	1937-38	2	Nil	2	Nil	8	Nil	8	9.08	11.0	Nil		139.3
	1938-39	2	Nil	2	Nil	24	Nil	24	26.92	33.0	2	12,019	131.0
Total	1937-38	7	Nil	7	Nil	84	Nil	84	93.24	82.9	2	42,000	150.2
	1938-39	7	Nil	7	Nil	1,08	Nil	1,08	1,08.93	42.3	6	18,000	222.6
2' 6" and 2' 0" GAUGES													
Bengal Nagpur	1937-38	3	Nil	3	Nil	20	Nil	20	7.63	18.3	2	10,035	637.3
	1938-39	3	Nil	3	Nil	44	Nil	44	16.59	39.9	8	5,457	472.6
North Western	1937-38	3	Nil	3	Nil	72	Nil	72	(b)	65.7	Nil		(b)
	1938-39	3	Nil	3	Nil	49	Nil	49	30.96	44.3	Nil		197.5
Total	1937-38	6	Nil	6	Nil	92	Nil	92	7.63	42.0	2	46,000	(c)637.3
	1938-39	6	Nil	6	Nil	93	Nil	93	47.55	42.5	8	11,625	128.7

(**) Internal Combustion Engine Propelled

5' 6" GAUGE													
Great Indian Peninsula.	1937-38	1	Nil	1	Nil	14	Nil	14	7.89	39.3	Nil		11.89
	1938-39	1	Nil	1	Nil	21	Nil	21	11.62	57.9	Nil		11.89
Madras and Southern Mahratta.	1937-38	6	Nil	6	Nil	3.18	Nil	3.18	3,49.87	145.0	4	79,516	1.34
	1938-39	6	Nil	6	Nil	3.14	Nil	3.14	3,45.22	148.0	6	52,306	1.36
Nizam's State	1937-38	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil		
	1938-39	4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil		
North Western	1937-38	1	Nil	1	Nil	(a)	Nil	(a)	(b)	0.35	Nil		(b)
	1938-39	1	Nil	1	Nil	(a)	Nil	(a)	(a)	0.41	Nil		31.5
Total	1937-38	8	Nil	8	Nil	3.32	Nil	3.32	3,57.76	113.1	4	83,000	(c)1.38
	1938-39	12	Nil	8	Nil	3.35	Nil	3.35	3,56.84	83.4	6	55,833	(c)1.38
3' 3 1/2" GAUGE													
Jodhpur	1937-38	1	Nil	1	Nil	2	Nil	2	20	4.45	Nil		9.59
	1938-39	1	Nil	1	Nil	5	Nil	5	60	13.6	Nil		7.21
South Indian	1937-38	3	Nil	3	Nil	43	Nil	43	32.05	40.0	4	10,555	1.24
	1938-39	3	Nil	3	Nil	87	Nil	87	62.50	80.0	1	87,152	0.71
Total	1937-38	4	Nil	4	Nil	45	Nil	45	32.25	30.8	4	11,250	1.23
	1938-39	4	Nil	4	Nil	92	Nil	92	63.10	63.0	1	92,000	0.77
2' 6" GAUGE													
Great Indian Peninsula.	1937-38	1	1	1	1	42	3	45	25.61	113.4	Nil		52.22
	1938-39	1	1	1	1	29	25	54	28.77	78.8	Nil		51.56
North Western	1937-38	7	Nil	7	Nil	43	Nil	43	(b)	16.7	3	14,259	(b)
	1938-39	7	Nil	7	Nil	43	Nil	43	5.45	16.7	1	42,715	14.6
Total	1937-38	8	1	8	1	85	3	88	25.61	29.1	3	28,333	(c)2.22
	1938-39	8	1	8	1	72	25	97	34.22	24.7	1	72,000	3.64

* These are articulated central coaches

† One is a self propelled vehicle and the other a light power unit driven by Steam

‡ Petrol is used on this service. § Oil fuel is used on this service

(a) Less than one thousand

(b) Figures not available.

(c) These averages are exclusive of N W Railway as figures of seat miles are not available for 1937-38

34.—Statement of Rolling stock in Service on Class II and III Railways on 31st March 1939

Railway.	Loco-motives.	Rail Cars (Steam propelled)	Rail Cars (Internal combustion engine propelled)	Electric Motor Coaches	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE)			RAILWAY SERVICE VEHICLES‡	
					Passenger carriages				Other coaching vehicles	Total	Covered and open wagons.	Special wagons	Total	Coaching (including officers' carriages)	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).	
					Number	Seats by classes										
						1st.	2nd.	Inter.	Thrd.							
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	.	.	.	59	143	111	374	2,530	8	67	433	15	448	5	10
Bhavnagar State	39	.	4	.	133	210	485	.	6,581	60	193	1,196	3	1,199	11	22
Bikaner State	54	.	1	.	127	169	243	377	5,986	38	160	1,195	8	1,203	15	67
Dibru-Sadiya	32	.	2	.	46	137	12	185	2,566	22	68	1,159	112	1,271	8	4
Gaekwar's Baroda State	24	.	.	.	164	111	145	.	5,082	9	167	325	7	332	4	16
Gondal (including Porbandar State)	26	.	.	.	108	168	417	.	3,523	30	138	658	.	658	3	43
Jamnagar Dwarka	16	.	5	.	52	83	189	.	1,652	19	71	602	26	628	3	3
Jaipur State	12	.	.	.	76	63	72	.	2,164	4	80	225	5	230	2	3
Junagadh State	16	.	2	.	139	140	396	.	3,697	22	161	350	12	362	7	12
Marvi	22	.	3	.	94	173	288	.	2,799	27	121	350	.	350	.	2
Total	262	.	17	.	998	1,417	2,358	936	36,580	228	1,226	6,493	188	6,681	58	182
<i>2' 6" Gauge.</i>																
Barni Light	80	1	.	.	108	.	240	.	4,993	11	119	266	12	278	2	14
Gaekwar's Baroda State	36	1	6	.	258	85	159	.	5,148	3	261	1,056	13	1,069	10	20
Shahdara (Delhi Saharanpur Light)	10	.	.	.	49	12	36	78	1,135	1	50	265	1	266	4	1
Total	76	2	6	.	415	97	435	78	11,276	15	430	1,587	26	1,613	16	35
<i>2' 0" Gauge.</i>																
Darjeeling-Himalayan	34	.	2	.	106	244	250	.	2,177	25	131	501	.	501	.	.
Total	34	.	2	.	106	244	250	.	2,177	25	131	501	.	501	.	.
CLASS III RAILWAYS.																
<i>3' 3½" Gauge.</i>																
Udaipur Chitorgarh	17	.	2	.	64	42	72	82	3,031	17	81	110	.	110	3	.
Total	17	.	2	.	64	42	72	82	3,031	17	81	110	.	110	3	.
<i>2' 6" Gauge.</i>																
Ahmadpur-Katwa	5	.	.	.	19	18	18	64	448	*4	23	22	.	22	.	.
Arrah-Sasaram Light	6	.	.	.	22	32	.	66	621	3	25	129	.	129	.	(a) †
Bankura-Damodar River	7	.	.	.	27	24	24	112	616	*6	33	72	.	72	.	(c) †
Baraset-Basirhat Light	11	1	.	.	40	66	.	201	1,277	1	41	74	.	74	.	(a) (b) †
Carried over	29	1	.	.	108	132	42	443	2,962	14	122	297	.	297	.	6

* Brake vans.
† In units.

(a) Loco. Van.
(b) Includes 2 trolleys
(c) Inspection motor trolley.

NOTE.—This statement excludes the Mysore State Railway which ranks as a Class I Railway from 1938-39.

34.—Statement of Rolling stock in service on Class II and III Railways on 31st March 1939—
conold.

Railway.	Loco- mo- tives.	Rail Cars (Steam pro- pel- led)	Rail Cars (Inter- nal com- bus- tion engine pro- pel- led)	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 carriages					Other coach- ing vehic- les	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total	Coach- ing (in- clud- ing offi- cers' coach- es)	Goods (includ- ing inspection trolleys, Travelling cranes and Dummy Trucks)
					Num- ber	Seats by classes.										
						1st.	2nd	Inter	Thrd.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	1		..	108	132	42	443	2,962	14	123	297	..	297		6
CLASS III RAILWAYS—conold.																
2' 6" Gauge.																
Bengal Provincial .	7	.	.	.	24	20	20	82	502	*2	26	55		55	1	§
Bukhtiarpur-Bihar Light	5	..	.	.	22	30	24	118	585	.	22	68		68		(d)1
Burdwan-Katwa	7	.	.	.	22	18	18	96	501	*4	26	36		36		§1
Cutch State .	6	..	1	.	18	.	72	.	440	.	18	62	1	63		§2
Dehri-Rohtas Light .	6	(e)1	3	..	9	20	.	12	170	3	12	129	.	129	2	3
Dholpur-State .	6	..	.	.	9	.	22	.	404	.	9	114	3	117		2
Futwah-Jalampur .	3	..	.	.	9	12	.	58	308	.	9	28	.	28		..
Kalighat-Falta .	11	..	.	.	36	30	34	112	1,038	*8	46	45	.	45		..
Tespur-Balipara Light	4	..	..	.	19	12	.	40	670	4	23	91	.	91		1
Total .	84	2	4	.	278	274	232	961	7,560	35	313	925	4	929	3	18
2' 0" Gauge.																
Gwalior Light .	24	..	..	.	71	46	124	.	1,902	6	77	338	7	345	9	7
Howrah-Amra Light .	18	1	.	.	96	74	..	330	2,294	2	98	80		80		(d)1
Howrah Sheakhala Light	3	.	..	..	30	28	.	110	732	.	30	11		11		(e)5
Jagadhri Light .	3	..	..	..	4	6	.	14	84	*1	5	7		7	..	..
Jorhat .	6	..	1	.	19	18	24	98	384	5	24	69	1	70		1
Kulasekharapatnam Light.		..	6	..	24	..	.	.	748	.	24	45	.	45		§1
Matheran Light .	3	..	4	..	24	85	69	.	166	(b)1	25	17	*2	19	2	(a)3
Trivellore Light .	1	3	..	.	14	..	.	.	94	.	14	4	1	5	..	1
Total .	58	4	11	..	282	257	317	552	6,402	15	297	571	11	582	11	19

* Brake vans.
(a) Includes one motor trolley.
† In units

§ Inspection motor trolleys.
(b) Saloon.
(c) Workmen Train Coaches.
(d) Loco Van.
(e) Sentinel Lorry.

35.—Statement of Net Additions to or Reductions in Rolling stock on Class II and III Railways during the year 1938-39.

Railway.	Loco- mo- tives.	Rail Cars. (Steam propel- led.)	Rail Cars. (Inter- nal combus- tion engines propel- led.)	Electric Motor Coaches.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS (EX- CLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES.	
					Passenger carriages.					Other coaching vehicles.	Total	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages)	Goods (in- cluding inspection trolleys, Travelling Cranes and Dummy Trucks).
					No	Seats by Classes.										
						1st	2nd.	Inter	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
<i>3' 3 1/2" Gauge.</i>																
Bengal Dooms	.	.	..	.	.	6	4	.	-24	..	.	.	.	.	.	..
Bhavnagar State	..	.	..	..	2	12	24	.	76	..	2	.	.	.	.	5
Bikaner State	..	.	1	..	-1	.	.	-14	101	..	-1	-14	8	-6	.	6
Dihru Sadiya	..	.	2	..	..	-17	-44	18	34	..	.	20	-1	19	.	..
Gaekwar's Baroda State	..	..	..	..	1	3	6	.	4	.	1	-2	.	-2	-1	2
Gondal (including Purbandar State)	..	.	.	..	-1	.	8	.	24	.	-1	-1	.	-1	.	..
Jamnagar Dwarka	..	.	2	..	1	.	8	.	52	..	1	9	21	30	-1	..
Jaipur State	-1	.	.	..	2	15	..	.	14	..	2	42	..	42	2	2
Junagadh State	.	.	.	..	-4	-4	-48	.	.	2	-2	10	-2	8	.	.
Morvi	2	.	.	..	2	3	8	.	24	..	2	6	..	6	.	.
Total	1	.	5	..	2	18	-34	4	305	2	4	70	26	96	.	16
<i>3' 6" Gauge.</i>																
Bard Light	-2	..	-1	..	.	.	.	.	-12	.	.	-4	4	.	.	.
Gaekwar's Baroda State	-1	.	.	..	-42	-13	-21	.	-996	-1	-43	-16	..	-16	-3	..
Total	-3	.	-1	..	-42	-13	-21	..	-1,008	-1	-43	-20	4	-16	-3	..
<i>3' 0" Gauge.</i>																
Darjeeling Himalayan	-1	.	.	..	.	.	.	..	-16	..	.	-12	.	-12	.	.
Total	-1	.	.	..	.	.	.	..	-16	..	.	-12	.	-12	.	..
CLASS III RAILWAYS.																
<i>3' 3 1/2" Gauge.</i>																
Udaipur-Chitorgarh	..	.	.	..	..	.	-8	11	15	.	.	23	.	23	.	..
Total	.	.	.	..	..	.	-8	11	15	.	.	23	..	23	.	..
<i>2' 6" Gauge.</i>																
Arrah-Sasaram Light	.	.	.	..	.	.	.	.	.	.	.	1	.	1	.	..
Baraset-Banshat Light	.	1	.	..	-1	.	.	-20	20	.	-1	6	.	6	..	..
Bakhtiarpur Bihar Light.	..	.	.	..	.	.	.	-1	-10	.	.	..	.	.	..	-1
Burdwan-Katwa	.	.	.	..	.	.	.	.	-11	..	.	..	.	.	..	..
Cutch State	..	..	.	..	1	.	12	.	16	.	1	4	..	4	..	..
Kalighat Falta	..	.	.	..	.	.	.	.	-42	.	.	..	.	.	.	..
Tespur-Balpara Light	1	..	.	..	.	.	.	.	.	.	.	.	.	.	..	.
Total	1	1	..	..	.	.	12	-21	-27	.	.	11	..	11	.	-1
<i>3' 0" Gauge.</i>																
Gwalior Light	.	..	.	..	.	.	.	.	-2	.	..	-5	.	-5	.	..
Howrah Amta Light	.	1	.	..	7	-8	.	26	-80	-5	2	..	.	.	..	-6
Howrah Sheekhala Light	..	.	.	..	-2	.	.	.	-70	.	-2	.	.	.	..	3
Jorhat	.	.	.	..	.	.	.	.	.	.	.	-6	.	-6	.	..
Total	.	1	.	..	5	-8	..	26	-152	-5	.	-11	..	-11	.	-5

† In units.

Note.—This statement excludes the Mysore State Railway which ranks as a Class I Railway from 1938-39

**36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS
AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE
YEARS 1937-38 AND 1938-39.**

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 (Cols. 8+9).
CLASS II RAILWAYS.													
Bam Light	2' 6"	1937-38		2,1		803,8	805,9	266,2		2,6		1,069,5	1,072,1
		1938-39		2,5	..	839,6	842,1	269,2		3,2		1,128,1	1,131,3
Bengal Dooms	2' 3½"	1937-38	6	2,2	19,3	1,077,1	1,099,2	30,2	8	2,6	20,1	1,106,0	1,129,4
		1938-39	6	2,2	19,2	1,020,5	1,042,5	29,2	9	2,6	20,1	1,048,1	1,071,7
Bhavnagar State	3' 3½"	1937-38	9	15,7		2,907,3	2,923,9	37,5	1,3	21,2		2,938,9	2,961,4
		1938-39	6	14,3		2,474,8	2,490,2	292,1	1,0	20,2		2,761,1	2,782,3
Bikaner State	3' 3½"	1937-38	1,0	6,4	12,1	1,934,5	2,004,0	263,9	1,5	3,4	14,4	2,243,6	2,267,9
		1938-39	9	5,4	11,6	1,862,8	1,880,7	164,3	1,2	6,9	13,5	2,023,4	2,045,0
Darjeeling Himalayan	2' 0"	1937-38	1,3	3,4		713,3	723,0	11,9	1,3	11,3		726,8	739,9
		1938-39	1,1	3,7		645,9	655,7	12,9	1,7	11,3		655,1	668,6
Dibru Sadiya	3' 3½"	1937-38	2,3	3,7	24,9	1,299,0	1,329,9	41,5	2,7	3,9	26,6	1,338,2	1,371,4
		1938-39	2,9	1	26,9	1,353,1	1,383,0	45,0	3,4	1	28,7	1,395,8	1,428,0
Gaekwar's Baroda State	3' 3½"	1937-38	4	3,5		3,229,1	3,238,0	630,9	9	13,2		3,904,8	3,918,9
		1938-39	4	9,2		3,627,4	3,637,0	732,7	8	13,9		4,355,0	4,369,7
	2' 6"	1937-38	5	21,0		2,659,1	2,710,6	187,0	5	21,3		2,875,3	2,897,6
		1938-39	5	20,0		2,626,3	2,646,8	191,2	6	20,7		2,816,7	2,838,0
Gondal	3' 3½"	1937-38	3	11,4		1,569,8	1,581,5	743,5	1,1	24,3		2,299,1	2,325,0
		1938-39	3	10,7		1,589,1	1,600,1	723,2	7	23,4		2,299,2	2,323,3
Jaipur State	3' 3½"	1937-38	6	3,9		937,5	941,6	213,9	1,1	6,1		1,148,3	1,155,6
		1938-39	7	4,0		915,8	920,5	201,6	1,0	6,2		1,114,9	1,122,1
Jamnagar Dwarka	3' 3½"	1937-38	8	3,0		671,3	680,6	96,8	1,1	10,6		765,7	777,4
		1938-39	9	6,8		649,9	657,6	64,5	1,1	9,0		712,0	722,1
Junagadh State	3' 3½"	1937-38	5	15,0		2,150,6	2,166,1	240,0	8	13,9		2,386,4	2,406,1
		1938-39	3	15,3		2,274,0	2,289,6	276,0	5	19,6		2,545,5	2,565,6
Morvi	3' 3½"	1937-38	9	11,4		805,2	817,5	357,1	2,0	23,3		1,149,3	1,174,6
		1938-39	8	10,7		790,7	808,2	321,1	1,7	21,1		1,108,5	1,129,3
	3' 3½"	1937-38	2,0	46,9	2,3	4,733,5	4,784,7	113,3	2,3	49,9	30	4,843,3	4,893,0
		1938-39	†	†	†	†	†	†	†	†	†	†	†
Mysore	2' 6"	1937-38		1,1		844,2	845,3	21,3		1,1		866,0	867,1
		1938-39	†	†	†	†	†	†	†	†	†	†	†
	2' 0"	1937-38		3		37,6	37,9			3		37,6	37,9
		1938-39	†	†	†	†	†	†	†	†	†	†	†
Shahdra (Dalhu)-Saharanpur Light	2' 6"	1937-38	2	3,5	2,3	965,3	978,3	17,3	2	3,5	2,4	982,5	995,6
		1938-39	2	2,9	9,6	979,3	992,0	15,2	2	2,9	9,7	994,4	1,007,2
TOTAL CLASS II RAILWAYS		1937-38	12,2	169,2	67,9	27,423,7	27,673,0	3,322,8	13,1	222,4	73,5	30,681,8	30,995,8
		†1938-39	10,2	113,3	67,3	21,855,2	21,846,0	3,368,2	14,8	161,6	72,0	24,055,8	25,204,2
CLASS III RAILWAYS.													
Ahmadpur Katwa	2' 6"	1937-38		3	2,5	194,2	197,0	5,7		3	2,3	199,6	202,7
		1938-39		3	2,6	213,3	216,2	5,3		3	2,3	218,4	221,5
Arrah-Sasaram Light	2' 6"	1937-38	4		5,1	438,6	444,1	3,8	4		5,2	442,3	447,9
		1938-39	5		4,9	473,8	479,2	4,2	5		5,0	477,9	483,4
Bankura-Damodar River	2' 6"	1937-38		3	1,6	136,2	138,1	1,0	1	3	1,6	137,1	139,1
		1938-39		2	1,5	132,0	133,7	9		3	1,5	132,8	134,6
Baraset-Bamrhat Light	2' 6"	1937-38	5,9		61,7	1,264,2	1,331,8	8	5,9		61,8	1,264,9	1,332,6
		1938-39	3,4		49,8	1,122,4	1,176,5	5	3,4		49,9	1,122,8	1,176,1
Bengal Provincial	2' 6"	1937-38	1	7	5,5	305,9	312,2	53,9	2	1,0	7,5	367,4	368,1
		1938-39	1	6	5,5	316,6	322,8	67,2	1	9	7,3	381,7	390,0

* Columns 9 to 14 and 20 to 24.—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.

† Included under Class I Railways.

‡ Excludes Mysore Railway figures.

Class II and III Railways for the years 1937-38 and 1938-39.

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		30
..	162	.	43,527	43,689	.	61.5	.	40.7	40.8	Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rlys.
.	106	.	44,119	44,285	.	51.5	.	39.1	39.2	.	8	.	7.87	7.96		Bard Light.
23	64	329	19,539	20,005	23.3	25.2	16.4	17.7	17.7	6	4	9	3.28	3.45	Bengal Doonam.
25	68	373	18,514	18,980	29.2	25.9	18.6	17.7	17.7	6	4	9	3.07	3.26	Bhavnagar State.
82	1,224	.	78,884	80,190	63.1	57.7	.	26.8	27.8	7	55	.	14.01	14.63	Bikaner State.
64	1,163	.	77,584	78,811	64.0	57.6	.	28.1	28.3	6	52	.	13.73	14.31	Bikaner State.
109	498	908	89,946	91,431	73.7	59.2	63.1	40.1	40.3	17	37	28	18.74	19.66	Darjeeling Himalayan.
89	394	811	83,089	84,363	74.6	57.2	60.0	41.1	41.3	14	31	25	17.32	18.02	Dibru Sadia.
63	395	.	9,933	10,396	37.8	34.9	.	13.7	14.1	13	39	.	2.44	2.96	Caukwari Baroda State.
66	422	.	9,362	9,850	38.0	35.7	.	14.3	14.7	10	40	.	2.37	2.87	
49	85	549	19,568	20,251	17.8	22.1	20.6	14.6	14.8	4	4	16	3.06	3.30	Gondal.
72	3	595	19,918	20,588	21.5	24.2	20.7	14.3	14.4	7	.	17	3.11	3.36	
27	337	.	65,536	65,900	30.5	25.5	.	16.8	16.8	3	21	.	12.80	13.04	Jamnagar Dwarka.
23	338	.	69,304	69,755	30.0	24.3	.	15.9	16.0	3	21	.	13.57	13.81	
16	436	.	38,508	38,960	31.4	19.9	.	13.4	13.4	2	20	.	9.78	10.00	Morvi.
18	417	.	37,643	38,078	30.1	20.1	.	13.4	13.4	2	20	.	9.55	9.77	
80	975	.	55,708	56,733	44.8	39.3	.	24.2	24.4	5	45	.	10.88	11.38	Junagadh State.
29	892	.	53,354	54,275	40.3	33.8	.	23.2	23.4	3	43	.	10.63	11.09	
75	340	.	40,093	40,508	68.8	55.4	.	34.9	35.1	9	20	.	6.90	7.19	Mysore.
61	330	.	38,976	39,387	59.0	53.5	.	35.0	35.1	7	19	.	6.69	6.95	
72	594	..	29,240	29,906	66.4	56.2	..	38.2	38.5	8	32	.	6.69	7.09	Shahdara (Delhi)-Sahasra-nur Light.
63	504	.	23,461	24,033	60.2	56.2	.	33.0	33.3	7	28	.	5.47	5.82	
25	555	..	46,277	46,857	31.9	29.4	.	19.4	19.5	2	25	.	3.41	3.68	Total Class II Rlys.
26	581	.	48,247	48,854	48.5	29.6	..	19.0	19.0	2	26	.	3.74	4.02	
133	1,443	.	45,416	47,002	68.9	62.1	.	39.5	40.0	14	69	.	3.19	3.62	Class III Rlys.
110	1,261	.	42,759	44,130	66.4	59.7	..	38.6	39.1	11	61	.	7.76	8.48	
173	3,016	251	123,270	126,710	75.2	61.7	83.7	25.4	25.9	14	92	8	17.45	18.59	Ahmadpur Katwa.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
.	26	.	15,491	15,517	..	23.6	.	17.9	17.9	.	1	.	1.98	1.97	Arrah-Basaram Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
.	5	.	587	592	.	16.7	.	15.6	15.6	.	.	.	3	3	Bankura Damodar River.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
6	108	239	22,752	23,105	27.1	30.7	25.5	23.2	23.2	.	5	8	4.74	4.87	Barnset-Hamrab Light.
5	90	242	22,255	22,592	28.6	30.8	24.9	22.4	22.4	.	4	8	4.64	4.76	
913	10,288	2,275	744,325	757,732	50.4	46.2	31.0	24.1	24.4	1.04	4.77	69	1,37.26	1,43.78	Bengal Provincial.
656	6,620	2,021	588,655	597,961	44.3	41.0	28.1	23.6	23.7	78	3.68	59	1,14.60	1,19.55	
.	4	42	2,247	2,293	.	13.3	15.0	11.3	11.3	.	.	2	70	72	Barnset-Hamrab Light.
.	4	38	2,419	2,461	.	13.3	13.6	11.1	11.1	.	.	2	75	77	
14	.	206	12,113	12,333	35.7	.	39.9	27.4	27.5	1	.	6	2.21	2.28	Barnset-Hamrab Light.
17	.	196	12,718	12,931	39.9	..	39.3	26.6	26.7	1	.	6	2.32	2.30	
1	7	32	2,198	2,233	10.0	23.3	20.0	16.0	16.1	.	1	1	69	71	Barnset-Hamrab Light.
.	6	29	2,040	2,075	.	20.0	19.3	15.4	15.4	..	1	1	64	65	
137	.	1,026	13,735	19,898	23.4	..	16.6	14.8	14.9	6	..	27	3.46	3.79	Bengal Provincial.
85	..	619	15,397	16,101	25.1	..	12.4	13.7	13.6	3	..	16	2.80	2.99	
1	3	40	2,533	2,532	5.61	7.38	5.38	7.22	7.19	..	..	1	59	60	Bengal Provincial.
1	7	46	3,036	3,090	6.28	7.02	6.28	7.05	7.02	.	..	1	62	64	

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1937-38 and 1938-39—contd.

Railways.	Gauge.	Year	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS)			Net ton miles (In thous- ands)	Average miles a ton of goods was car- ried	Earnings from tons carried (in thous- ands)	Average rate charged for carry- ing a ton of goods one mile, (In pies.)
			1st.	2nd	Inter	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.														
Barni Light	2' 6"	1937-38		10 0	.	3 47	3 49	112	64	176	10,160	67 8	Rs 9,20	17 4
		1938-39		10 0	.	3 46	3 48	125	57	182	9,874	54 2	9,16	17 2
Bengal Doons	3' 3½"	1937-38	24 2	11 9	5 33	3 00	3 09	102	119	214	17,292	80 8	14,99	16 7
		1938-39	24 2	12-1	4 80	3 00	3 10	107	115	222	17,292	78 1	15,35	17 0
Bhavnagar State	3' 3½"	1937-38	17 5	8 62	.	3 41	3 50	323	158	481	23,910	49 7	13,79	11-1
		1938-39	18 0	8 59	.	3 40	3 49	274	162	436	22,321	51 2	13,11	11 2
Bikaner State .	3' 3½"	1937-38	29 4	14 5	5 90	4 00	4 10	278	186	464	53,200	114 5	22,13	7 99
		1938-39	30 0	15 0	6 00	4 00	4-11	331	243	574	68,386	119 1	30,64	8 60.
Darjeeling Himalayan	2' 0"	1937-38	33 6	19 0	.	4 73	5 47	135	42	177	5,405	30 5	11,60	41 2
		1938-39	29 4	18 2	.	4 85	5 59	141	35	176	4,888	27 7	11,87	46 6
Dabru Sadiya .	3' 3½"	1937-38	18 0	9 00	5 50	3 00	3 00	423	58	481	15,531	32 0	16,72	21 0
		1938-39	18 0	9 00	5 50	3 00	3 00	459	65	524	16,231	31 0	16,31	20 0
Gaskwar's Baroda State	3' 3½"	1937-38	23 6	11 6	.	3 75	3 80	101	233	334	12,318	32 7	8,13	12 7
		1938-39	23 5	11 6	.	3 76	3 80	137	257	394	12,652	32-9	9,15	13-8
	2' 6"	1937-38	23 7	9 00	.	4 88	4 93	269	116	385	11,705	30 4	11,12	18 2
		1938-39	23 8	9 01	.	4-87	4 82	311	108	419	12,808	30 5	12,43	18 6
Gondal .	3' 3½"	1937-38	17 7	8 85	.	3 75	3 85	288	311	599	20,184	33 7	13,68	13 0
		1938-39	19 1	9 27	.	3 83	3 94	290	290	580	19,164	33 0	12,92	12 8
Jaipur State .	3' 3½"	1937-38	21 0	11 4	.	3 32	3 41	32	147	179	12,206	68 1	5,43	8 55
		1938-39	21 6	11 3	.	3 29	3 39	19	211	230	16,822	73 0	7,53	8 59
Jamnagar Dwarka .	3' 3½"	1937-38	20 0	10 4	.	4 39	4 55	313	58	376	13,392	35 6	6 57	9 42
		1938-39	20 4	10 6	.	4 48	4 65	318	70	388	14,360	37 0	6,78	9 06
Junagadh State .	3' 3½"	1937-38	17 4	8 50	.	3 49	3 56	266	46	311	12,337	39 7	9,37	14 6
		1938-39	17 7	8 44	.	3 48	3 55	274	44	318	12,593	39 6	9,46	14 4
Morvi	3' 3½"	1937-38	18 8	9 19	.	3 46	3 59	188	123	316	15,372	51 8	8,53	9 96
		1938-39	18 5	9 29	.	3 49	3 59	189	131	320	16,871	52 7	8,73	9 96
	3' 3½"	1937-38	15 5	6 86	6 12	2 72	2 82	404	153	557	37,284	66 9	18,60	9 53
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
Mysore	2' 6"	1937-38		7 38	.	2 43	2 44	40	2	42	1,672	39 8	99	11 4
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
	2' 0"	1937-38			.	2 62	2 59	8	1	9	241	26 3	29	23 1
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
Shabdara (Delhi)-Saharan- pur Light.	2' 6"	1937-38	14 0	9 00	6 50	4 00	4 05	119	65	185	7,142	38 7	5,59	15 0
		1938-39	14 0	9 00	6 50	4 00	4 06	128	39	167	5,531	33 1	4,16	15 3
TOTAL CLASS II RAILWAYS		1937-38	21 9	8 92	6 82	3 54	3 64	3,405	1,931	5,336	270,402	50 7	1,76,73	12 5
		1938-39	22 8	10 4	5 61	3 74	3 84	3,103	1,927	4,930	250,093	50 7	1,68,10	12 9
CLASS III RAILWAYS.														
Ahmadpur Katwa	2' 6"	1937-38	.		9 14	5 98	6 03	12	6	18	357	19 8	24	12 9
		1938-39	.		10 1	5 95	6 01	13	6	19	377	19 6	25	12-7
Arrah Sasaram Light .	2' 6"	1937-38	15 0	.	6 00	3 50	3 55	50	8	58	2,007	34 8	1,08	10 3
		1938-39	15 0	.	6 00	3 50	3 55	52	15	67	2,335	34 7	1,34	11 1
Mankura-Lamodar River	2' 6"	1937-38	.	27 4	6 00	6 03	6 09	15	6	21	885	42 1	44	9 55
		1938-39	.		6 62	6 02	6 01	19	10	29	1,210	41 7	57	9 04
Barsoot-Baurhat Light	2' 6"	1937-38	7 71	..	5 11	3 54	3 55	39	3	42	1,219	28 8	1,02	16 1
		1938-39	7 94	..	5 04	3 48	3 58	23	8	31	838	27 3	85	19 6'
Bengal Provincial .	2' 6"	1937-38	13-4	9 10	5 35	4 25	4 35	12	6	18	196	10 9	27	25 5
		1938-39	18 6	9 49	5 12	3 83	3 83	12	4	16	255	16 1	23	17 2

*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.

† Included under Class I Railways

Excludes Mysore Railway figures.

36 — Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1937-38 and 1938-39—contd

1	2	3	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS)					9	PASSENGERS CARRIED (IN HUNDREDS)					
			4	5	6	7	8		† Other trafic.	† 1st.	† 2nd	† Inter	† 3rd.	Total (Cols. 8 + 9)
CLASS III—contd														
Bakhtiarpur Bihar Light	2' 6"	1937-38		1,3	9,1	432,5	442,9	41,3	1	1,5	11,4	471,2	484,2	
		1938-39	1	1,5	9,1	437,1	447,8	46,8	1	1,7	11,6	481,2	494,6	
Burdwan-Katwa	2' 6"	1937-38		3	3,1	217,0	220,4	0,0		3	3,4	225,7	229,4	
		1938-39		3	2,7	215,9	218,9	9,8		3	3,0	225,4	228,7	
Cutch State	2' 6"	1937-38		4,4		260,5	264,9			4,4		260,5	264,9	
		1938-39		5,1		261,1	266,2			5,1		261,1	266,2	
Dehri Rohtas Light	2' 6"	1937-38	1	Nil	2	93,4	93,7	Nil	1	Nil	2	93,4	93,7	
		1938-39	2	Nil	4	1,090	109,6	Nil	2	Nil	4	109,0	109,6	
Dholpur State	2' 6"	1937-38		1		124,3	124,4	3		1		124,6	124,7	
		1938-39		2		131,7	131,9	1		2		131,8	132,0	
Futwah-Islampur	2' 6"	1937-38	3		5,1	217,3	222,7	19,2	3		6,0	235,6	241,9	
		1938-39	3		4,5	246,9	251,7	22,3	3		5,5	268,2	274,6	
Gwalior Light	2' 6"	1937-38		1,5		469,2	470,8	2,2		1,5		471,4	473,6	
		1938-39		1,4		445,3	446,7	1,9		1,4		447,2	449,6	
Howrah Amta Light	2' 0"	1937-38	3,3		63,5	2,442,1	2,508,9		3,3		63,5	2,442,1	2,508,9	
		1938-39	3,8		64,3	2,431,2	2,499,3		3,8		64,3	2,431,2	2,499,3	
Howrah Sheekhala Light	2' 0"	1937-38	5		10,0	805,1	815,6		5		10,0	805,1	815,6	
		1938-39	6		14,8	828,9	844,3		6		14,8	828,9	844,3	
Jagadhri Light	2' 0"	1937-38			2	88,6	88,8				2	88,6	88,8	
		1938-39			3	94,7	95,0				3	94,7	95,0	
Jorhat	2' 0"	1937-38	†	†	†	†	†	†	†	†	†	†	†	
		1938-39	†	†	†	†	†	†	†	†	†	†	†	
Kalighat-Falta	2' 6"	1937-38		1	3,5	868,5	872,1	1		1	3,5	868,6	872,2	
		1938-39		1	2,9	911,6	914,6	1		1	2,9	911,7	914,7	
Kulasekarapatnam Light	2' 0"	1937-38				175,9	175,9					175,9	175,9	
		1938-39				174,8	174,6					174,6	174,6	
Matheran Light	2' 0"	1937-38	5	2,8		7,4	10,7	13,1	1,3	3,5		14,0	23,6	
		1938-39	5	2,7		8,5	11,7	13,7	1,7	3,2		15,5	25,4	
Tezpur-Balipara	2' 6"	1937-38	3		2,0	230,1	232,4		3		2,0	230,1	232,4	
		1938-39	3		1,3	216,8	218,4		3		1,3	216,8	218,4	
Trivellore Light	2' 0"	1937-38				10,7	10,7					10,7	10,7	
		1938-39				8,9	8,9					8,9	8,9	
Udaipur-Chitorgarh	3' 3½"	1937-38	5	2,8	2,9	694,5	700,7	108,6	1,6	5,1	3,1	799,5	809,3	
		1938-39	5	2,9	2,8	680,5	686,7	114,0	1,3	5,0	3,1	771,3	780,7	
TOTAL CLASS III RAILWAYS		1937-38	11,9	14,7	176,0	9,476,2	9,678,8	259,0	14,1	13,2	182,2	9,718,3	9,937,6	
		1938-39	10,3	15,3	167,4	9,440,8	9,633,8	286,8	12,3	23,5	173,7	9,711,1	9,920,6	

† Not available

† 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.

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—consolid.												
Bukhtiarpur-Bihar Light	2' 6"	1937-38	1	31	222	7,310	7,564	22.1	20.0	19.5	15.5	15.6
		1938-39	2	25	224	7,719	7,980	22.0	21.0	19.3	16.0	16.1
Burdwan-Katwa	2' 6"	1937-38		3	65	2,898	2,972	26.7	19.4	13.8	13.0	
		1938-39		8	55	2,768	2,831	25.7	18.3	12.3	12.4	
Catch State	2' 6"	1937-38		111		5,262	5,373	25.4	..	20.2	20.3	
		1938-39		124		5,286	5,410	24.5	..	20.2	20.3	
Dehri-Rohtas Light	2' 6"	1937-38	2	Nil	3	1,152	1,157	20.0	Nil	16.0	12.0	12.0
		1938-39	2	Nil	10	5,581	5,593	9.0	Nil	27.0	51.0	51.0
Dholpur State	2' 6"	1937-38		4		2,720	2,724	25.3		21.5	21.5	
		1938-39		5		2,654	2,659	25.2	..	20.1	20.1	
Futwah-Islampur	2' 6"	1937-38	5		35	3,392	3,392	14.9		14.2	14.0	14.0
		1938-39	5		38	3,693	3,726	15.3		6.90	13.7	13.6
Gwalior Light	2' 6"	1937-38	..	57		12,224	12,291	22.0	41.0		26.0	26.0
		1938-39	..	55		11,825	11,880	51.0	41.0		26.0	26.0
Howrah-Amra Light	2' 0"	1937-38	73		696	30,140	30,909	22.1		11.0	12.3	12.3
		1938-39	84		677	30,204	30,965	22.0		10.5	12.4	12.4
Howrah-Sheekhala Light	2' 0"	1937-38	7		61	6,431	6,499	14.3		6.14	7.98	7.98
		1938-39	8		106	6,576	6,690	14.1		7.14	7.93	7.92
Jagadhri Light	2' 0"	1937-38	..		1	293	294	3.31		3.31	3.31	3.31
		1938-39			1	313	314	3.31		3.31	3.31	3.31
Jerhat	2' 0"	1937-38	†	†	†	†	†	†	†	†	†	†
		1938-39	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2' 6"	1937-38	..	2	17	7,496	7,515	20.0	4.86	3.53	3.63	3.63
		1938-39		2	15	7,809	7,826	20.0	5.17	3.57	3.56	3.56
Kulasekarapatnam Light	2' 0"	1937-38				1,743	1,743			..	9.91	9.91
		1938-39				1,679	1,679			..	9.62	9.62
Matheran Light	2' 0"	1937-38	16	107		177	300	12.6	12.6	..	12.6	12.6
		1938-39	21	103		196	320	12.6	12.6	..	12.6	12.6
Tesoro-Balipara	2' 6"	1937-38	4		25	2,004	2,033	11.5	..	12.4	3.71	3.74
		1938-39	2	..	13	1,759	1,774	7.99	..	10.1	3.05	3.23
Trivellore Light	2' 0"	1937-38				25	25		..		2.37	2.37
		1938-39				21	21		..		2.37	2.37
Udaipur Chitorgarh	2' 3 1/2"	1937-38	108	315	175	31,101	31,699	63.9	61.6	55.6	38.9	39.2
		1938-39	89	311	170	30,281	30,851	66.6	62.0	54.5	39.3	39.5
Total Class III Railways		1937-38	359	654	2,097	152,154	153,384	26.2	23.6	14.3	15.7	15.7
		1938-39	316	660	2,237	153,964	157,177	25.7	23.1	12.9	15.9	15.8

* Columns 23 to 27, 34, 40 and 42—For the purpose of these figures passengers traveling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

Class II and III Railways for the years 1937-38 and 1938-39—concl'd

EARNINGS FROM PASSENGERS CARRIED (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE					TONS OF GOODS CARRIED (IN THOUSANDS)			Net ton miles (in 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)	Railway
1st	2nd.	Inter	3rd.	Total.	1st.	2nd	Inter	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concl'd.
	2	7	1,33	1,42	15 0	9 00	6 00	3 50	3 59	36	16	52	1,055	20 3	87	15 9	Bokhtarpur Bihar Light
	2	7	1,41	1,50	15 0	9 00	6 00	3 50	3 60	39	17	56	092	17 6	88	17 0	
		3	91	94			8 73	6 03	6 07	12	8	20	437	21 9	25	10 9	Burdwan Katwa
	1	2	87	90		24 0	6 98	6 03	6 10	14	10	24	526	21 9	30	11 0	
	5		1,24	1,29		9 10		4 50	4 60	34	1	35	741	21.2	67	17 2	Cutch State.
	6		1,24	1,30		9 15		4 50	4 60	36	2	38	875	23 2	83	18 2	
	Nil	..	23	23	20 0	Nil	7 00	3 75	3 78	98	5	103	12,167	21 0	1,46	113 0	Dehri-Rohtas Light.
	Nil		28	28	36 0	Nil	4 32	0 94	0 95	201	5	206	4,326	21 0	2,08	9,00	
			57	57	15 0			4 00	4 02	69	2	71	2,669	37 6	1,18	8 50	Dholpur State
			57	57	13 8			4 09	4 10	69	3	62	2,324	37 4	1,05	8 67	
I	..	3	77	81	20 0		7 50	4 50	4 59	15	7	22	377	17 0	27	14 0	Futwah Islampur
I		3	86	90	20 0		7 50	4 50	4 65	15	6	21	353	17 0	24	13 1	
	5		3,18	3,23	30 0	12 0		5 00	5 00	196	29	225	9,253	41 0	4,61	10 0	Gwalior Light
	4		3,07	3,11	30 0	12 0		5 00	5 00	215	23	238	9,911	42 0	4,90	9 00	
3		17	6,47	6,67	9 00		4 53	4 11	4 14	52	16	68	1,440	21 0	1,70	22 7	Howrah-Amra Light.
4		17	6,43	6,64	8 99		4 76	4 09	4 11	74	14	88	1,522	17 3	1,89	23 8	
..		2	1,15	1,17	8 98		4 82	3 43	3 45	12	2	14	220	16 1	28	25 0	Howrah Sheakhala Light.
		2	1,17	1,19	8 99		4 04	3 41	3 43	12	2	14	232	16 2	28	22 9	
			6	6	22 3		7 32	3 64	3 66	7		7	23	3 31	3	63 2	Jagadhri Light.
			6	6	22 0		7 26	3 61	3 63	7		7	24	3 31	3	62 2	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
		I	1,22	1,23			11 3	3 13	3 14	33	5	39	802	20 6	42	10 1	Kahghata-Valta.
		I	1,27	1,28			12 8	3 12	3 14	36	5	41	806	19 7	44	10 5	
			42	42				4 56	4 56	13		13	109	8 33	21	36 5	Kulaseka rapatnam Light.
			37	37				4 23	4 23	7		7	64	9 44	14	42 6	
6	23		28	62	72 0	50 0		30 0	40 0	1	1	2	19	12 6	12	122 0	Matheran Light.
7	25		31	63	62 0	46 0		30 0	38 0	1	1	2	27	12 6	11	76 0	
		I	47	43	20 0		7 00	4 50	4 32	20		20	11	10 05	89	16 9	Tespore-Balpara.
		1	41	42	20 0		7 00	4 50	4 53	19		19	1	0 05	89	17 6	
			1	1				6 00	6 00	††	††	††	††	††	††	††	Trivallore Light.
	..		1	1				6 00	6 00	§Nil	§Nil	§Nil	§Nil	§Nil	§Nil	§Nil	
13	19	4	4,85	5,21	23 5	11 8	4 51	2 99	3 16	37	34	71	3,370	54 7	2,08	13 3	Udaipur-Chitorgarh.
11	19	4	4,72	5,06	23 5	11 5	4 46	2 90	3 16	37	34	71	3,305	53 8	2,84	14 3	
20	60	75	30,31	32,43	15 6	17 3	5 34	3 89	4 00	763	156	919	127,847	1130 3	16,74	112 9	Total Class III Rys.
27	37	63	30,18	31,65	16 4	16 6	5 41	3 76	3 87	891	165	1,056	30,798	29 2	20,19	12 6	

† Not available.
 †† Owing to remodelling of stations, etc., goods traffic was closed, but transshipment, as usual, was done by bullock carts.
 § Goods traffic was closed.
 || Revised figures.

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) Coas. 7 & 10.	Rail Cars (Internal Combustion engine propelled) in thousands	Rail Cars (steam propelled) in thousands	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Passenger	† Mixed	† Goods	Total (including departmental)	† Shunting	* Miscellaneous	† Total				For- eign Coal	Indian Coal	Wood.	Oil fuel	(a) Total (in terms of Coal)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II																	
Barak Light.	2' 6"	1937-38	172	214	10	400	58	7	65	466	Nil	71	Nil	10,628	2	Nil	10,629
		1938-39	192	216	3	415	58	7	65	490	36	Nil	"	9,934	1	"	9,935
Bengal Dooms	3' 3 1/2"	1937-38	1	268	27	335	27	14	41	376	Nil	"	"	8,221	Nil	"	8,221
		1938-39	1	292	36	343	36	18	54	397	"	"	"	8,522	"	"	8,522
Bhavnagar State	3' 3 1/2"	1937-38	330	276	80	697	183	42	225	922	31	10	32	21,522	135	"	21,608
		1938-39	317	269	75	667	153	39	192	859	74	Nil	3,713	16,672	108	"	20,428
Bikaner State.	3' 3 1/2"	1937-38	13	940	40	998	90	40	130	1,128	Nil	"	Nil	24,442	49	"	24,462
		1938-39	8	945	75	1,068	108	33	141	1,209	5	"	"	28,435	48	"	28,454
Darjeeling-Himalayan	2' 0"	1937-38	37	268	214	523	35	30	65	588	Nil	"	"	11,840	Nil	"	11,840
		1938-39	37	271	209	520	34	34	68	588	"	"	"	11,851	"	"	11,851
Dibru-Sadiya	3' 3 1/2"	1937-38	Nil	343	83	427	186	1	187	614	"	"	"	13,366	"	"	13,366
		1938-39	"	328	85	413	216	1	217	630	67	"	"	13,874	"	"	13,874
Gaskwar's Baroda State	3' 3 1/2"	1937-38	127	379	20	529	97	17	114	643	Nil	"	"	15,467	54	"	15,489
		1938-39	128	406	18	554	102	15	117	671	"	"	"	15,172	60	"	15,196
Gondal	3' 3 1/2"	1937-38	18	440	5	466	95	3	98	564	2	81	"	8,515	54	††64	8,537
		1938-39	35	440	4	490	99	4	103	593	8	54	"	9,357	53	††49	9,378
Jaipur State	3' 3 1/2"	1937-38	122	385	26	535	168	15	183	718	Nil	Nil	"	15,536	42	Nil	15,552
		1938-39	148	363	25	544	163	14	177	721	"	"	"	15,518	49	"	15,537
Jamnagar Dwarka.	3' 3 1/2"	1937-38	197	78	93	368	44	11	55	423	"	"	"	7,741	55	"	7,763
		1938-39	180	95	142	418	55	3	58	476	"	"	"	9,422	64	"	9,447
Junagad State.	3' 3 1/2"	1937-38	42	207	14	264	81	22	103	367	51	"	"	7,090	70	"	7,118
		1938-39	45	239	12	296	92	33	125	421	135	"	"	7,670	67	"	7,697
Morvi	3' 3 1/2"	1937-38	140	286	38	471	49	4	53	524	49	"	"	10,408	55	"	10,430
		1938-39	162	302	28	501	47	1	48	549	33	"	"	11,129	55	"	11,161
Mysore	2' 6"	1937-38	128	197	12	333	105	Nil	105	438	30	"	"	10,821	128	"	10,872
		1938-39	126	197	13	336	109	"	109	495	28	"	"	11,019	138	"	11,074
Shahdara (Delhi) Saharanpur Light.	2' 6"	1937-38	727	337	262	1,334	250	23	273	1,607	Nil	"	"	30,619	Nil	"	30,619
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Total Class II Railways	2' 6"	1937-38	78	135	1	220	18	Nil	18	238	Nil	Nil	Nil	3,218	Nil	Nil	3,21
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Shahdara (Delhi) Saharanpur Light.	2' 0"	1937-38	Nil	20	14	34	10	Nil	10	44	Nil	Nil	Nil	533	Nil	Nil	533
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Shahdara (Delhi) Saharanpur Light.	2' 6"	1937-38	Nil	135	44	182	12	1	13	195	Nil	Nil	Nil	3,397	13	Nil	3,402
		1938-39	"	135	24	160	11	"	11	171	"	"	"	3,145	9	"	3,149
Total Class II Railways	3' 3 1/2"	1937-38	2,132	4,928	983	8,166	1,508	230	1,738	9,904	163	162	32	203,364	657	††64	203,659
		1938-39	1,379	4,498	749	6,775	1,283	202	1,485	8,260	386	54	3,713	171,720	652	††49	175,693
CLASS III.																	
Ahmadpur-Katwa.	2' 6"	1937-38	2	71	Nil	89	16	28	44	133	Nil	Nil	Nil	1,112	Nil	Nil	1,112
		1938-39	5	68	"	87	17	28	45	132	"	"	"	1,130	"	"	1,130
Arrah-Sasaram Light	2' 6"	1937-38	Nil	148	8	156	10	"	10	166	"	"	"	2,044	"	"	2,044
		1938-39	"	145	13	159	7	"	7	166	"	"	"	2,207	"	"	2,207
Bankura-Damodar River.	2' 6"	1937-38	"	110	1	116	10	43	53	169	"	"	"	1,519	"	"	1,519
		1938-39	"	110	Nil	114	10	43	53	167	"	"	"	1,570	"	"	1,570

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

†† Oil fuel is not converted into coal

(c) Includes Oil Fuel consumed for other than Locomotive purposes 1937-38 .. 1938-39

† Includes the Forbandar State Railway. 15 tons .. 16 tons.

** Included under class I Railways.

† Excluding Departmental

‡ Including Departmental.

and III Railways for the years 1937-38 and 1938-39.

(b) TONS 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 ISSUED TO LOCOMOTIVES (IN RUPEES)				Railway	
Foreign Coal	Indian Coal	Wood	(a) Total (in terms of coal)	Foreign Coal	Indian Coal	Wood	Oil Fuel	(a) Total (in terms of coal)	Foreign Coal	Indian Coal	Wood	Oil Fuel	Foreign Coal	Indian Coal	Wood	Oil Fuel		36
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
Nil	41	Nil	41	Nil	10,669	2	Nil	10,670	Rs Nil	Rs 5 14	Rs 3 25	Rs Nil	Rs Nil	Rs 12 5	Rs 3 25	Rs Nil	CLASS II	
"	78	"	78	"	10,012	1	"	10,013	"	5 14	3 00	"	"	12 5	3 00	"	Barsi Light	
"	862	"	862	"	9,083	Nil	"	9,083	"	3 00	Nil	"	"	10 7	Nil	"	Bengal Doonars	
"	1,046	"	1,046	"	9,568	"	"	9,568	"	4 66	"	"	"	12 3	"	"		
"	759	8	762	32	22,281	143	"	22,370	15 0	9 77	12 6	"	21 0	15 8	12 6	"	Bhavnager State	
"	832	6	834	3,713	17,504	114	"	21,262	15 0	12 4	12 4	"	21 0	18 4	12 4	"		
"	2,397	Nil	2,397	Nil	26,339	49	"	26,859	Nil	3 58	6 81	"	Nil	15 4	6 81	"	Bikaner State	
"	2,866	"	2,866	"	31,301	48	"	31,320	"	5 82	6 81	"	"	17 7	6 81	"		
"	2,366	"	2,366	"	14,206	Nil	"	14,206	"	3 85	Nil	"	"	11 0	Nil	"	Darjeeling Himalayan	
"	2,617	"	2,617	"	14,468	"	"	14,468	"	5 00	"	"	"	12 2	"	"		
"	3,406	"	3,406	"	16,772	"	"	16,772	"	8 70	"	"	"	11 8	"	"	Dibru-Sadiya	
"	3,135	"	3,135	"	17,009	"	"	17,009	"	8 95	"	"	"	11 7	"	"		
"	426	"	426	"	15,893	54	"	15,915	"	3 46	6 50	"	"	17 0	7 17	"		
"	467	"	467	"	15,639	60	"	15,683	"	4 08	6 50	"	"	16 2	7 70	"	Gaekwar's Baroda State	
"	263	6	265	"	8,778	60	1164	8,802	"	3 54	6 50	54 4	"	16 5	7 01	77 8		
"	674	4	676	"	10,031	57	1149	10,054	"	4 09	6 50	54 4	"	15 9	7 02	77 8		
"	1,935	7	1,938	"	17,471	49	Nil	17,490	"	14 8	16 2	Nil	"	15 0	16 2	Nil	Gondal †	
"	506	7	509	"	16,024	56	"	16,046	"	23 3	16 3	"	"	23 5	16 3	"		
"	86	3	87	"	7,827	58	"	7,850	"	2 75	4 50	"	"	13 3	4 50	"	Jaipur State	
"	272	4	274	"	9,694	68	"	9,721	"	4 75	4 50	"	"	15 0	4 50	"		
"	102	Nil	102	"	7,192	70	"	7,220	"	2 66	13 5	"	"	11 4	13 5	"	Jamnagar Dwarka	
"	166	"	166	"	7,836	67	"	7,863	"	3 00	13 9	"	"	20 9	13 9	"		
"	857	8	860	"	11,265	63	"	11,290	"	14 5	10 3	"	"	15 3	10 3	"	Junagad State	
"	635	7	638	"	11,764	62	"	11,789	"	21 4	10 0	"	"	22 4	10 0	"		
"	188	9	192	"	11,009	137	"	11,064	"	5 13	5 29	"	"	12 8	5 29	"	Morvi	
"	186	10	190	"	11,205	148	"	11,264	"	5 73	6 01	"	"	23 3	6 01	"		
"	3,776	Nil	3,776	"	34,395	Nil	"	34,395	"	4 62	Nil	"	"	15 3	Nil	"		
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	89	Nil	89	Nil	3,307	Nil	Nil	3,307	Nil	4 63	Nil	Nil	Nil	14 0	Nil	Nil	Mysore	
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	7	Nil	7	Nil	540	Nil	Nil	540	Nil	4 63	Nil	Nil	Nil	15 7	Nil	Nil		
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	38	Nil	38	Nil	3,435	13	Nil	3,440	Nil	3 60	13 5	Nil	Nil	13 5	13 5	Nil	Shahdara (Delhi)-Saharanpur Light	
"	38	"	38	"	3,188	9	"	3,187	"	4 31	13 5	"	"	14 2	13 5	"	Total Class II Railways	
Nil	17,598	41	17,614	32	220,962	698	1164	221,273									CLASS III	
"	13,518	38	13,534	3,713	185,238	690	1149	189,227										
Nil	103	Nil	103	Nil	1,215	Nil	Nil	1,215	Nil	3 22	Nil	Nil	Nil	6 66	Nil	Nil	Ahmadpur Katwa	
"	142	"	142	"	1,272	"	"	1,272	"	4 12	"	"	"	7 93	"	"		
"	453	"	453	"	2,497	"	"	2,497	"	2 38	"	"	"	8 96	"	"	Arrah-Sacaram Light	
"	405	"	405	"	2,612	"	"	2,612	"	5 00	"	"	"	11 7	"	"		
"	622	"	622	"	2,141	"	"	2,141	"	3 22	"	"	"	4 72	"	"	Bankura Damodar River	
"	659	"	659	"	2,229	"	"	2,229	"	4 12	"	"	"	6 37	"	"		

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

(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

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 Cars (Internal Combustion engine propelled) miles In thousands	Rail Cars (Steam propelled) miles. In thousands
			§ Passenger	§ Mixed	§ Goods	Total (including departmental)	§ Shunting	* Miscellaneous	** Total			
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS III—contd												
Baraset-Basirhat Light.	2' 6"	1937-38	70	165	30	265	12	.	12	277	17	Nsl
		1938-39	81	138	19	239	12	.	12	251	7	"
Bengal Provincial	2' 6"	1937-38		98	Nsl	98	8	3	11	109	Nsl	"
		1938-39		99	"	99	8	3	11	110	"	"
Bukhtanpur-Bihar Light.	2' 6"	1937-38	6	98	"	104	5	.	5	109	"	"
		1938-39		102	"	102	12	.	12	114	"	"
Burdwan-Katwa	2' 6"	1937-38	8	121	"	134	21	42	63	197	"	"
		1938-39		121	"	125	23	35	58	183	"	"
Cutch State	2' 6"	1937-38		55	1	59	9	13	22	81	"	"
		1938-39	1	55	2	61	9	13	22	83	"	"
Dahri-Rohtas Light	2' 6"	1937-38	Nsl	52	Nsl	52	6	Nsl	6	58	"	"
		1938-39	"	69	"	69	10	"	10	79	"	"
Dhojpur State	2' 6"	1937-38	2	58	"	61	15	1	16	77	1	"
		1938-39	1	58	"	60	15	2	17	77	1	"
Futwah-Islampur	2' 6"	1937-38		72	"	72	3	.	3	75	Nsl	"
		1938-39	2	69	"	71	3	"	3	74	"	"
Gwalior Light	2' 0"	1937-38	5	213	96	318	55	8	63	381	"	"
		1938-39	4	214	96	314	54	6	60	374	"	"
Howrah-Amta Light	2' 0"	1937-38	185	118	22	325	6	2	8	333	"	"
		1938-39	193	119	32	345	8	Nsl	8	353	"	"
Howrah-Sheakhala Light	2' 0"	1937-38	90	31	1	122	2	"	2	124	"	"
		1938-39	91	33	Nsl	124	2	"	2	126	"	"
Jagadhri Light	2' 0"	1937-38	Nsl	10	"	10	1	"	1	11	"	"
		1938-39	"	10	"	10	1	"	1	11	"	"
Jorhat	2' 0"	1937-38	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1938-39	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalyhat-Falta	2' 6"	1937-38	51	89	Nsl	141	18	115	133	274	Nsl	Nsl
		1938-39	61	79	1	144	18	119	137	281	"	"
Kulasekarapatnam Light	2' 0"	1937-38	Nsl	83	Nsl	83	Nsl	Nsl	Nsl	83	"	"
		1938-39	"	76	"	76	"	"	"	76	"	"
Matheran Light	2' 0"	1937-38	"	9	2	11	"	"	"	11	7	"
		1938-39	"	10	2	12	"	"	"	12	8	"
Tezapore-Balpara Light	2' 6"	1937-38	"	45	Nsl	45	8	"	8	53	Nsl	"
		1938-39	"	48	"	46	8	"	8	54	"	"
Trivellore Light	2' 0"	1937-38	25	Nsl	"	25	Nsl	"	Nsl	25	"	"
		1938-39	21	"	"	21	"	"	"	21	"	"
Udarpur-Chitorgarh	3' 3½"	1937-38	180	76	39	297	18	8	26	323	"	"
		1938-39	170	85	31	287	24	9	33	320	1	"
Total Class III Railways.	III	1937-38	624	1,722	200	2,583	223	263	486	3,069	25	Nsl
		1938-39	630	1,706	196	2,566	241	258	499	3,064	17	"

* Includes light, assisting required, assisting not required, siding and departmental
‡ Information not available
§ Excluding Departmental.
** Including Departmental.

and III Railways for the years 1937-38 and 1938-39—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.	(a) Total (in terms of Coal)	Foreign Coal	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal)	Foreign Coal	Indian Coal	Wood	Oil Fuel	(a) Total (in terms of Coal)	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28		29
															CLASS III—contd.
Nil	4,228	Nil	Nil	4,228	Nil	1,131	Nil	Nil	1,131	Nil	6,359	Nil	Nil	6,359	} Baraset-Basirhat Light.
"	3,908	"	"	3,908	"	1,031	"	"	1,031	"	4,939	"	"	4,939	
"	1,818	"	"	1,818	"	119	"	"	119	"	1,937	"	"	1,937	} Bengal Provincial
"	1,884	"	"	1,884	"	120	"	"	120	"	2,004	"	"	2,004	
"	1,441	"	"	1,441	"	384	"	"	384	"	1,826	"	"	1,826	} Bukhtiarpur-Bihar Light.
"	1,401	"	"	1,401	"	343	"	"	343	"	1,744	"	"	1,744	
"	1,560	"	"	1,560	"	337	"	"	337	"	1,897	"	"	1,897	} Burdwan-Katwa.
"	1,562	"	"	1,562	"	325	"	"	325	"	1,887	"	"	1,887	
"	1,279	18	"	1,286	"	83	7	"	86	"	1,362	25	"	1,372	} Cutch State.
"	1,337	28	"	1,348	"	76	Nil	"	76	"	1,413	28	"	1,424	
"	1,716	Nil	"	1,716	"	153	"	"	153	"	1,869	Nil	"	1,869	} Dehri-Rohtas Light
"	2,490	"	"	2,490	"	176	"	"	176	"	2,666	"	"	2,666	
"	1,184	5	"	1,186	"	Nil	"	"	Nil	"	1,184	5	"	1,186	} Dholpur-State
"	1,232	6	"	1,234	"	"	"	"	"	"	1,232	6	"	1,234	
"	878	Nil	"	878	"	125	"	"	125	"	1,003	Nil	"	1,003	} Futwah Islampur
"	781	"	"	781	"	80	"	"	80	"	861	"	"	861	
"	7,475	4	"	7,477	"	245	5	"	247	"	7,720	9	"	7,724	} Gwalior Light
"	7,508	4	"	7,510	"	295	Nil	"	295	"	7,803	4	"	7,805	
"	5,460	Nil	"	5,460	"	996	"	"	996	"	6,456	Nil	"	6,456	} Howrah Amta Light
"	6,107	"	"	6,107	"	844	"	"	844	"	6,951	"	"	6,951	
"	1,368	"	"	1,368	"	248	"	"	248	"	1,616	"	"	1,616	} Howrah-Sheakhala Light
"	1,527	"	"	1,527	"	211	"	"	211	"	1,738	"	"	1,738	
"	178	"	"	178	"	Nil	"	"	Nil	"	178	"	"	178	} Jagadhri Light
"	221	1	"	222	"	"	"	"	"	"	221	1	"	222	
"	954	Nil	"	954	"	242	"	"	242	"	1,196	Nil	"	1,196	} Jorhat
"	810	"	"	810	"	232	"	"	232	"	1,042	"	"	1,042	
"	2,562	"	"	2,562	"	408	"	"	408	"	2,970	"	"	2,970	} Kalighat-Falta.
"	2,588	"	"	2,588	"	394	"	"	394	"	2,982	"	"	2,982	
"	Nil	"	45	82	"	Nil	"	"	Nil	"	Nil	"	45	82	} Kulasekara-patnam Light
"	"	"	46	84	"	"	"	"	"	"	"	"	46	84	
"	312	"	Nil	312	"	"	"	"	"	"	312	"	Nil	312	} Matheran Light
"	332	"	"	332	"	"	"	"	"	"	332	"	"	332	
"	977	"	"	977	"	181	"	"	181	"	1,098	"	"	1,098	} Tezpora-Balpara Light.
"	986	"	"	986	"	154	"	"	154	"	1,140	"	"	1,140	
"	12	2	"	13	"	Nil	"	"	Nil	"	12	2	"	13	} Trivellore Light
"	7	1	"	7	"	"	"	"	"	"	7	1	"	7	
"	8,161	28	"	8,172	"	968	"	"	968	"	9,129	28	"	9,140	} Udaipur-Chittorgarh
"	7,702	30	"	7,714	"	763	"	"	763	"	8,465	30	"	8,477	
Nil	46,178	57	45	46,283	Nil	6,798	12	Nil	6,803	Nil	52,976	69	45	53,086	} Total Class III Railways.
"	47,290	70	46	47,402	"	6,250	"	"	6,250	"	53,540	70	46	53,652	

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

37.—Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1937-38 and 1938-39—concl'd.

Railway	Gauge.	Year	AVERAGE COST AT FIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM FIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES)			
			Foreign Coal	Indian Coal	Wood	Oil Fuel	For- eign Coal	Indian Coal	Wood	Oil Fuel.
			33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—concl'd.										
Bansbet-Bairhat Light	2' 6"	1937-38	Nil	2 81	Nil	Nil	Nil	9 04	Nil	Nil
		1938-39	"	4 70	"	"	"	10 9	"	"
Bengal Provincial	2' 6"	1937-38	"	3 00	"	"	"	6 06	"	"
		1938-39	"	4 50	"	"	"	7 56	"	"
Bukhtarpur-Bihar Light	2' 6"	1937-38	"	2 83	"	"	"	8 81	"	"
		1938-39	"	5 00	"	"	"	11 9	"	"
Burdwan-Katwa	2' 6"	1937-38	"	3-22	"	"	"	6 56	"	"
		1938-39	"	4 12	"	"	"	7 93	"	"
Cutch State	2' 6"	1937-38	"	22 8	7 00	"	"	22 8	7 00	"
		1938-39	"	26 5	7 00	"	"	26 5	7 00	"
Dehri-Rohtas Light	2' 6"	1937-38	"	3 08	Nil	"	"	8-48	Nil	"
		1938-39	"	5 06	"	"	"	10 3	"	"
Dnolpur-State	2' 6"	1937-38	"	3 87	8 75	"	"	14-4	9 39	"
		1938-39	"	4 50	7 69	"	"	15 7	7 69	"
Futwah-Lalampur	2' 6"	1937-38	"	2-38	Nil	"	"	8 67	Nil	"
		1938-39	"	5 00	"	"	"	10 7	"	"
Gwalior-Light	2' 0"	1937-38	"	3-38	6 25	"	"	14 4	6-25	"
		1938-39	"	4 52	7 00	"	"	13 9	7 00	"
Howrah-Amta Light	2' 0"	1937-38	"	2 81	Nil	"	"	7 98	Nil	"
		1938-39	"	4 70	"	"	"	9 80	"	"
Howrah-Sheakhala Light	2' 0"	1937-38	"	2 81	"	"	"	7-98	"	"
		1938-39	"	4 70	"	"	"	9 80	"	"
Jagadhri Light	2' 0"	1937-38	"	5 75	"	"	"	16-6	"	"
		1938-39	"	4 43	11 0	"	"	15 1	11 0	"
Jorhat	2' 0"	1937-38	"	10-3	Nil	"	"	12-6	Nil	"
		1938-39	"	12 8	"	"	"	15 3	"	"
Kalighat-Falta	2' 6"	1937-38	"	3-22	"	"	"	9-15	"	"
		1938-39	"	4 12	"	"	"	10 2	"	"
Kulasekarapatnam Light	2' 0"	1937-38	"	Nil	"	122-0	"	Nil	"	136-0
		1938-39	"	"	"	122 0	"	"	"	136 0
Matheran Light	2' 0"	1937-38	"	5-10	"	Nil	"	15-0	"	Nil
		1938-39	"	5 30	"	"	"	15 0	"	"
Tempore-Balupara Light	2' 6"	1937-38	"	15 7	"	"	"	15-7	"	"
		1938-39	"	16 6	"	"	"	16 6	"	"
Trivellore Light	2' 0"	1937-38	"	13 5	6-50	"	"	16-8	6-50	"
		1938-39	"	17 1	6 50	"	"	21 3	6 50	"
Udaipur-Chitorgarh	3 3½"	1937-38	"	3-75	12 5	"	"	17-8	12-5	"
		1938-39	"	4 37	8-00	"	"	17 5	8 00	"

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur, Mysore State

NOTE—Columns headed A indicate Value of stores

" " B indicate Value of imported

" " C indicate Value of stores of

Stores purchased	Assam-Bengal			Bengal and North Western			Bengal-Nagpur.		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A Bridge work and its parts, fittings and special fastenings.	..	1	3	.	.	60	.	14	83
B Engineering Plant and components including all hand and power machinery	33	5	1	1	11	.	77	1,85	14
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools	79	20	1	.	12	..	3,03	2,41	12
D Permanent Way Material and Track tools—	.	.	.	.	.	.	.	.	.
(a) Rails	..	.	9,71	.	.	3,14	.	1	11,49
(b) Steel Sleepers	..	..	.	..	..	.	..	.	.
(c) Cast-iron sleepers	.	.	.	..	.	.	..	.	2,01
(d) Wooden sleepers	..	.	5,51	.	.	6,51	..	.	14,40
(e) Other P W Material	50	10	2,81	32	33	1,37	..	30	5,72
Eal Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,68	18	13	6,81	10	.	21,36	2,73	84
Eb1 Railway Carriage and Wagon Under frames and Components including brake rigging but excluding electrical material and town lighting material	2,33	8	3,27	5,29	12	.	9,47	6,93	25,66
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings	.	2	9	2,00	24	9,10	87	43	1,08
EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives	..	12	3	10	9	..	..	53	56
Eb3. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials	.	8	3	2	5	..	..	16	19
F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	9	50	1,14	23	63	25	.	1,26	4,54
F2 Signal and Interlocking material, and their parts and fittings	50	92	76	.	5	52	..	39	1,74
Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal	..	39	15	.	54	20	1	2,22	1,21
Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads	..	13	5	1	27	7	..	61	15
Gb4 Metals	28	2,75	2,56	7	2,55	1,50	77	17,97	8,07
Gb5. Painters' Stores	.	40	46	69	1,18	22	.	72	3,76
Gb6. Timber	.	..	2,18	.	1,92	28	..	7	7,24
Gb7. Fuel and fuel oil ..	..	..	10,80	..	5	12,80	..	14	38,44
H. (a to e) Electrical and Tram and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	6	1,63	12	46	1,63	..	1	6,90	53
All other stores not detailed in the above major heads.	19	2,44	3,67	25	3,49	4,72	24	15,24	14,44
Total	7,75	10,00	43,52	16,28	13,47	41,28	36,53	61,01	1,43,18

DIX A.

and H. E. H the Nizam's State Railways) during the year 1938-39. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin

Bombay, Baroda and Central India.			Eastern Bengal			East Indian. †			Stores purchased
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
7	2	67	..	..	1	.	2	2,94	A Bridge work and its parts, fittings and special fastenings
43	30	4		46	11		1,35	51	B Engineering Plant and components including all hand and power machinery
4,62	56			5,50	5		2,15	1,62	C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools
		6,01	..		7,44			10,92	D Permanent Way Material and Track tools—
		27	.						(a) Rails
			.					12,80	(b) Steel Sleepers
			.					12,80	(c) Cast iron sleepers.
	13	8,80	..		13,84	.		14,28	(d) Wooden sleepers
1,01	8	3,79	..	7	4,48	.	77	16,49	(e) Other P W Material.
4,60	61	1	.	4,91	53		17,52	1,46	Ea1 Steam Locomotives and their parts and fittings including brake gear but excluding electrical material
7,39	3,85	7,16	.	7,24	9,11	.	14,09	8,16	Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material
21	27	3,83	..	1,27	7,24	..	41	26,07	Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings
78	42	21	.	29	28		68	3,16	EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives
	31	34	..	96	54		89	14	Eb3 Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials
53	97	49	..	49	7,39	.	1,48	2,13	F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings
3,13	35	52	..	20	30	..	1,83	3,84	F2 Signal and Interlocking material, and their parts and fittings
1,77	92	41	.	1,15	1,02		2,13	2,90	Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal
63	71	15	..	45	21	..	1,65	3,32	Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads
3,66	3,59	6,65	.	5,35	3,00	.	21,88	42,60	Gb4 Metals
6	1,10	2,68	..	69	2,90	..	78	7,15	Gb5 Painters' Stores
	4,44	24		1	6,35	..	4,50	2,12	Gb6 Timber
	2,54	20,72	.		20,10	..		29,89	Gb7 Fuel and fuel oil
4,79	2,02	11	..	4,86	61	..	13,54	3,01	H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment
81	7,00	14,97	..	4,31	7,32	1	12,23	50,25	All other stores not detailed in the above major heads
34,49	30,19	78,07	..	38,21	92,83	1	97,90	2,45,76	Total

Value of Stores purchased by the Class I Railways (excluding Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores

” ” *B* indicate Value of imported

” ” *C* indicate Value of stores of

Stores purchased 21	Great Indian Peninsula			Madras and Southern Mahratta			North Western.		
	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings	..	3	.	.	2	.	.	68	10
B Engineering Plant and components including all hand and power machinery	..	41	1	3	31	..	..	78	13
C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools	.	4,91	8	90	1,03	1	.	5,24	4
D Permanent Way Material and Track tools—									
(a) Rails	.	..	10,89	..	.	4,57	.	.	8,25
(b) Steel Sleepers	..	.	2,62	.	.	.	..	.	6,07
(c) Cast iron sleepers	.	.	2,51	..	.	1,05	.	.	1,32
(d) Wooden sleepers	..	.	1,89	..	.	6,72	.	2,46	18,54
(e) Other P W Material	.	1,78	3,35	2,09	54	1,02	..	80	11,54
Ea1 Steam Locomotives and their parts and fittings including brake gear but excluding electrical material	.	11,70	37	18,24	1,02	71	1	21,14	72
Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material	..	5,08	10,71	2,02	9	5,97	.	6,21	1,43
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings	..	1,20	25	34	19	8	.	21,42	37
EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives	.	33	60	13	13	11	.	3,45	72
Eb6 Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials	.	75	11	8	13	14	.	1,37	40
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	62	1,71	3	40	45	.	1,22	5,15
F2 Signal and Interlocking material, and their parts and fittings	.	30	80	1	9	43	.	5,66	24
Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal	..	1,79	1,53	34	54	23	.	3,99	70
Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	.	49	27	53	21	15	..	77	50
Gb4. Metals	..	9,93	5,96	2,40	1,75	5,02	.	11,94	18,17
Gb5 Painters' Stores	..	2,23	1,49	27	83	98	.	5,31	1,88
Gb6 Timber	..	7,44	29	..	2	2,71	..	.	4,26
Gb7 Fuel and fuel oil	..	59	44,70	..	1,15	23,78	..	12,16	44,46
H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment	..	12,14	51	72	2,37	16	..	5,98	41
All other stores not detailed in the above major heads	3	13,05	13,43	2,43	7,07	5,31	5	21,09	26,99
Total	3	74,77	1,04,08	30,56	17,89	59,60	6	1,31,67	1,52,39

DIX A—concl.

and H. E. H. the Nizam's State Railways) during the year 1938-39. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon			South Indian			Total.			Stores purchased. 40
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	
.	43	.	1,47	26	29	1,54	1,61	5,47	A Bridge work and its parts, fittings and special fastenings
1	.	.	15	21	4	1,73	5,83	99	B Engineering Plant and components including all hand and power machinery.
.	4	.	67	21	13	10,01	22,37	2,06	C Workshop Machinery, plant and equipment including Pneumatic machinery and Tools
.	.	.	.	.	.	.	.	.	D Permanent Way Material and Track tools—
.	.	.	.	.	5,00	.	1	77,42	(a) Rails
.	.	.	.	.	5,82	.	.	14,78	(b) Steel Sleepers
.	.	.	.	.	.	.	.	19,69	(c) Cast iron sleepers
.	.	2,04	.	.	7,71	.	2,59	1,00,24	(d) Wooden sleepers
3	20	16	11	55	5,91	4,06	5,52	56,64	(e) Other P W Material
9,56	31	2	9,50	16	2	72,76	60,38	4,81	Eal Steam Locomotives and their parts and fittings including brake gear but excluding electrical material
.	.	.	3,19	14	5,80	29,69	43,83	77,27	Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
32	4	1	62	24	4	4,36	25,73	48,16	Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings
.	2	.	.	23	2	1,01	6,29	5,69	EVB Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives
.	2	.	7	28	3	17	5,00	1,92	Eb6 Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials
.	14	9	15	97	2,64	1,03	8,68	25,98	F1 Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings
1	8	18	.	62	18	3,65	10,49	9,51	F2 Signal and Interlocking material, and their parts and fittings.
.	18	2	14	56	13	2,26	14,41	8,50	Gb1 Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal
.	9	1	3	20	5	1,20	5,58	4,93	Gb3 All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads
.	95	33	59	2,68	3,39	7,77	81,34	97,25	Gb4 Metals
.	26	12	24	1,42	53	1,26	14,92	22,19	Gb5 Painters' Stores
.	.	16	.	.	2,60	.	18,40	28,43	Gb6 Timber
.	.	3,21	.	87	16,49	.	17,50	2,65,39	Gb7 Fuel and fuel oil.
.	46	.	2,69	2,40	47	3,73	53,93	5,93	H (a to e) Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1	61	97	65	4,54	3,46	4,87	91,07	1,45,53	All other stores not detailed in the above major heads
9,94	3,83	7,32	20,27	16,54	60,75	1,55,90	4,95,48	10,28,78	Total

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay	Output		
						Large coal	Small coal	Slack coal
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1915.	1936-37	27,88,165	697,050	95,795	77,003
				1937-38	(g) 26,83,495	805,342	154,434	120,953
				1938-39	(g) 26,59,520	777,934	125,256	127,431
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	1936-37	15,60,572	41,391	(e) 4,025	10,497
				1937-38	(a) 15,51,634	55,386	(e) 3,648	9,177
				1938-39	15,78,626	34,160	(e) 3,091	11,150
Kurharbaree	State	Bihar	1st January 1871	1936-37	(j) 67,81,902	163,285	75,316	27,501
				1937-38	(f) 31,83,356	177,366	54,409	38,733
				1938-39	(g) 29,83,859	212,993	83,529	45,149
Serampur	State	Bihar	1st January 1871	1936-37	(k)	229,948	96,666	67,862
				1937-38	(f) 30,90,960	194,924	116,813	60,043
				1938-39	(g) 30,12,807	155,351	84,109	65,245
Bhurkunda	State	Bihar	1st June 1927	1936-37	53,25,994	56,474	Nil	10,693
				1937-38	54,17,395	171,928	(c) 355	(d) 25,473
				1938-39	(e) 52,99,764	149,332	Nil	(d) 18,754
Kargali	State	Bihar	18th July 1917	1936-37	39,78,990	493,519	2,781	(d) 80,281
				1937-38	(s) 39,51,904	710,798	1,338	(d) 140,654
				1938-39	39,55,348	551,560	1,107	(d) 108,685
Argada	Bengal Nagpur Railway	Bihar	1st May 1926	1936-37	26,82,283	238,989	Nil	20,584
				1937-38	(n) 26,27,265	265,047	Nil	21,791
				1938-39	(r) 25,41,838	300,415	Nil	21,275
Deulbera	Bengal Nagpur Railway.	Orissa	1st Sept. 1932.	1936-37	20,00,544	26,854	Nil	3,120
				1937-38	(n) 19,41,201	121,271	Nil	8,821
				1938-39	(r) 19,29,550	128,510	Nil	8,177
Taloher	Madras & Southern Mahratta Railway	Orissa	Sept. 1930	1936-37	39,09,899	153,089	Nil	5,393
				1937-38	40,35,137	193,018	Nil	11,044
				1938-39	40,58,620	180,482	Nil	9,840
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways	Bihar	1st April 1927	1936-37	78,81,602	62,519	8,205	6,549
				1937-38	(p) 78,57,335	85,841	8,638	10,231
				1938-39	(h) 78,04,535	83,528	70,86	5,209
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar		1936-37	20,79,627	††	††	††
				1937-38	(o) 19,80,626	††	††	††
				1938-39	(m) 18,75,019	††	††	††
Kurasa	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932	1936-37	13,20,417	177,227	Nil	2,655
				1937-38	13,70,496	290,670	Nil	2,832
				1938-39	(h) 15,22,328	280,080	Nil	3,206
Kodla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.		1936-37	7,36,561	§	§	§
				1937-38	7,36,561	§	§	§
				1938-39	(t) 3,68,280	§	§	§

(s) The decrease is due to credits to Sinking Fund

(b) Revised figures

(c) Represents Dust coal

(d) Includes coal consumption

(e) Represents Smthly coal

(f) The decrease in the combined figures (Kurharbaree & Serampur) is due mainly to credits to Sinking Fund being more during the year than debits to Capital & credits to Floating assets during the year.

(g) Stopped from 4th June 1936 and recommenced from 26th February 1937

(h) Includes Rs 43,453 on account of Sinking Fund recovered

(i) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year

(j) Includes figures of Serampur colliery, separate figures being not available.

(k) Included with the figures of Kurharbaree Colliery

(l) The decrease is due to disposal of plant and materials released from abandoned works, inclusion of Sinking Fund charges and credit for the value of stores used from stock

(m) The decrease is mainly due to the write-off of the amount of Rs 1,04,387 to the Revenue Accounts of the B. B. & C. I. & M. & S. M. Railways

(n) The decrease is due to redemption of capital on Sinking Fund basis and value of surplus material credited to capital account.

(o) The decrease is mainly due to the write-off of the amount of Rs 1,04,083 to the Revenue accounts of the B. B. & C. I. and M. & S. M. Railways.

(p) The decrease is due to credit being received for materials released from works owing to closing down of Pita.

(q) The decrease is mainly due to credit to Sinking Fund and Floating Assets being more than debit to capital.

DIX B.

for the years 1936-37 to 1938-39.

FUT		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	Rs	Rs		Tons			
	769,848	769,978	13,94,974	1 81	1,685	457	2	12	Bokaro.
	1,080,739	1,080,739	20,14,397	1 86	3,278	330	1	8	
	1,030,621	1,030,621	18,20,594	1 77	3,252	317	2	19	
	55,913	55,913	2,48,535	4 44	270	207	Nil	Nil	Swang
	68,211	68,211	2,83,701	4 16	233	293	1	2	
	48,401	48,401	2,50,856	5 18	173	280	Nil	1	
	271,102	290,734	12,53,317	4 62	1,885	144	7	13	Kurharbaroo.
	270,508	304,332	14,00,415	5 17	2,024	134	1	46	
	341,671	361,838	18,45,106	5 40	2,166	158	2	48	
	394,476	438,164	15,96,914	4 05	2,492	158	Nil	21	Serampur
	371,779	422,423	15,98,034	4 30	1,812	205	3	40	
	304,705	339,769	15,20,316	4 99	1,549	197	3	28	
	67,167	67,167	5,29,120	7 88	598	112	1	3	Bhurkunta
	197,756	197,756	9,78,960	4 95	1,033	188	Nil	3	
	168,086	168,086	9,49,484	5 65	1,254	134	2	7	
	576,581	576,581	16,41,773	2 84	3,314	174	Nil	15	Kargali
	852,790	852,790	29,05,639	3 41	5,171	165	7	31	
	661,852	661,852	21,64,239	3 27	6,012	110	3	9	
	259,573	259,573	7,00,606	2 70	1,674	155	1	Nil	Argada
	286,838	286,838	7,31,230	2 55	1,452	198	Nil	1	
	321,690	321,690	8,54,508	2 66	1,679	192	Nil	1	
	29,974	29,974	1,37,762	4 60	755	40	1	Nil	Deulbera
	130,092	130,092	5,26,633	4 05	1,158	112	1	6	
	136,687	136,687	5,39,845	3 95	1,130	121	2	6	
	158,482	158,482	4,63,689	2 93	232	683	Nil	141	Talcher
	204,062	204,062	5,27,365	2 68	1,099	186	Nil	519	
	190,302	190,302	5,21,379	2 74	1,305	146	1	457	
	77,273	77,538	3,20,434	4 15	936	83	4	3	Jarangdih
	104,710	103,662	3,46,892	3 31	475	220	Nil	11	
	95,823	93,572	3,38,856	3 54	520	184	Nil	2	
	††	††	††	††	††	††	††	††	Religara
	††	††	††	††	††	††	††	††	
	††	††	††	††	††	††	††	††	
	179,882	179,921	5,10,192	2 84	828	217		5	Kuraas
	293,502	293,544	7,18,409	2 66	1,016	(b) 289	Nil	7	
	283,266	283,318	7,64,069	2 70	1,142	248	Nil	4	
	§	§	§	§	§	§		§	Kedla
	§	§	§	§	§	§		§	
	§	§	§	§	§	§		§	

(r) The decrease is due to redemption of capital on sinking fund basis

(s) The decrease is due to Rs 85,000/- (being the cost of rails and coal tubs) having been written back to working expenses from the Capital and Sinking Fund

(t) The decrease is due to the Bengal Nagpur Railway share having been written back to Revenue.

†† Development work has been suspended and the colliery relinquished.

§ Further Development postponed indefinitely

‡ Includes Contractors labour not included in previous years.

I.—Statement showing the Number of Servants of all races employed on each Railway system (open line)

Railways	Number of											
	Europeans		Indians									
			Hindus				Muslims		Anglo-Indians and Domesticated Europeans		Sikhs	
	1937-38	1938-39	Hindus other than Depressed Classes		Depressed Classes		1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
1937-38			1938-39	1937-38	1938-39							
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	48	45	7,587	7,497	2,903	2,557	6,161	5,811	242	246	148	144
Bengal & North Western	*93	90	*20,209	19,792	*3,905	4,253	*3,804	3,870	248	236	9	11
Bengal-Nagpur .	213	192	48,085	48,600	10,977	10,596	6,310	6,722	1,918	1,976	548	532
Bombay, Baroda & Central India	*343	306	*40,281	39,717	*7,560	7,717	*11,085	10,985	*947	951	*221	214
Eastern Bengal	149	144	26,047	27,419	9,359	8,831	16,667	16,704	624	605	214	234
East Indian .	*587	554	*79,158	83,490	*17,990	20,720	*25,231	25,660	*2,368	2,420	*486	463
Great Indian Peninsula	321	279	45,812	43,719	17,281	17,610	10,102	10,018	1,623	1,606	263	267
Jodhpur	21	21	5,414	5,447	821	673	1,807	1,790	25	26	21	23
Madras & Southern Mahratta	*156	139	26,121	25,904	9,736	10,383	5,280	5,303	1,822	1,815	33	25
Mysore State .	‡	1	‡	2,698	‡	215	‡	480	‡	112	‡	Nd
Nizam's State	77	83	7,126	7,414	4,858	4,963	2,512	2,604	367	384	14	15
North Western	*471	435	*31,673	31,267	*4,665	5,523	*55,452	56,038	*965	1,436	*5,849	5,564
Rohilkund and Kumaun.	14	10	3,021	2,760	799	1,246	1,786	1,902	40	45	3	2
South Indian	90	91	26,974	26,686	2,561	2,615	2,063	2,031	1,451	1,430	Nd	Nd
Total	*\$2,582	2,390	*\$367,508	372,419	*\$93,415	97,902	*\$148,260	149,918	*\$12,640	13,288	*\$7,809	7,494
CLASS II												
Barsi Light	7	6	771	779	365	365	160	167	15	15	Nd	Nd
Bengal Doonars	4	3	688	690	664	554	236	224	9	10	17	11
Bhavnagar State	2	2	2,081	2,027	942	962	257	251	Nd	Nd	Nd	1
Bikaner State	9	11	3,403	3,428	(a)	(a)	851	873	2	1	45	53
Darjeeling-Himalayan	5	7	1,520	1,564	161	156	68	64	17	20	1	1
Dibru-Sadiya	11	10	975	1,003	647	657	304	346	4	1	28	26
Gaekwar's Baroda State	1	1	3,197	3,164	411	419	308	302	13	14	38	27
Gondal	Nd	Nd	1,075	1,097	183	174	60	54	Nd	Nd	Nd	Nd
Jaipur State	3	3	625	728	157	172	164	197	6	6	1	1
Jamnagar-Dwarka	Nd	Nd	938	996	21	21	204	196	Nd	Nd	Nd	Nd
Junagad State	4	4	1,132	1,146	60	59	242	250	7	8	Nd	Nd
Morvi .	Nd	Nd	841	855	39	32	79	72	Nd	Nd	Nd	Nd
Mysore State .	2	‡	2,707	‡	2	‡	480	‡	67	‡	Nd	‡
Shahdara (Delhi)-Saharanpur	2	3	240	297	89	74	251	253	8	7	6	6
Total	50	50	20,193	\$17,774	3,741	\$3,645	3,664	\$3,249	148	\$82	136	\$126
Class III, Total .	29	29	*4,083	4,089	*2,244	2,248	*939	929	*19	21	6	7
Railway Board & Other Railway Offices	*39	36	*2,659	2,743	*487	423	*723	741	53	49	116	118
Grand Total .	*2,700	2,505	*394,443	397,025	*99,837	104,219	*153,586	154,837	*12,860	13,440	*8,067	7,745

*Revised figures

†Included under class I Railways

‡Included under class II Railways

§Excludes Mysore Railway figures.

(a) No distinction is observed on this Railway between Hindus—other than Depressed classes and Hindus—Depressed classes.

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1937-38 and 1938-39.

servants employed

Indian Christians		Paras		Other communities.		Total		Grand Total		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt)		Railways.
1937-38.	1938-39	1937-38.	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	
14	15	16	17	18	19	20	21	22	23	24	25	26
												Class I.
122	113	1	1	98	200	17,262	16,569	17,310	16,614	17,310	16,614	A.-B.
207	205	2	2	3	3	28,387	28,372	*28,480	28,462	*28,480	28,462	B & N.-W.
1,153	1,134	14	18	28	34	69,033	69,612	69,246	69,804	69,246	69,804	B.-N.
*1,608	1,622	*832	839	*483	481	*63,016	62,526	*63,358	62,832	*63,358	62,832	B, B & C. I.
255	236	3	2	17	16	53,186	54,047	53,335	54,191	53,337	54,192	E. B.
697	712	*16	19	*29	16	*125,976	133,500	*126,562	134,054	*126,568	134,059	E. I.
3,385	3,374	471	465	448	369	79,385	77,428	79,706	77,707	79,707	77,711	G. I. P.
94	89	2	2	8	10	8,192	8,060	8,213	8,081	8,214	8,082	Jodhpur
*3,564	3,857	49	50	264	363	*46,869	47,700	47,024	47,839	47,024	47,839	M & S. M.
‡	246	‡	1	‡	10	‡	3,762	‡	3,763	‡	3,763	Mysore State
894	894	¶	¶	71	82	15,842	16,356	15,919	16,439	15,919	16,439	N. S.
*1,138	1,154	62	63	20	44	*99,824	101,089	*100,295	101,524	*100,299	101,528	N. W.
29	27	Nol	Nol	Nol	1	5,678	5,992	5,692	6,002	5,692	6,002	R & K.
3,709	3,694	Nol	Nol	6	6	36,764	36,462	36,854	36,553	36,854	36,553	S. I.
*\$16,853	17,357	*\$1,462	1,462	*\$1,475	1,635	*\$649,412	661,475	*\$651,994	663,865	*\$652,008	663,880	Total
												Class II.
52	53	Nol	Nol	1	Nol	1,364	1,379	1,371	1,385			Barad Light
5	4	Nol	Nol	7	3	1,626	1,496	1,630	1,499			B. D.
43	39	33	32	Nol	Nol	3,356	3,312	3,358	3,314			B. S.
5	7	¶	¶	Nol	Nol	4,306	4,362	4,315	4,373			BK. S.
13	12	Nol	Nol	15	14	1,795	1,831	1,800	1,838			D. H.
36	27	¶	¶	1	4	1,995	2,064	2,006	2,074			D. S.
54	51	12	10	2	2	4,035	3,989	4,036	3,990			G. B. S.
10	8	Nol	Nol	Nol	Nol	1,328	1,333	1,328	1,333			Gondal
6	3	Nol	Nol	Nol	Nol	959	1,107	962	1,110			Jaipur State
13	13	1	2	Nol	Nol	1,177	1,228	1,177	1,228			J. D.
6	5	2	1	8	6	1,457	1,475	1,461	1,479			J. S.
2	2	1	1	Nol	1	962	963	962	963			Morvi.
Nol	†	1	†	249	†	3,506	†	3,508	†			Mysore State
4	1	Nol.	Nol	29	Nol	627	638	629	641			S. (D) S.
249	\$225	50	\$46	312	\$30	28,493	\$25,177	28,543	\$25,227			Total.
*55	54	6	5	15	14	*7,366	7,367	*7,395	7,396			CL. III Total.
61	67	Nol	Nol	1	1	*4,100	4,142	*4,139	4,178			R. Bd & other R. O.
*17,218	17,703	*1,507	1,513	*1,808	1,680	*689,371	698,161	*692,071	700,666			Grand Total.

¶ Not furnished.

APPENDIX C—contd.

II - Statement showing number of servants of all races employed on Class I Railways — Open line and Construction—(excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1937-38 and 1938-39.

Name of Railway	31st MARCH 1938.											31st MARCH 1939.										
	Euro- peans.	INDIANS									Total No. on the Railway (Col. 2 plus 11)	Euro- peans	INDIANS.									Total No. on the Railway (Column 13 plus 22)
		Hindus		Muslims	Anglo Indians and Domiciled Europeans	Sikhs	Indian Chris- tians.	Parsis	Other Com- munities	Total (Cols 3 to 10)			Hindus.		Muslims	Anglo- Indians and Domi- ciled Eu- ropeans	Sikhs	Indian Chris- tians	Parsis.	Other Com- munities	Total (Columns 14 to 21)	
		Hindus other than Depres- sed classes	Depres- sed classes										Hindus other than Depres- sed classes.	Depres- sed classes								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
<i>State Managed Railways</i>																						
Eastern Bengal	104	7,441	193	2,161	552	27	51	1	17	10,443	10,547	102	7,309	209	2,272	536	30	49	1	18	10,512	10,614
East Indian	*451	*16,474	*366	*4,177	*2,227	*121	*266	10	*10	*23,651	*24,102	424	16,320	361	4,383	2,275	131	246	12	6	23,734	24,158
Great Indian Peninsula	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074	159	9,680	292	1,572	1,434	54	1,244	403	174	14,853	15,012
North Western	*346	*11,306	*54	*7,021	*811	*1,568	*200	59	15	*21,034	*21,380	313	11,272	54	7,261	809	1,561	190	53	24	21,224	21,537
Railway Board and Miscellaneous Offices	2	1,510	*8	*319	41	61	38	<i>Nil</i>	1	1,978	1,980	1	1,507	11	335	39	65	40	<i>Nil</i>	1	1,998	1,999
Total	*1,096	*46,425	*915	*15,254	*5,068	*1,833	*1,804	478	*210	*71,987	*73,083	999	46,178	927	15,823	5,093	1,841	1,769	469	221	72,321	73,320
<i>Company Managed Railways</i>																						
Assam Bengal	14	2,607	211	1,124	193	27	41	<i>Nil</i>	57	4,260	4,274	14	2,608	129	1,004	182	29	36	<i>Nil</i>	27	4,015	4,029
Bengal Nagpur	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391	92	8,127	60	850	1,287	99	203	9	7	10,642	10,734
B and N Western	36	*3,856	*96	*1,154	245	6	*74	2	2	*5,435	*5,471	40	3,940	107	1,223	233	7	77	2	2	5,591	5,631
E. B. and Central India	*229	*13,249	*623	*4,536	*856	*111	*773	*670	*280	*21,098	*21,327	200	12,833	603	4,267	860	112	775	677	274	20,401	20,601
M. and S. Mahratia	*76	6,837	108	943	1,319	8	*686	34	90	*10,025	10,101	67	6,862	127	974	1,276	7	692	35	134	10,107	10,174
W. and Kumaon	6	645	1	266	34	2	8	<i>Nil</i>	<i>Nil</i>	956	962	3	643	1	272	39	1	9	<i>Nil</i>	<i>Nil</i>	965	968
South Indian	31	*7,273	*44	*600	*977	<i>Nil</i>	*810	<i>Nil</i>	*2	*9,706	*9,737	36	7,452	63	636	955	<i>Nil</i>	932	<i>Nil</i>	2	10,040	10,076
Total	*498	*42,401	*1,134	*9,422	*4,834	*245	*2,579	*714	*436	*61,765	*62,263	452	42,465	1,090	9,226	4,832	255	2,724	723	446	61,761	62,213
GRAND TOTAL	*1,594	*88,826	*2,049	*24,676	*9,902	*2,078	*4,383	*1,192	*646	*133,752	*135,346	1,451	88,643	2,017	25,049	9,925	2,096	4,493	1,192	667	134,082	135,533

*Revised figures.

APPENDIX C.

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I. Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1938 and 31st March 1939.

III — Statement showing the total number and cost of *Gazetted and Non-Gazetted staff under selected pay Exalted Highness the Nizam's State and*

Railway system.	Year	I—Gazetted Officers.				
		Number	Cost.			
			Salary	Provident Fund	Gratuity	Total
		Rs	Rs	Rs	Rs	
STATE-MANAGED.						
Eastern Bengal	1937-38	718	20,13,420	1,18,515	39,291	21,71,226
	1938-39	120	19,83,431	1,21,443	61,471	21,66,345
East Indian	1937-38	293	46,90,951	2,85,640	2,40,719	52,17,310
	1938-39	298	44,70,587	3,10,973	1,63,530	49,45,090
Great Indian Peninsula	1937-38	217	35,13,257	3,04,709	1,64,170	39,82,136
	1938-39	220	34,52,345	3,03,795	1,23,260	38,79,400
North Western	1937-38	282	42,76,075	2,40,025	1,83,181	46,99,281
	1938-39	288	42,35,570	2,39,324	1,57,304	46,32,198
Railway Board and Miscellaneous Offices	1937-38	177	17,15,070	88,588	12,095	18,15,753
	1938-39	173	17,08,723	75,916	7,834	17,90,473
Total	1937-38	987	1,62,08,773	10,37,477	6,39,456	1,78,85,706
	1938-39	999	1,58,48,656	10,51,451	5,13,399	1,74,13,506
COMPANY-MANAGED.						
Assam Bengal	1937-38	69	8,92,453	78,206	24,341	9,95,000
	1938-39	64	9,32,065	76,787	40,640	10,49,492
Bengal and North Western	1937-38	81	9,83,866	*	*	11,95,056
	1938-39	74	9,36,557	*	*	10,86,843
Bengal Nagpur	1937-38	195	30,08,094	2,38,211	1,49,513	33,95,818
	1938-39	194	29,66,491	2,46,316	50,394	32,63,201
Bombay, Baroda and Central India	1937-38	173	27,33,832	2,21,709	1,18,888	30,73,829
	1938-39	174	26,41,196	2,15,328	1,13,434	29,69,958
Madras and Southern Mahratta	1937-38	134	21,04,094	1,69,710	33,801	23,07,605
	1938-39	142	21,59,006	1,78,589	1,23,127	24,60,722
Rohilkund and Kumaon	1937-38	16	1,95,886	19,010	18,280	2,33,176
	1938-39	15	1,90,166	17,258	25,792	2,33,216
South Indian	1937-38	133	16,98,693	1,42,722	50,883	18,92,298
	1938-39	135	15,99,140	1,38,359	97,694	18,35,193
Total	1937-38	801	1,16,16,918	†8,69,568	†3,95,106	1,30,92,782
	1938-39	798	1,14,24,621	†8,72,637	†4,51,081	1,28,98,625
Grand Total	1937-38	1,788	2,78,25,691	†19,07,045	†10,34,562	3,09,73,438
	1938-39	1,797	2,72,73,277	†19,24,088	†9,64,480	3,03,12,131

* Figures not available

† Excludes B. and N W Railway figures.

DIX C—contd

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His
Mysore State Railways), as on 31st March 1938 and 31st March 1939

II—Subordinates drawing pay Rs 250 per mensem or over or on scales of pay rising to Rs 250 per mensem.					III—Subordinates on scales of pay rising to Rs 30 per mensem and over but below Rs 250				
Number	Cost				Number	Cost			
	Salary	Provident Fund	Gratuity	Total		Salary	Provident Fund	Gratuity	Total
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
401	17,26,417	1,32,331	1,01,056	19,59,804	9,091	89,25,089	7,01,207	3,33,347	99,59,643
409	17,51,856	1,40,037	1,32,992	20,24,885	9,156	91,06,712	7,10,259	3,23,180	1,01,40,151
1,904	86,67,763	6,94,290	4,72,176	98,34,229	21,863	2,11,89,945	11,87,869	7,45,847	2,31,23,661
1,892	86,22,402	6,63,114	4,08,725	96,94,241	21,958	2,16,48,605	12,33,157	7,45,160	2,36,26,922
1,245	53,46,971	5,77,604	2,60,040	61,84,615	16,526	1,51,53,615	13,31,411	3,48,890	1,68,33,916
1,184	53,61,202	5,54,278	2,90,835	62,06,315	13,471	1,48,82,840	13,26,723	4,65,197	1,66,74,760
1,334	55,99,154	4,56,766	3,34,318	63,92,238	17,833	2,10,26,245	16,41,168	6,24,005	2,32,91,418
1,327	55,11,433	4,56,065	4,09,860	63,77,358	18,018	2,09,31,320	16,07,044	7,77,080	2,33,15,444
211	7,45,105	42,423	3,237	7,90,765	1,747	17,78,100	1,45,783	36,045	19,59,928
207	7,27,651	39,254	11,166	7,78,071	1,769	17,91,736	1,44,095	44,629	19,80,460
5,095	2,20,86,410	19,05,414	11,70,827	2,51,61,651	64,060	6,80,72,994	50,07,438	20,88,134	7,51,68,566
5,019	2,19,74,544	18,52,748	12,53,578	2,50,80,870	64,372	6,83,61,213	50,21,278	23,55,246	7,57,37,737
112	4,46,625	35,468	14,156	4,96,249	3,659	28,30,139	2,39,374	1,00,443	31,69,956
108	4,35,277	42,573	13,042	4,90,892	3,632	27,96,497	2,32,879	94,772	31,24,148
112	4,29,637	*	*	4,78,231	4,332	29,01,073	*	*	*
118	4,57,239	*	*	5,11,311	4,517	29,12,078	*	*	*
818	28,25,195	2,33,325	2,17,251	32,75,771	9,673	1,16,40,985	9,57,823	3,00,098	1,28,98,906
848	29,99,571	2,47,651	1,66,743	34,13,965	9,886	1,19,60,883	9,63,698	3,64,850	1,32,89,431
942	42,24,872	3,39,775	3,59,265	49,23,912	18,588	1,92,08,963	14,59,465	5,71,910	2,12,40,338
942	43,41,324	3,50,928	4,19,989	51,12,241	18,289	1,85,27,056	14,38,206	8,44,867	2,08,10,129
306	13,90,066	1,14,987	1,20,980	16,26,033	9,678	89,25,897	7,32,030	3,02,887	99,60,814
284	13,15,234	1,06,306	1,66,302	15,87,842	9,668	88,99,906	7,38,543	3,44,927	99,83,376
21	81,741	5,525	2,620	90,786	928	6,22,515	39,401	17,585	6,79,501
22	80,655	5,042	7,525	95,222	933	5,21,252	40,815	21,213	5,83,280
282	11,28,116	91,739	1,27,880	13,47,735	8,686	71,20,322	5,71,309	3,21,447	80,13,078
256	11,13,470	91,177	1,61,674	13,66,321	8,694	72,91,798	5,88,753	3,29,959	82,10,510
2,574	1,05,26,262	†8,21,819	†8,42,053	1,22,39,717	55,294	5,31,49,894	†39,99,402	†16,14,370	†5,58,62,693
2,574	1,07,42,920	†8,45,677	†9,35,275	1,25,77,764	55,614	5,29,09,470	†40,02,894	†20,00,588	†5,60,00,874
7,667	3,26,11,662	†27,27,233	†20,12,879	3,74,01,368	1,19,354	12,12,22,888	†90,06,840	†37,02,504	†13,10,31,159
7,697	3,27,17,364	†26,98,425	†21,88,853	3,76,58,664	1,19,986	12,12,79,883	†90,24,173	†43,55,834	†13,17,38,611

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected Exalted Highness the Nizam's State and

Railway system.	Year	IV—Subordinates drawing scales of pay below Rs 30 per mensem				
		Number	Cost.			
			Salary.	Provident Fund	Gratuity	Total
STATE-MANAGED.						
Eastern Bengal	1937-38	1,065	3,76,007	21,635	4,731	4,02,573
	1938-39	1,049	3,75,727	21,191	4,970	4,01,888
East Indian	1937-38	335	1,22,181	6,839		1,29,020
	1938-39	308	74,475	2,656	826	77,957
Great Indian Peninsula	1937-38	303	1,32,104	4,214	2,433	1,38,801
	1938-39	357	1,35,368	5,124	4,025	1,44,517
North Western	1937-38	2,213	1,32,708	8,005		1,45,713
	1938-39	2,192	1,30,820	3,307		1,34,127
Railway Board and Miscellaneous Offices	1937-38	22	5,280			5,280
	1938-39	23	5,540			5,540
Total	1937-38	3,928	7,75,280	38,693	7,214	8,21,387
	1938-39	3,929	7,21,930	32,276	9,821	7,64,029
COMPANY-MANAGED.						
Assam Bengal	1937-38	503	1,18,860	4,089	2,175	1,25,114
	1938-39	289	87,541	861	3,842	91,744
Bengal and North Western	1937-38	977	2,39,208			
	1938-39	996	2,45,719			
Bengal Nagpur	1937-38	N/A	N/A	N/A	N/A	N/A
	1938-39	N/A	N/A	N/A	N/A	N/A
Bombay, Baroda and Central India	1937-38	1,797	4,83,937	35,327	22,355	5,41,629
	1938-39	1,870	4,94,067	36,272	24,071	5,56,410
Madras and Southern Mahratta	1937-38	218	45,814	3,443	36	49,293
	1938-39	227	48,005	3,557	289	51,851
Rohilkund and Kumaon	1937-38	13	3,372	141		3,513
	1938-39	13	3,480	166		3,646
South Indian	1937-38	889	2,32,900	7,860		2,40,760
	1938-39	1,126	1,70,227	12,991	826	1,84,044
Total	1937-38	4,397	11,24,081	†50,860	†24,578	†9,80,309
	1938-39	4,021	10,48,989	†55,837	†29,028	†8,87,635
Grand Total	1937-38	8,325	18,99,361	†89,753	†51,739	†17,81,696
	1938-39	7,950	17,70,919	†67,615	†38,849	†16,81,664

* Figures not available

† Excludes B and N. W Railway figures.

DIX C—concl'd

pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1938 and 31st March 1939.

V—Daily rated labour and inferior staff					VI—Total (I to V).				
Number	Cost				Number	Cost			
	Salary.	Provident Fund	Gratuity	Total		Salary	Provident Fund	Gratuity	Total
	Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
42,872	1,10,90,403	3,78,660	1,44,264	1,16,13,327	53,337	2,41,31,336	13,52,548	6,22,689	2,61,06,573
43,458	1,11,83,737	4,06,168	1,33,337	1,17,23,242	54,192	2,44,01,463	13,99,098	6,55,950	2,64,56,511
1,02,191	2,61,29,742	14,64,864	4,23,214	2,80,17,820	1,26,586	6,08,00,582	36,39,502	18,81,956	6,63,22,040
1,09,803	2,66,06,045	15,12,020	4,01,305	2,85,19,370	1,34,059	6,14,22,114	37,21,920	17,19,546	6,68,63,580
64,416	1,96,26,857	3,95,340	2,62,873	2,02,85,070	79,707	4,37,72,804	26,13,278	10,38,456	4,74,24,538
62,479	1,95,18,193	3,82,287	3,02,187	2,02,02,667	77,711	4,33,49,948	25,72,207	11,85,504	4,71,07,659
78,537	2,67,19,462	5,49,374	4,07,367	2,77,36,203	1,00,299	5,77,60,644	28,95,338	16,08,871	6,22,64,853
79,992	2,67,09,822	5,26,054	5,62,251	2,77,98,127	1,01,817	5,75,18,965	28,31,794	19,06,495	6,22,57,254
2,085	2,10,397	2,900	743	2,14,040	‡4,142	44,53,052	2,79,694	52,120	47,85,766
2,109	2,74,227	2,716	955	2,77,898	‡4,181	45,05,877	2,61,981	64,534	48,32,442
2,90,001	8,37,76,861	27,91,138	12,98,461	8,78,66,460	* 3,64,071	19,09,19,318	1,07,80,360	52,04,092	20,69,03,770
2,97,841	8,42,92,024	28,29,245	14,00,085	8,85,21,304	3,71,980	19,11,98,367	1,07,61,000	55,32,079	20,75,17,449
12,967	30,12,642	70,975	32,514	31,16,131	17,310	73,00,709	4,28,112	1,73,629	79,02,450
12,521	31,26,534	78,173	49,696	32,54,403	16,614	73,77,914	4,30,773	2,01,992	80,10,679
22,928	33,83,194	*	*	*	23,480	79,36,978	4,09,327	2,97,588	86,43,888
22,843	33,32,162	*	*	*	23,548	78,83,805	4,48,631	2,81,135	86,13,571
58,660	1,46,15,228	8,75,555	2,94,159	1,57,84,942	69,246	3,20,89,502	23,04,914	9,61,021	3,53,55,437
58,876	1,50,09,641	8,79,498	2,91,367	1,61,80,506	69,804	3,29,36,586	23,37,163	8,73,354	3,81,47,103
41,868	1,15,49,064	3,16,239	1,93,743	1,20,59,046	63,368	3,82,00,668	23,72,515	12,65,571	4,18,38,754
42,068	1,14,67,706	3,14,478	1,99,296	1,19,81,480	62,838	3,74,71,349	23,57,212	16,01,657	4,14,30,218
36,789	1,08,57,287	4,97,309	3,23,887	1,16,78,483	47,024	2,33,23,158	15,17,479	7,81,591	2,56,22,228
37,523	1,05,33,286	4,55,042	2,43,886	1,12,32,214	47,939	2,29,55,437	14,82,097	8,78,531	2,53,16,005
4,714	8,45,055	27,513	14,573	8,87,141	5,592	16,48,569	92,590	52,958	17,94,117
5,019	8,27,525	28,224	8,844	8,64,593	6,002	16,23,028	93,495	63,374	17,79,807
27,085	64,56,166	3,65,161	1,38,839	69,60,166	36,955	1,66,36,197	11,78,791	6,39,049	1,84,54,037
26,596	64,15,679	3,37,761	1,73,480	69,26,920	36,807	1,65,90,314	11,69,041	7,63,633	1,85,22,988
2,05,011	6,07,13,636	‡21,52,752	‡9,97,715	‡5,04,85,909	2,68,075	12,71,35,781	83,03,728	41,71,402	13,96,10,911
2,05,441	5,07,12,533	‡20,93,176	‡9,66,569	‡5,04,40,116	2,68,452	12,68,38,433	83,18,35	43,63,676	13,99,20,461
4,95,012	18,44,95,497	‡49,43,890	‡22,96,176	‡13,83,52,369	6,32,146	31,80,55,099	1,99,84,088	93,75,494	34,65,14,681
5,03,062	18,50,04,557	‡49,22,421	‡23,66,904	‡13,89,61,439	6,40,412	31,80,36,900	1,91,05,352	1,01,95,755	34,73,37,907

‡ Includes I. A. and A. S. Officers.

APPENDIX D (v).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1938-39 and the preceding four years.

[Summary of Appendices D (vi) to D (vii).]

Class of accidents - 1	1934-35 2	1935-36 3	1936-37 4	1937-38 5	1938-39 6	References 7
I.—Accidents to trains—						Appendix D (iii) Col. B10.
Collisions—						
Passenger trains	47	59	48	48	39	Items 1 to 3
Other trains and light engines	166	204	205	215	222	" 4 to 6
Derailments—						
Passenger trains	274	273	282	258	274	" 7 (a) & 7 (b).
Other trains	3,217	3,077	3,362	3,361	3,486	" 8 (a) & 8 (b).
II.—Failure of engines and rolling stock						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	115	95	101	85	77	Item 9 (a) (1)
(2) machinery springs, etc	441	308	338	344	351	" 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	224	260	299	237	306	" 9 (b) (1).
(2) other causes	1,182	1,379	1,246	1,434	1,422	" 9 (b) (2).
Failure of tyres and wheels	33	20	11	18	20	" 9 (c) & 9 (d)
ditto axles	51	52	47	45	32	" 9 (e)
ditto brake apparatus	15	9	33	22	17	" 9 (f)
ditto couplings and draft gear	2,029	2,025	2,160	1,966	2,016	" 9 (g)
Other rolling stock failures	748	435	164	274	249	" 9 (h)
III.—Failure of permanent-way—						
Broken rails	323	321	309	316	358	" 10 (a).
Failure of tunnels, bridges, viaducts, culverts, etc.	5	4	4	8	9	" 10 (b).
Flooding of portions of permanent-way	107	83	83	90	117	" 10 (c).
Slips in cuttings or embankments	52	68	61	45	135	" 10 (d).
IV.—Fires—						
Fire in trains	182	615	170	188	141	" 11 (a).
Fire at stations or involving injury to bridges or viaducts	33	64	55	36	46	" 11 (b).
V.—Other accidents—						
Trains running over cattle on the line	9,362	9,538	9,573	9,191	8,781	" 12 (b).
Train-wrecking	47	10	16	16	16	" 12 (c).
Attempted train-wrecking	107	101	84	73	88	" 12 (c).
Trains running into road traffic at level crossings	73	85	78	116	94	" 12 (c).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (c) (d) & (e) above	189	201	183	187	213	" 12 (d).
Miscellaneous	387	3	376	372	317	" 12 (e).
TOTAL	19,379	19,214	19,288	18,910	18,811	Total.

* Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

APPENIX D (v)—concl'd.

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1938-39 and the preceding four years—cont'd.

[Summary of Appendices D (v) to D (vi)]—concl'd

Class of accident.	1934-35		1935-36		1936-37		1937-38		1938-39		References.
	1	2	3	4	5	6	7	8	9	10	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED											
A.—In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.—											
Passengers	189	794	177	787	164	729	214	818	214	973	Total (a) Col. 30
Railway servants	183	2,269	164	2,306	178	2,505	185	3,258	155	3,487	" (b) Col. 55
Other persons	2,545	790	2,599	767	2,769	802	2,714	773	2,934	818	" (c) Col. 55
Total	2,917	3,853	2,940	3,860	3,111	4,036	3,113	4,849	3,303	5,278	" (d) Col. 55
B.—In accidents to trains, rolling-stock and permanent-way—											
Passengers	15	74	5	87	13	72	105	174	66	272	Cols 312 & 314—(Total).
Railway servants	10	107	16	135	7	181	18	107	17	162	" 316 & 318— "
Other persons	32	42	98	139	56	81	61	80	26	69	" 320 & 322— "
Total	57	223	119	361	76	344	184	361	109	493	" 324 & 326—(Total).
C.—In accidents on railway premises not connected with the movement of railway vehicles—											
Passengers	5	38	3	27	2	31	1	14		19	Cols 353 & 354—(Total).
Railway servants	24	6,071	22	6,618	16	7,038	30	8,773	27	9,800	" 355 & 356— "
Other persons	28	67	25	84	32	105	42	114	35	159	" 357 & 358— "
TOTAL	57	6,176	50	6,729	50	7,174	73	8,901	62	10,038	" 359 & 360—(Total).
TOTAL PASSENGERS	209	906	185	901	179	832	320	1,006	280	1,264	A+B+C above.
TOTAL RAILWAY SERVANTS.	217	8,447	202	9,059	201	9,734	233	12,138	199	13,499	
TOTAL OTHER PERSONS	2,605	899	2,722	990	2,857	988	2,817	967	2,995	1,046	
GRAND TOTAL	3,031	10,252	3,109	10,950	3,237	11,554	3,370	14,111	3,474	15,809	

Railway Servants. Other Persons Total Appendix D (vi)

{ Killed . . . 10 3 13 Totals (b),(c)&(d) (Col. 405).

* Number of persons killed or injured in Railway Workshops, etc., in 1938-39 not included in the above summary. { Injured . . . 8,654 4 8,658

† Figures for 1937-38 onward are exclusive of the Burma Railway due to separation

‡ Revised figure

Number of persons killed or injured during the year 1938-39 by the movement of trains and railway distinguishing 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.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur
7 (a)	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		8	9	9	
	Injured			2		4	10	7	
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed					5	4	5	
	Injured			10		13	7	50	
3. Crossing the line at stations	Killed					2	2	1	
	Injured	2					1	6	
4. Closing of carriage doors	Killed								
	Injured	1		1				4	
5. Falling or jumping out of carriages during the running of trains.	Killed	7	3	1	22	4	11	20	
	Injured	23	86	41	109	10	29	60	5
6. Other accidents	Killed			1	7	3	6	2	
	Injured	16	7	2	81	2	5	108	
TOTAL (a)	Killed	7	3	3	29	22	32	37	
	Injured	47	93	56	190	29	52	235	5
(b) RAILWAY SERVANTS									
(s) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed					1	2	2	
	Injured	1		80	108	30	123	244	1
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines	Killed					1			
	Injured				2		3	5	
3. Passing over or standing upon buffers during shunting	Killed				1				
	Injured				3	1			
4. Getting on or off or falling off engines, wagons, etc., during shunting	Killed				1				
	Injured	1	1	9	4	12	16	34	1
5. Braking, spragging or choking wheels	Killed								
	Injured			6	3	4	31	64	
6. Attending to ground points, marshalling trains, etc.	Killed								
	Injured			2	2		1	1	
7. Moving vehicles by capstans, turntables, props, etc., during shunting	Killed								
	Injured				5	3	7		
8. Other accidents during shunting operations not included in the preceding items.	Killed			3			5	3	
	Injured		1	32	10	25	48	118	
TOTAL (b)	Killed			3	2	2	7	5	
	Injured	2	2	129	137	75	229	466	2

DIX D (ii).

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

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 (a)].
Madras and Southern Mahratta.	Mysore State.	Nizam's State	North Western.	Rohilkund and Kumaon	South Indian.	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38 (Cols 23, 25 and 27) 29	1938-39 (Cols 24, 26 and 28) 30	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
			5		1	30	33					30	33	1
		1	10		2	47	36			3		50	36	
	1		17		1	11	33	1				12	33	2
			26		4	98	110		1	3	4	101	116	
			7			9	12	1				10	12	3
			2			8	11		2			8	13	
					3	6	9			1		7	9	4
4			37		3	143	112		2		1	143	118	
40	8	3	58	10	42	447	529	23	21	20	16	490	566	5
			2			19	21					19	21	
2			3	1	5	160	232	2	2			162	234	6
4	1		68		5	212	211	2	2		1	214	214	
42	8	4	99	11	56	766	927	25	26	27	20	818	973	Total (a).
		1	2			9	8					9	8	1
63	4	9	137	1	37	793	838	4	5	9	5	806	848	
							1	1				1	1	2
			4		1	15	15					15	15	
							1	1				1	1	3
			4			9	8		1			9	9	
			1			2	2					2	2	4
2		2	49			102	131			1	3	163	134	
			1			4	1					4	1	5
13			7		1	106	129				1	106	130	
										1		1		6
			5			16	11					16	11	
														7
			1			14	16					14	16	
1			2	1		19	15		1			19	16	8
17		5	24	1		267	281			1		268	281	
1		1	6	1		34	28	2	1	1		37	29	Total (b)
95	4	16	231	2	39	1,322	1,439	4	6	11	9	1,337	1,444	

* This does not include 3 passengers who jumped out of a running train but received no injuries.
 † Exclusive of Mysore State Railway's figures which are included under class II Railways
 ‡ This does not include 1 passenger who jumped out of a running train but received no injury.
 § Exclusive of Mysore State Ry. figures which are included under class I Railways

Number of persons killed or injured during the year 1938-39 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						
		Assem-Bengal.	Bengal and North-Western.	Bengal N.W. & Pur.	Bombay, Baroda and Central India	Eastern Bengal.	East Indian	Great Indian Peninsula
32	33	34	35	36	37	38	39	40
(b) RAILWAY SERVANTS—contd								
(ii) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains	Killed	..	..	1	..	2	..	..
	Injured	2	4	13	1	2	9	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains	Killed	..	..	..	..	..	..	..
	Injured	1	..	2	1	..	4	4
11. Getting on or off engines, vans, etc., during the running of trains	Killed	..	1	..	..	..	..	..
	Injured	..	8	4	3	2	15	63
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	..	6	..	20	293	191
13. Working on the permanent-way, sidings, etc	Killed	..	..	1	..	..	1	2
	Injured	..	1	4	1	4	21	2
14. Attending to gates, at level crossings	Killed	..	..	..	..	1	1	..
	Injured	..	..	..	..	..	..	..
15. Walking, crossing, or standing on the line on duty	Killed	1	2	1	3	3	16	5
	Injured	4	9	5	..	2	6	7
16. Being caught between vehicles	Killed	..	..	..	..	..	2	..
	Injured	..	..	..	..	..	2	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	1	1	..
	Injured	..	2	..	..	..	5	1
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	2	6	5
	Injured	..	..	..	8	3	8	5
19. Miscellaneous	Killed	..	1	3	..	1	21	3
	Injured	7	8	89	11	83	61	378
	Killed	1	4	6	3	10	48	15
	Injured	14	32	123	25	116	424	658
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed	1	4	9	5	12	55	20
	Injured	16	34	252	162	191	653	1,124
(c) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	..	..	..	12	7	2
	Injured	..	2	..	..	1	8	..
2. Trespassing on the line	Killed	71	231	188	146	230	490	184
	Injured	30	133	75	95	48	134	33
3. Suicides	Killed	14	1	62	12	49	211	86
	Injured	..	..	3	4	..	3	2
4. Miscellaneous	Killed	1	2	2	3	9	13	5
	Injured	1	11	9	1	5	8	4
TOTAL OTHER PERSONS (c)	Killed	86	234	252	161	300	721	277
	Injured	31	146	87	100	54	148	39
(d) GRAND TOTAL = (a) + (b) + (c)	Killed	94	241	264	195	334	808	334
	Injured	94	273	395	452	274	853	1,398

DIX D (v)—*concd.*

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.		Serial No. of Class of accidents (see Col. 32). 56
Jodhpur 41	Madras and Southern Mahratta. 42	Mysore State. 43	Nizam's State. 44	North Western 45	Rohilkund and Kumaon. 46	South Indian. 47	1937-38 48	1938-39 49	1937-38. 50	1938-39 51	1937-38 52	1938-39 53	1937-38 (Cols. 48, 50 & 52) 54	1938-39 (Cols 49, 51 & 53) 55	
	1			1			2	5		1			2	6	9
	4		1	18		1	70	62	2	8			72	65	
				6			23	20	1	1	1		24	21	10
							11	1	1		1		13	1	11
	7		1	29		7	157	139	2			1	160	140	
				1			2	1					2	1	12
1				147		7	621	665	1	2		1	622	668	
				6		1	16	13					16	13	13
				34		1	56	68	2				58	68	
	1					1	2	4					2	4	14
				2		1	2	3	1		1		11	3	
	2			9	1		47	43					47	43	15
	4			11	3	2	56	53	1				57	53	
				1			9	3		1			9	4	16
				3	1	2	7	11					7	11	
							8	2					8	2	17
				3		1	14	12					14	12	
	1			2			19	16					19	16	18
				8			16	32					16	32	
	2			1	2		30	34		2			30	36	19
1	177		5	130	1	13	877	964	7	3	2	3	880	970	
	7			21	4	3	146	122	1	4	1		148	126	Total (a).
2	198		7	391	6	35	1,908	2,029	11	9	4	6	1,921	2,043	
	8		1	27	5	3	180	150	3	5	2		186	155	Total (b).
4	291	4	23	622	8	74	3,228	3,458	15	15	15	14	3,258	3,487	
				1		4	33	26	2		1		36	26	1
				4		2	5	12	4	2			9	14	
3	114	16	30	270	19	145	2,070	2,136	47	43	12	7	2,129	2,186	2
9	25	2		70	13	20	645	687	15	9	22	29	682	725	
1	57	1	5	82	3	52	439	636	3	1	3	4	495	641	3
				4			20	16	1	1	2	1	23	18	
	2			4	2	33	54	76		2		3	54	81	4
	4		2	9		1	58	55	1	2		4	59	61	
4	173	16	35	357	24	234	2,646	2,874	62	46	16	14	2,714	2,934	Total (c).
9	29	2	2	87	13	23	723	770	21	14	24	34	773	818	
4	185	17	36	452	29	242	3,038	3,235	57	53	18	15	3,113	3,303	Grand Total (d).
18	362	14	29	808	32	153	4,722	5,155	61	55	66	68	4,849	5,278	

† Exclusive of Mysore State Railway's figures which are included under class II Railways.

* Exclusive of Mysore State Railways figures which are included under class I Railways.

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										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols. 58 and 59)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 61, 63 and 65)	Injured (Cols 62 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	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	..	1	1	..	..	..	..	..	..	..	..
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed
6 Collisions between light engines
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.
(b) other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points
(b) other causes	..	10	10	..	..	..	..	..	..	..	..
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	..	7	7	..	..	..	..	..	..	..	..
(2) other causes	..	20	29	..	..	..	..	..	..	..	..
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear	..	47	47	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures
Carried over	..	103	103	..	3	..	..	..	..	..	3

DIX D (iii).

stock, permanent-way, etc., during the year 1938-39 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-WESTERN

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants		Other persons		Total.		Serial No. of class of accidents (see column No 57)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76)	Injured. (Cols. 73, 75 and 77)	
69	70	71	72	73	74	75	76	77	78	79	80
..	.	..	.	..	.	..	..	.	.	..	1
.	.	.	..	..	..	..	.	.	..	..	2
..	..	.	.	..	.	..	..	..	..	..	3
.	..	.	..	..	..	.	..	..	..	..	4
..	2	2	.	..	.	..	..	..	.	..	5
.	.	.	..	.	..	..	..	..	..	..	6
..	.	..	..	.	.	..	..	..	.	.	7 (a)
.	.	.	..	..	..	.	..	..	..	.	7 (b)
..	.	..	..	..	.	..	..	..	..	..	8 (a)
..	97	97	..	..	.	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	1	1	..	..	..	..	.	..	..	.	9 (a) 2
..	.	..	..	..	..	..	..	..	..	..	9 (b) 1
..	34	34	..	.	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	.	..	..	..	..	9 (c)
..	..	.	..	..	.	..	.	..	..	..	9 (d)
..	..	..	..	..	.	..	.	..	..	..	9 (e)
..	..	.	..	..	..	..	..	..	..	..	9 (f)
.	..	.	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	.	..	..	.	..	..	..	9 (h)
..	135	135	.	..	..	..	..	.	..	..	Carried over.

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

ASSAM-BENGAL.											
Class of accident.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols 58 and 59)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed.	Injured	Killed	Injured	Killed (Cols 61, 63 and 65)	Injured. (Cols 62, 64 and 66)
Brought forward		103	103		3						3
10. Failure of permanent-way—											
(a) Broken rails		10	10	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc		..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	3		3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	..	13	13	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..			..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	214	214	..	..	..	..	..	..	..	..
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..			..	..	..	..	..	..	..	..
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	..	11	11	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above)	..	1	1	..	..	..	..	..	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	..	12	12	..	..	..	..	..	..	..	..
(g) Miscellaneous	..			..	..	..	..	..	..	..	..
Total	3	477	480	..	3	..	..	..	..	..	3

*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*

C L A S S I											
BENGAL NAOPUR.											
Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents.	Total. (Cols 82 and 83)	Passengers		Railway servants.		Other persons		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols 85, 87 and 89)	In-jured. (Cols 86, 88 and 90)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	2	..	..	..	..	..	..	..	..
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	46	47	..	..	..	16	..	..	..	16
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 . . . . .	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	6	7	..	15	..	..	..	..	..	15
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes . . . . .	..	80	80	..	..	..	9	..	..	..	9
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) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . . . . .	..	46	46	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	101	101	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	2	2	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	4	4	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	1	272	273	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . . . .	..	6	6	..	..	..	..	..	..	..	..
Carried over	4	567	571	..	15	..	25	..	..	..	40

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 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

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 96, 98 and 100) 102	Injured. (Cols. 97, 99 and 101) 103	
..				..							1
..	4	4	..	..	1	3			1	3	2
..	1	1		..							3
..				..							4
..	1	1									5
..	..	..									6
..	30	30		..	1	..			1		7 (a)
..	2	2		..	..	..			..	..	7 (b)
..	25	25		..	..	..			..	..	8 (a)
..	723	723		..	..	..			..	..	8 (b)
..	8	8		..	..	..			..	..	9 (a) 1
..	22	22		..	..	..			..	..	9 (a) 2
..	35	35		..	..	..			..	..	9 (b) 1
..	108	108		..	..	..			..	..	9 (b) 2
..	1	1		..	..	..			..	..	9 (c)
..				..	..	..			..	..	9 (d)
..				..	..	..			..	..	9 (e)
..				..	..	..			..	..	9 (f)
..	100	100		..	..	..			..	..	9 (g)
..	60	60		..	..	..			..	..	9 (h)
	1,120	1,120	..	..	2	2			2	3	Carried over.

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 of accident.	BENGAL NAAGPUR										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 82	Other acci- dents.	Total (Cols. 82 and 83.)	Passengers.		Railway servants		Other persons		Total	
				Killed.	In- jured	Killed	In- jured.	Killed	In- jured.	Killed. (Cols. 85, 87 and 89)	In- jured (Cols. 86, 88 and 90)
81	83	84	85	86	87	88	89	90	91	92	
Brought forward	4	567	571	15	25	.	..	..	..	40
10. Failure of permanent-way—											
(a) Broken rails . . . . .	.	54	54	..	..	..	.	..	.	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc	.	.	..	..	..	..	..	.	.	..
(c) The flooding of portions of permanent-way .	2	3	5	.	.	.	.	.	.	..
(d) Slips in cuttings or embankments . . .	..	..	..	..	..	..	..	..	..	.
11. Fires—											
(a) Fire in trains . . . . .	..	27	27	.	.	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	.	1	1	.	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	.	.	..	.	..	..	.
(b) Trains running over cattle on the line .	.	71	71	..	..	.	.	..	..	.
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..	.	.	.	.	.	.	.	.	.
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	.	3	3	.	.	.	.	..	.	.
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	..	8	8	..	.	.	.	2	..	2
(f) <i>Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.</i> —(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	15	15	..	..	..	2	..	..	2
(g) Miscellaneous . . . . .	.	22	22	..	..	..	3	.	.	3
Total	6	771	777	..	15	.	30	2	..	45	

DIX D (iii)—contd

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—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	Injured	Killed	Injured	Killed	Injured	Killed (Cols 96 98 and 100)	Injured (Cols 97, 99 and 101)	
			96	97	98	99	100	101	102	103	
.	1,120	1,120	.	.	2	8	.	.	2	8	Brought forward.
..	51	51	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
.	15	15	.	..	..	..	..	..	..	..	10 (c)
.	2	2	.	..	..	..	..	..	..	..	10 (d)
.	1	1	.	..	..	..	..	..	..	..	11 (a)
..	.	..	.	..	..	..	..	..	..	..	11 (b)
..	8	8	.	..	..	..	..	..	..	..	12 (a)
..	809	800	.	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
..	8	8	.	..	..	..	..	..	..	..	12 (d)
.	5	5	..	..	..	..	..	..	..	..	12 (e)
..	15	15	.	..	..	..	..	..	..	..	12 (f)
..	.	7	.	..	..	..	..	..	..	..	12 (g)
..	2,041	2,041	..	..	2	8	..	..	2	8	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

CLASS I

Class of accident.	EASTERN BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 106 and 107)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 109, 111 and 113)	Injured (Cols 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	2	..	..	..	..	..	2
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	2	1	3	..	1	..	..	..	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	1	3	4	..	..	..	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.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	1	..	1	..	1	..	..	..	..	..	1
(b) other causes	18	..	18	..	..	..	..	..	1	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	29	29	..	..	..	..	..	..	..	..
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	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc	..	9	9	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	33	33	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	109	109	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	15	15	..	..	..	..	..	..	..	..
Carried over	..	24	213	237	..	4	..	1	..	1	6

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

EAST INDIAN											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 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	..	1	..	..	..	2	..	..	..	2	1
3	..	3	..	1	9	13	..	..	9	14	2
..	1	1	..	..	..	..	..	..	..	..	3
1	20	21	..	7	2	9	..	..	2	16	4
..	4	4	..	..	..	..	..	..	..	..	5
1	16	17	..	..	..	7	..	..	..	7	6
..	6	6	..	..	..	9	..	..	..	9	7 (a)
..	6	6	..	..	..	1	..	..	..	1	7 (b)
..	6	6	..	..	..	..	..	..	..	..	8 (a)
1	704	705	..	..	..	5	..	..	..	5	8 (b)
..	4	4	..	..	..	..	..	..	..	..	9 (a) 1
..	65	65	..	..	..	..	..	..	..	..	9 (a) 2
..	13	13	..	..	..	..	..	..	..	..	9 (b) 1
..	310	310	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	6	6	..	..	..	..	..	..	..	..	9 (e)
..	2	2	..	1	..	..	..	..	..	1	9 (f)
..	657	657	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
7	1,821	1,828	..	9	11	46	..	..	11	55	Carried over.

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	EASTERN BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 106 and 107)	Passengers		Railway servants		Other persons		Total	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 109, 111 and 113)	Injured (Cols 110, 112 and 114)
105	106	107	108	109	110	111	112	113	114	115	116
Brought forward	24	213	237		4		1		1		6
10 Failure of permanent-way—											
(a) Broken rails		13	13			..	.	.	..	.	.
(b) The failure of tunnels, bridges, viaducts, culverts, etc	2	..	2			..	.	..	..		..
(c) The flooding of portions of permanent-way .	8	..	8			.	.	.	.		..
(d) Slips in cuttings or embankments	8	1	9	..	.	.	.	..	.		..
11. Fires—											
(a) Fire in trains	1	1	2	.	.	.	..	..	.	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	1	7	8	.	..	..	..	..	..	..	..
12 Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..	2	2	.	.	.	..	..	..	..	..
(b) Trains running over cattle on the line . . .		160	160	.	.	..	.	..	..	..	.
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)					..	.	.	..	..	..	.
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	10		10	..	.	.	..	..	..	..	..
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above.)	6	.	6	..	.	.	..	1	4	1	4
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)"	8	.	8	..	..	..	..	..	2	..	2
(g) Miscellaneous	1	16	17	.	.	.	.	.	..	..	..
Total	69	413	482		4	..	1	1	7	1	12

DIX D (iii)—*contd*

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS— <i>contd</i>											
EAST INDIAN											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 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 and 124) 126	Injured (Cols 121, 123 and 125) 127	
7	1,821	1,828		9	11	46	..	.	11	55	Brought forward.
	45	45	..	..	..	.	..	..	..	.	10 (a)
			..	..	..	..	.	..	..	.	10 (b)
4	1	5	..	..	.	..	..	..	..	.	10 (c)
1	5	6	.	.	..	..	..	..	..	..	10 (d)
	9	9	..	..	..	..	..	..	..	..	11 (a)
	3	3	..	.	..	..	..	..	..	..	11 (b)
..	19	19	..	..	.	..	..	.	.	..	12 (a)
	1,098	1,098	..	..	..	.	..	.	.	..	12 (b)
3	..	3	27	118	1	15	1	20	29	153	12 (c)
7	9	16	..	.	..	.	.	..	..	..	12 (d)
	4	4	..	..	..	.	.	..	..	..	12 (e)
	23	23	..	..	..	2	..	..	..	2	12 (f)
2	81	83	8	34		18	..	.	8	52	12 (g)
24	3,118	3,147	35	161	12	81	1	20	48	262	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

CLASS I

Class of accident	GREAT INDIAN PENINSULA										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 130 and 131)	Passengers		Railway servants		Other persons		Total	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 133, 135 and 137)	Injured (Cols 134, 136 and 138)
129	130	131	132	133	134	135	136	137	138	139	140
1 Collisions between passenger trains or parts of passenger trains	.	4	4	.	9	.	.	.	.	.	9
2 Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	.	6	6	.	.	.	1	.	.	.	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed	.	1	1	.	.	.	.	.	.	.	.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	1	15	16	.	.	.	7	.	.	.	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	..	60	60	.	.	..	.	..	.	..	.
6. Collisions between light engines	..	12	12	.	.	..	1	.	..	..	1
7 Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	..	2	2	..	.	..	..	.	.	..	.
(b) other causes	1	25	26	.	1	.	1	.	.	.	2
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	.	6	6	.	.	..	.	.	.	.	.
(b) other causes	.	519	519	.	.	..	.	.	.	.	.
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	..	1	1	.	.	..	.	.	.	.	..
(2) machinery, springs, etc	..	47	47	.	.	..	.	.	.	.	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	17	17	.	.	..	.	.	.	.	..
(2) other causes	.	*489	*489	.	.	..	.	.	.	.	..
(c) The failure of tyres	..	.	.	.	.	..	.	.	.	..	.
(d) Ditto wheels	..	.	.	.	.	..	.	.	.	..	.
(e) Ditto axles	..	6	6	.	.	..	.	.	.	..	.
(f) Ditto brake apparatus	..	4	4	.	.	..	.	.	.	..	.
(g) Ditto couplings and draft gear	..	398	398	..	.	..	.	..	..	..	.
(h) Other Rolling Stock failures	..	42	42	.	1	..	..	..	..	..	1
Carried over	2	1,654	1,656	.	11	.	10	.	.	..	21

* Includes 261 Electrical Multiple Units failures on Suburban Service.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

JODHPUR

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 129)
			Killed.	Injured.	Killed	Injured	Killed	Injured	Killed (Cols 144, 146 and 148)	Injured (Cols 145, 147 and 149)	
141	142	143	144	145	146	147	148	149	150	151	152
..	..	..	..	.	..		..	..	..		1
.	..	..	..		..		..	..	..		2
..	..		..		..	.	..	.	..	.	3
.	2	2	..	..	.		..		.		4
..			..	..	..		..		..		5
..			..	..	..		..	..	..		6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
6	..	6	..		..	.	..	..	.		7 (b)
..	..		..	..	..	..	..	..	..	..	8 (a)
..	4	4	..	..	..	.	..	.	..	.	8 (b)
..	..		..	..	..		..	..	..	..	9 (a) 1
..	..		..	..	..		..	..	..	..	9 (a) 2
..	2	2	..	..	..	..	..	..	..	.	9 (b) 1
..	27	27	..	..	..	..	..	..	..		9 (b) 2
..			..	..	..	..	..	..	..		9 (c)
..	..		..	..	..	..	..	..	..	..	9 (d)
..	..		..	..	..	..	..	..	..	..	9 (e)
..	..		..	..	..	..	..	..	..	..	9 (f)
.	11	11	..	..	..	.	..	..	..	..	9 (g)
.	1	1	..	..	..	..	..	..	..	..	9 (h)
6	47	53	..	.	..	..	..		.		Carried over.

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.	GREAT INDIAN PENINSULA										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 130 and 131)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 133, 135 and 137)	Injured (Cols 134, 136 and 138)
129	130	131	132	133	134	135	136	137	138	139	140
Brought forward	2	1,654	1,656		11		10				21
10. Failure of permanent-way—											
(a) Broken rails		54	54								
(b) The failure of tunnels, bridges, viaducts, culverts, etc		7	7								
(c) The flooding of portions of permanent-way		1	1								
(d) Slips in cuttings or embankments		8	8								
11. Fires—											
(a) Fire in trains	1	67	68								
(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											
(b) Trains running over cattle on the line		1,477	1,477								
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train, is derailed, or seriously damaged)		1	1								
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)		3	3								
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above)		7	7						1		1
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs, (a) (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)		16	16								
(g) Miscellaneous		40	40								
Total	3	3,341	3,344		11		10		1		29

DIX D (iii)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

JODHPUR											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 141	Other accidents 142	Total. (Cols 141 and 142.) 143	Passengers		Railway servants		Other persons		Total		Serial No of Class of Accidents. (See column No 129) 152
			Killed 144	Injured 145	Killed 146	Injured 147	Killed 148	Injured 149	Killed (Cols 144 146 and 148) 150	Injured (Cols 145, 147 and 149) 151	
6	47	53									Brought forward
..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
3	..	3	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
1	..	1			..						11 (a)
..	..	..			..			..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	65	65	..	..	..	..	..	..	..	..	12 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (c)
1	..	1	..	..	..	..	..	..	..	..	12 (d)
..	1	1	..	..	..	..	..	..	..	..	12 (e)
..	3	3	..	..	..	..	..	..	..	..	12 (f)
..	1	1	..	..	..	..	..	..	..	..	12 (g)
11	118	129	..	..	..	..	..	..	..	..	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

C L A S S I

MADRAS AND SOUTHERN MAHRATTA.											
Class of accident	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1800 154	Other acci- dents 155	Total (Cols 154 & 155) 156	Passengers.		Railway servants		Other persons.		Total.	
				Killed	In- jured	Killed	In- jured.	Killed.	In- jured	Killed (Cols 157, 159 & 161)	In jured. (Cols 158, 160 & 162)
				157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	2		2	.	12	.		..	1	.	13
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	.	1		3	.		.	.	.	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	.	..	.					..		..	.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	14	15	.		..	4	..	1	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	.	..	..	.		.		..	..	..	..
6. Collisions between light engines	1	..	1	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points	1	..	1	..	..	.		..	..	..	..
(b) other causes	1	..	1	..	.	..		..	.	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.		9	9	.		.		..	..	..	..
(b) other causes		2	2	.		.		.	.	.	.
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		85	85					..	..	.	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	.	9	9	.		.		.	.	.	.
(2) other causes	.	97	97	.		.		.	.	.	.
(c) The failure of tyres	1	..	1	.		.		.	.	..	..
(d) Ditto wheels	.	..	.	.		.		.	.	.	..
(e) Ditto axles	.	6	6	.		.		.	.	..	.
(f) Ditto brake apparatus	.	.	.	.		.		..	.	..	..
(g) Ditto couplings and draft gear	5	46	51	.		.		.	.	..	..
(h) Other Rolling Stock failures	.	..	.	.		..	..	..	..	..	..
Carried over	13	268	281		15		5		2		22

DIX D (ii)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

MYSORE STATE

Accidents reported to Local Governments under section 87 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 173) 176
			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
.	..	..	..	..	..	..	.	..	..	..	2
..	..	..	..	..	.	..	..	..	.	..	3
..	.	..	.	..	.	..	..	..	.	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	.	..	.	..	..	..	.	6
..	.	..	..	..	..	..	..	..	..	..	7 (a)
3	1	4	..	2	..	1	..	.	.	3	7 (b)
..	.	..	..	..	..	..	..	..	.	..	8 (a)
..	.	..	..	..	..	.	.	.	..	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	.	9 (a) 2
.	6	6	..	..	..	..	.	.	..	..	9 (b) 1
..	16	16	.	.	..	..	..	..	.	.	9 (b) 2
..	.	..	..	.	..	.	..	..	..	..	9 (c)
..	.	.	.	.	..	.	..	.	..	.	9 (d)
..	.	.	..	..	..	..	.	..	.	..	9 (e)
..	.	.	..	..	..	..	..	..	..	..	9 (f)
2	18	20	..	.	..	..	..	..	.	.	9 (g)
..	..	..	..	..	..	..	..	.	.	..	9 (h)
5	48	53	..	2	..	1	.	.	..	3	Carried over.

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 of accident.	CLASS I											
	MADRAS AND SOUTHERN MAHRATTA											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 154 and 155)	Passengers		Railway servants		Other persons		Total		
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 157, 159 and 161)	Injured (Cols 158, 160 and 162)	
153	154	155	156	157	158	159	160	161	162	163	164	
Brought forward	13	268	281		15		5			2		22
10. Failure of permanent-way—												
(a) Broken rails		33	33									
(b) The failure of tunnels, bridges, viaducts, culverts, etc												
(c) The flooding of portions of permanent-way	1		1			1					1	
(d) Slips in cuttings or embankments												
11 Fires—												
(a) Fire in trains		16	16									
(b) Fire at stations, or involving injury to bridges or viaducts		1	1									
12. Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed		5	5									
(b) Trains running over cattle on the line		979	979									
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)												
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	1		1									
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above)	8	3	11				1	2	9	2	10	
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs, (c), (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	33		33									
(g) Miscellaneous		8	8				1					1
Total	56	1,313	1,369		15	1	7	2	11	3	33	

DIX D (vi)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident

RAILWAYS—contd.

MYSORE STATE.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 165	Other accidents 166	Total (Cols 165 and 166) 167	Passengers		Railway servants		Other persons		Total		Serial No of Class of Accidents (See column No. 153) 176
			Killed 168	Injured 169	Killed 170	Injured 171	Killed 172	Injured 173	Killed (Cols 168, 170 and 172) 174	Injured (Cols 169, 171 and 173) 175	
5	48	53		2		1				3	Brought forward
—	10 (a)
—	10 (b)
..	10 (c)
..	10 (d)
..	11 (a)
1	..	1	..	..	..	..	..	..	..	..	11 (b)
—	12 (a)
..	222	222	..	..	..	..	..	..	..	..	12 (b)
..	12 (c)
..	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
1	..	1	..	..	..	..	..	..	..	..	12 (f)
..	12 (g)
8	270	278	..	2	..	1	..	..	..	3	Total

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 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, 194 & 196)	Injured (Cols. 193, 195 and 197)	
											1
1		1	.	..	.	.	..	.	.	.	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	.	.	..	..	..	..	..	..	4
..	1	1	..	..	.	..	..	..	..	..	5
..	4	4	..	..	.	1	..	.	.	1	6
9		9	..	..	..	.	..	..	..	..	7 (a)
19	1	20	..	..	..	2	..	..	..	2	7 (b)
..	295	295	..	..	..	..	..	..	..	..	8 (a)
1	777	778	..	..	..	..	..	..	..	..	8 (b)
..	15	15	..	..	..	..	..	..	..	..	9 (a) 1
..	7	7	..	..	..	..	..	..	..	..	9 (a) 2
..	132	132	.	..	..	..	..	..	..	..	9 (b) 1
..	*34	*34	..	..	..	..	..	..	..	..	9 (b) 2
..	4	4	.	.	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	54	54	..	..	.	.	..	..	..	..	9 (g)
..	1	1	..	..	.	.	..	..	..	..	9 (h)
30	1,328	1,358				3	..	..	..	3	Carried over.

*Includes 1 Steam coach and 1 Rail Motor failures.

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	Nizam's State										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 178 and 179)	Passengers		Railway servants		Other persons		Total.	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 181, 183 and 185)	Injured (Cols 182, 184 and 186)
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward	2	121	123	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(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	..	291	291	..	..	..	..	..	..	..	..
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	..	..	..	..	..	..	..	..	..	..	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	3	..	3	..	..	..	..	..	6	..	6
(f) Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	1	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	8	414	422	..	..	..	..	..	6	..	6

DIX D (m)—contd

stock, permanent-way, etc., during the year 1938-39 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. 189	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. 192 194 and 196)	Injured. (Cols 193 195 and 197)	
			192	193	194	195	196	197	198	199		200
30	1,328	1,358	.	.	.	3	.	.	.	3	Brought forward.
.	53	53	.	.	.	..	.	.	.	.	10 (a)
.	..	..	.	.	.	.	.	.	.	.	10 (b)
2	23	25	.	.	.	.	.	.	.	.	10 (c)
..	1	1	.	.	.	.	.	.	.	.	10 (d)
3	2	5	..	.	.	.	.	.	.	.	11 (a)
.	1	1	.	.	.	.	.	.	.	.	11 (b)
..	1	1	.	.	.	.	.	.	.	.	12 (a)
.	714	714	.	.	.	.	..	.	.	.	12 (b)
1	.	1	.	..	.	.	.	.	.	.	12 (c)
12	..	12	.	..	.	..	.	.	.	.	12 (d)
16	..	16	..	..	..	1	3	1	3	2	12 (e)
5	12	17	..	..	.	1	..	..	.	1	12 (f)
.	51	51	.	..	..	..	.	.	.	.	12 (g)
69	2,186	2,255	.	..	.	5	3	1	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, railway

CLASS I

Class of accident	ROHILKHAND AND KUMAON										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants		Other persons.		Total.	
				Killed.	In-jured	Killed	In-jured	Killed	In-jured	Killed. (Cols. 205, 207 & 209)	In-jured (Cols. 206, 208 & 210)
201	202	203	204	205	206	207	208	209	210	211	212
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	..	1	..	..	..	.	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	.	.	..	..	..	.
6. Collisions between light engines	..	.	.	..	.	..	.	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	.	..	..
(b) Other causes	2	.	2	..	.	.	.	..	.	.	.
8. Other derailments—											
(a) Due to trains running in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	1	13	14	..	4	..	..	..	..	..	4
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	..	1	.	..	..	.	..	..	..	..	..
(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	2	..	..	..	..	..	..	..	..
(2) other causes	..	27	27	..	..	..	..	..	..	..	.
(c) The failure of tyres	..	1	1	.	..	..	..	..	..	..	..
(d) Ditto wheels	..	.	.	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and craft gear	..	25	25	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	1	1	..	..	..	..	..	..	..	.
Carried over	4	69	73	.	4	..	.	.	.	..	4

DIX D (iii)—contd

stock, permanent-way, etc, during the year 1938-39 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) 224
			Killed 216	Injured 217	Killed 218	Injured 219	Killed 220	Injured 221	Killed (Cols 216 218 and 220) 222	Injured (Cols 217, 219 and 221) 223	
											1
1		1									2
											3
1		1									4
											5
											6
1		1									7 (a)
3		3	31	50	2	4			33	54	7 (b)
											8 (a)
1	4	5									8 (b)
											9 (a) 1
	26	26									9 (a) 2
	53	53									9 (b) 1
	14	14									9 (b) 2
	38	38									9 (c)
	1	1									9 (d)
3	1	4									9 (e)
	7	7									9 (f)
38	182	170									9 (g)
	111	111									9 (h)
48	387	436	31		2	4			33	54	Carried over.

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 of accident	CLASS I										
	ROHILKUND AND KUMAON										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1880	Other accidents	Total (Cols 202 and 203)	Passengers		Railway servants		Other persons		Total	
				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 205, 207 and 209)	Injured (Cols 206, 208 and 210)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward	4	69	73	.	4	.	.	.	.	.	4
10 Failure of permanent way—											
(a) Broken rails	.	.	.	..	.	.	.	.	.	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	.	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	.	.	.	.	..	..	..	..	.	.	..
(d) Slips in cuttings or embankments	..	..	.	..	..	..	.	..	.	.	..
11. Fires—											
(a) Fire in trains	.	.	.	.	.	.	.	..	..	..	..
(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	.	5	5	.	.	..	..	..	.	.	..
(b) Trains running over cattle on the line	1	2	3	..	..	.	..	..	..	..	..
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	.	.	.	.	.	.	..	..	.	.	.
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	.	3	3	..	.	.	..	.	.	.	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	1	2	3	.	1	.	.	..	..	.	1
(f) Trains running over obstructions not covered by circumstances mentioned in sub paragraphs, (c), (d) and (e) above—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	7	7	..	..	..	..	..	.	.	.
(g) Miscellaneous	.	.	..	.	.	.	.	..	.	..	..
Total	6	88	94	..	5	.	..	..	..	..	5

DIX D (vi)—contd

stock, permanent-way, etc., during the year 1938-39 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) 224	
			Killed. 216	Injured. 217	Killed 218	Injured 219	Killed. 220	Injured 221	Killed (Cols 216, 218 and 220) 222	Injured (Cols. 217, 219 and 221) 223		
48	387	435	31	50	2	4	.	.	33	54	Brought forward.	
15	.	15	.	.	.	.	.	.	.	.	10 (a)
.	10 (b)	
.	10 (c)	
.	10 (d)	
2	.	2	.	.	.	.	.	.	.	.	11 (a)
.	11 (b)	
15	.	15	.	.	.	.	.	.	.	.	12 (a)
.	2,032	2,032	.	.	.	.	.	.	.	.	12 (b)
.	12 (c)	
1	.	1	.	.	.	.	.	.	.	.	12 (d)
6	.	6	1	2	1	2	12 (e)
15	.	15	12 (f)
.	12 (g)
102	2,419	2,521	31	50	2	4	1	2	34	56	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

† 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.	Other accidents	Total. (Colg. 226 and 227)
225	226	227	228
1 Collisions between passenger trains or parts of passenger trains	4	4	8
2 Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line	8	12	20
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	2	4	6
4 Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line	7	104	111
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	..	71	71
6 Collisions between light engines	2	34	36
7. Derailments of passenger trains—			
(a) due to trains running in the wrong direction through points	12	38	50
(b) other causes	56	49	105
8 Other derailments—			
(a) due to trains running in the wrong direction through points	..	341	341
(b) other causes	4	2,970	2,974
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	..	58	58
(2) machinery, springs, etc	..	303	303
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	288	288
(2) other causes	..	1,359	1,359
(c) The failure of tyres	1	12	13
(d) Ditto wheels	..	6	6
(e) Ditto Axles	3	21	24
(f) Ditto brake apparatus	..	15	15
(g) Ditto couplings and draft gear	46	1,950	1,996
(h) Other Rolling Stock failures	..	242	242
10 Failure of permanent-way—			
(a) Broken rails	15	322	337
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	3	7	9
(c) The flooding of portions of permanent-way	23	67	90
(d) Slips in cuttings or embankments	11	..	11
11 Fires—			
(a) Fire in trains	8	128	136
(b) Fire at stations, or involving injury to bridges or viaducts	2	42	44
12 Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed	15	41	56
(b) Trains running over cattle on the line	1	8,224	8,225
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	4	1	5
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	22	37	59
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above)	41	31	72
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	68	106	169
(g) Miscellaneous	3	230	233
Total	365	17,153	17,518

† Inclusive of Mysore State Rly

*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 ACCIDENTS—	CLASS II		
	BASED LIGHT.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 238 and 239)
237	238	239	240
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.
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	.	1	1
8. Other derailments—			
(a) Due to trains running in the wrong direction through points
(b) Other causes	..	14	14
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.	..	1	1
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	.	.	.
(2) other causes	.	6	6
(c) The failure of tyres
(d) Ditto wheels
(e) Ditto axles	..	1	1
(f) Ditto brake apparatus	.	.	.
(g) Ditto couplings and draft gear	..	2	2
(h) Other rolling stock failures
10. Failure of permanent way—			
(a) Broken rails
(b) The failure of tunnels, bridges, viaducts culverts, etc.
(c) The flooding of portions of permanent way
(d) Slips in cuttings or embankments
11. Fires—			
(a) Fire in trains
(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	..	32	32
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)
(d) Attempted train wrecking.—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)
(e) Trains running into road traffic at level crossings—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.)
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	..	1	1
(g) Miscellaneous	..	1	1
Total	..	59	59

DIX D (1938-39)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident

BENGAL DOOARS			BHAYNAGAR STATE			BIKANER STATE			Serial No of class of accidents (See column No 237)
Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 241	Other accidents. 242	Total. (Cols 241 and 242) 243	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890. 244	Other accidents 245	Total. (Cols 244 and 245) 246	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890 247	Other accidents 248	Total (Cols 247 and 248) 249	
									1
									2
									3
									4
									5
									6
									7 (a)
			2		2	6		6	7 (b)
									8 (a)
									8 (b)
									9 (a) 1
				6	6	3		3	9 (a) 2
				7	7	2		2	9 (b) 1
						1		1	9 (b) 2
	8	8				3		3	9 (c)
									9 (d)
									9 (e)
									9 (f)
						2		2	9 (g)
									9 (A)
			1		1		18	18	10 (a)
									10 (b)
									10 (c)
									10 (d)
									11 (a)
									11 (c)
									12 (a)
	1	1		59	59		89	89	12 (b)
									12 (c)
									12 (d)
									12 (e)
	1	1		7	7				12 (f)
									12 (g)
						3		3	Total
	10	10	8	79	82	20	107	127	

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

CLASS II

Class of accident.	DARJEELING HIMALAYAN			DIRRU-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 252	Other acci- dents.	Total (Cols 252 and 253)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 255	Other acci- dents.	Total (Cols 255 and 256)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 258	Other acci- dents.	Total (Cols 258 and 259)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 261	Other acci- dents
251	252	253	254	255	256	257	258	259	260	261	262
1. Collisions between passenger trains or parts of passenger trains.	1		1	.	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.	.	..	..	..	..	..	..	..	..	..	.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	.	..	.	.	.	..	..	1	1	.	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	.	.	..	.	.	..	..	..	..	.	.
6. Collisions between light engines	..	..	..	..	..	..	.	..	.	..	.
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	.	..	.	.	.	..	..	..
(b) Other causes	90	..	90	..	.	.	.	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	.	..	..	.	.	..	..	..	.
(b) Other causes	..	39	39	..	1	1	..	24	24	..	12
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	..	.	.	.	..	..	..	5	5	..	.
(2) machinery, springs, etc.	..	1	1	..	..	..	..	15	15	..	.
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	.	.	..	.	..	..	..	..	..	7
(2) other causes	..	3	3	..	.	.	.	3	3	..	..
(c) The failure of tyres	..	..	..	..	.	..	.	..	..	..	.
(d) Ditto wheels	..	..	.	.	.	.	..	..	..	..	1
(e) Ditto axles	..	2	2	..	..	.	..	..	..	..	.
(f) Ditto brake apparatus	..	..	..	..	..	.	..	..	..	.	.
(g) Ditto couplings and draft gear	..	.	..	..	1	1	..	..	..	.	.
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	3	3	..	..
Carried over	91	45	136	..	3	3	..	52	52	..	20

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

Total. (Cols 261 and 262)	JAIPUR STATE			JAMNAGAR DWARKA			JUNAGAD STATE			MORVI			Serial No of class of accidents (See column No 261.)
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 264	Other acci- dents	Total (Cols 264 and 265)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890, 267	Other acci- dents.	Total (Cols 267 and 268)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 270	Other acci- dents.	Total (Cols 270 and 271)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890. 273	Other acci- dents.	Total (Cols 273 and 274)	
263	264	265	266	267	268	269	270	271	272	273	274	275	276
..	1
..	2
..	3
..	4
..	5
..	6
..	7 (a)
..	7 (b)
..	4	4	..	6	6	8 (a)
12	..	2	2	..	8	8	..	1	1	..	8	8	8 (b)
..	2	2	..	..	..	9 (a) (1)
..	1	1	..	4	4	9 (a) (2)
..	9 (b) (1)
7	2	2	..	..	..	..	..	..	9 (b) (2)
..	..	5	5	..	..	..	..	2	2	..	..	..	9 (c)
..	9 (d)
1	9 (e)
..	9 (f)
..	..	2	2	..	..	..	..	..	..	..	..	..	9 (g)
..	4	4	..	..	..	9 (h)
20	..	9	9	..	10	10	..	14	14	..	18	18	Carried over

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

Class of accident	C L A S S I F I C A T I O N										
	DARJEELING HIMALAYAN.			DIBRU SADIA			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 • 252	Other acci- dents	Total (Cols 252 and 253)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 255	Other acci- dents	Total (Cols 255 and 256)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 258	Other acci- dents	Total (Cols 258 and 259)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 261	Other acci- dents
251	253	254	255	256	257	258	259	260	261	262	
Brought forward	91	45	136	..	3	3	..	52	52	..	20
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	1	1	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way	11	10	21	..	..	..	..	1	1	..	..
(d) Shps in cuttings or embankments	14	82	96	..	..	..	..	..	..	..	..
1. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	5	5	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	1
12 Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed	..	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line	..	7	7	..	6	6	..	41	41	..	19
(c) Train wrecking—(When as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged)	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occurred)	..	..	..	..	3	3	..	..	..	..	..
(e) Trains running into road traffic at level crossings—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub paragraph (c) or (d) above]	..	2	2	..	..	..	..	..	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, e.g., fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	..	..	..	..	..	..	..	22	22	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	6	6	..	..
Total	116	148	264	..	12	12	..	120	120	..	40

DIX D (vii)—contd.

tock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd

Total (Cols 261 and 262)	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE			Morvi			Serial No. of class of accidents, (See column No 251)
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 264	Other acci- dents	Total (Cols 264 and 265)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 267	Other acci- dents	Total (Cols 267 and 268)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No IX of 1890 270	Other acci- dents	Total (Cols 270 and 271) Act No	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act no IX of 1890 273	Other acci- dents	Total (Cols 273 and 274)	
263	265	266	268	269	271	272	274	275	276				
20	9	9	10	10	14	14	18	18	Brought forward.				
..	..	..	..	..	1	1	..	..	10 (a)
..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	1	1	..	..	10 (c)
..	..	..	..	..	..	..	..	..	10 (d)
..	..	..	..	..	..	..	1	1	11 (a)
1	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	12 (a)
19	69	69	52	52	35	35	16	16	12 (v)				
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	12 (d)
..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	1	1	12 (f)
..	2	2	..	..	1	1	..	..	12 (g)
40	80	80	62	62	52	52	6	36	Total				

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

Class of accident.	CLASS II RAILWAYS.						*TOTAL CLASS II				
	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. 278 and 279)	Passengers			Railway servants	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890 278	Other acci- dents	Total (Cols. 278 and 279)				Total (Cols. 281 and 282)	Killed			Killed.
								Killed	In jured			Killed.
277	279	280	281	282	283	284	285	286			
1. Collisions between passenger trains or parts of passenger trains	1	1	2	..	..	..
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	1	..	.	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed		
6. Collisions between light engines		
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points		
(b) Other causes	98	2	100	.	.	..
8. Other Derailments—											
(a) Due to trains running in the wrong direction through points	10	10	..	..	.
(b) Other causes	..	5	5	..	114	114	..	..	.
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	13	16	..	..	..
(2) machinery, springs, etc.	2	29	31	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff											
(1) boilers and tubes	1	9	10	.	..	.
(2) other causes	..	1	1	3	23	31	.	..	.
(c) The failure of tyres		
(d) Ditto wheels	1	1	.	..	..
(e) Ditto axles	.	1	1	..	4	4	..	..	.
(f) Ditto brake apparatus		
(g) Ditto couplings and draft gear	2	5	7	.	..	.
(h) Other Rolling Stock failures	7	7	..	.	.
Carried over	..	7	7	110	224	334	.	..	.

*Exclusive of Mysore State Railway.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd					TOTAL CLASS III RAILWAYS.										Serial No of accident* (See col. No 277.)	
Railway servants.		Other persons		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1800 292	Other accidents	Total (Cols 292 and 293)	Passengers.		Railway servants		Other persons		Total.		
Injured.	Killed	Injured	Killed (Cols 284, 286 and 288)	Injured (Cols 285, 287 and 289)				Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols 295, 297 and 299)		Injured (Cols 296, 298 and 300)
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
	1	2	1	2	1		1				1				1	1
	2		2	..	4		1				5	2
..							3
..							4
..							5
..							6
..	..	.			4	1	5	..	..	..						7 (a)
5		5	9	5	14	..		..						7 (b)
..		22	22	..	..							8 (a)
1		1		25	25	..	..							8 (b)
..		3	3	..	..	..						9 (a) (1)
..		17	17	..	..	..						9 (a) (2)
..	6	2	8	..	..	..	1	..	..		1	9 (b) (1)
..		32	32	..	..	..						9 (b) (2)
..						9 (c)
..						9 (d)
..	1	3	4	..	..	..						9 (e)
..		2	2	..	..	..						9 (f)
..	2	11	13	..	..	..						9 (g)
..						9 (h)
6	1	2	1	8	25	126	151	..	4	..	3	..	..	..	7	Carried over.

*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	CLASS II RAILWAYS						*TOTAL CLASS II					
	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 278 and 279)	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 281 and 282)	Passengers.		Railway servants
	277	278	279							280	281	282	283	Killed.	In- jured	Killed.
				284	285	286						
Brought forward	7	7	110	224	334	..	..	..	..	..
10 Failure of permanent way—												
(a) Broken rails	1	20	21	..	..	..	..	..
(b) The failure of tunnels, bridges, via- ducts, culverts, etc	
(c) The flooding of portions of permanent- way	11	12	23	..	..	..	..	..
(d) Slips in cuttings or embankments	14	82	96	..	..	..	..	..
11. Fires—												
(a) Fire in trains	1	1	..	7	7	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	1	..	..	..	..	..
12 Other accidents—												
(a) Passenger trains running in the wrong direction through points but not derailed	1	1	..	..	..	..	..
(b) Trains running over cattle on the line	..	1	1	..	427	427	..	..	..	..	..
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the perma- nent-way, formation, structures or equip- ment a train or portion of a train is derail- ed, or seriously damaged)	..	1	1	..	1	1	..	..	..	..	..
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the perma- nent-way, formation, structures or equip- ment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	3	3	..	..	..	..	..
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub- paragraph (c) or (d) above)	2	2	..	..	..	..	..
(f) <i>Trains running over obstructions not covered by circumstances mentioned in sub-para- graphs (c), (d) and (e) above.</i> — (When such obstructions have not been wil- fully placed on the track, e g, fallen tree or telegraph post This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train)	32	32	..	..	..	..	..
(g) Miscellaneous	3	15	..	..	..	..	..
Total	10	10	130	824	963	..	..	..	..	..

*Exclusive of Mysore State Railways.

DIX D (iv)—contd.

stock, permanent-way, etc, during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd					TOTAL CLASS III RAILWAYS												Serial No of class of accident. (See Col. No 277)
Railway servants.	Other persons.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents	Total (Cols 292 and 293)	Passengers		Railway servants		Other persons		Total.			
	Injured	Killed.	Injured	Killed (Cols 284, 286 and 288)				Injured (Cols 285, 287 and 289)	Killed	Injured.	Killed	Injured	Killed	Injured	Killed (Cols 295, 297 and 299)	Injured (Cols 296, 298 and 300)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	
6	1	2	1	8	25	126	151	.	4	.	3	.	.	.	7	Brought forward.	
.	10 (a)	
..	10 (b)	
..	4	4	..	..	..	..	.	.	.	..	10 (c)	
..	10 (d)	
..	11 (a)	
..	1	1	..	..	..	.	.	..	.	.	11 (b)	
..	3	3	..	.	..	..	.	.	.	..	12 (a)	
..	15	18	15	18	2	117	119	..	.	..	.	.	..	.	..	12 (b)
.	12 (c)	
..	4	7	11	..	..	..	.	..	..	..	..	12 (d)	
..	13	7	20	..	2	.	1	..	1	..	4	12 (e)	
..	2	10	12	..	..	..	.	.	.	..	..	12 (f)	
.	9	9	..	..	..	.	..	.	..	..	12 (g)	
6	16	20	16	26	46	284	330	.	6	..	4	.	1	.	11	Total	

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

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890		Other accidents.		Total		Passengers.			
					(Cols. 305 and 307)	(Cols. 306 and 308)	Killed.		Injured	
	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains	1	6	15	5	16	11	.	..	1	23
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	10	20	12	28	22	3	.	39	11
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	2	3	4	4	6	.	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	7	36	105	101	112	.	..	1	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.	.	.	81	74	81	74	..	..	.	..
6. Collisions between light engines	1	2	32	34	33	36	.	.	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	7	16	67	39	74	55	..	.	1	1
(b) Other causes	125	163	59	56	184	219	101	31	119	68
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	.	.	406	373	406	373	.	..	..	.
(b) Other causes	7	4	2,948	3,901	2,955	3,113	.	.	3	4
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	1	3	84	74	85	77	..	.	..	..
(2) machinery, springs, etc	1	2	343	349	344	351	.	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	8	7	229	299	237	306	.	..	..	..
(2) other causes	17	3	1,417	1,419	1,434	1,422	..	.	..	..
(c) The failure of tyres	1	1	8	12	9	13	..	.	..	..
(d) Ditto wheels	1	.	3	7	4	7	..	.	..	..
(e) Ditto axles	5	4	40	28	45	32	..	.	..	..
(f) Ditto brake apparatus	1	..	21	17	22	17	..	..	..	1
(g) Ditto couplings and draft gear	53	50	1,913	1,966	1,966	2,016	..	..	1	.
(h) Other Rolling Stock failures	..	..	274	249	274	249	..	..	..	1
Carried over	243	280	8,050	8,231	8,302	8,511	104	31	165	117

DIX D (in)—concl'd.

stock, permanent-way, etc., during the years 1937-38 and 1938-39 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				Other persons				Grand Total.				Serial No of class of accident (See column No 304)
Killed.		Injured.		Killed.		Injured		Killed		Injured.		
1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	(Cols 311, 316 and 319)	(Cols 312, 318 and 320)	(Cols 313, 317 and 321)	(Cols 314, 318 and 322)	
315	316	317	318	319	320	321	322	323	324	325	326	
1	..	4	3	..	1	..	3	1	1	5	29	1
6	10	15	18	..	..	..	..	9	10	54	29	2
..	..	..	..	..	..	..	..	..	..	..	1	3
..	2	25	37	1	..	2	1	1	2	28	45	4
..	..	2	..	..	..	..	..	..	..	2	..	5
..	..	6	10	1	..	..	..	1	..	5	10	6
1	1	1	9	..	..	1	..	1	1	3	10	7 (a)
4	2	12	14	1	..	..	1	106	33	131	83	7 (b)
..	..	2	..	..	..	..	..	..	..	2	..	8 (a)
1	..	13	15	..	..	..	..	1	..	16	19	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	1	..	..	..	..	..	..	..	1	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	1	9 (f)
..	..	..	..	1	..	..	..	1	..	1	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	1	9 (h)
13	15	79	107	4	1	3	5	121	47	247	229	Carried over

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

TOTAL ALL

Class of accident	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.		Other accidents		Total		Passengers			
	1937-38	1938-39	1937-38 ^a	1938-39			Killed		Injured	
					(Cols 305 and 307)	(Cols 306 and 308)	1937-38	1938-39	1937-38	1938-39
304	305	306	307	308	309	310	311	312	313	314
Brought forward	243	280	8,059	8,231	8,302	8,511	104	31	165	117
10. Failure of Permanent way—										
(a) Broken rails	6	16	310	342	316	358	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	3	2	5	7	8	9	..	..	..	..
(c) The flooding of portions of permanent-way	34	34	56	83	90	117	..	..	..	..
(d) Slips in cuttings or embankments . . .	9	25	36	110	45	135	..	..	..	..
11. Fires—										
(a) Fire in trains	11	8	177	133	188	141	..	..	7	..
(b) Fire at stations, or involving injury to bridges or viaducts.	2	2	34	44	36	46	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	16	15	38	45	53	60	..	..	..	..
(b) Trains running over cattle on the line .	1	3	8,190	8,778	9,191	8,781	..	..	..	..
(c) <i>Train wrecking</i> —(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	3	4	8	2	16	6	..	27	..	118
(d) <i>Attempted train wrecking</i> —(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred)	50	36	23	47	73	83	..	..	..	..
(e) <i>Trains running into road traffic at level crossings</i> —(When road vehicles have not been wilfully placed on the track so as to bring the accident within either subparagraph (c) or (d) above]	70	54	46	40	116	94	1	..	2	3
(f) <i>Trains running over obstructions not covered by circumstances mentioned in subparagraphs (c), (d) and (e) above.</i> —(When such obstructions have not been wilfully placed on the track, e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to train)	32	65	125	148	157	213	..	..	..	..
(g) <i>Miscellaneous</i>	9	6	310	251	319	257	..	8	..	84
Total	493	550	18,417	18,261	18,910	18,811	106	68	174	272

DIX D (vi)—concl'd.

stock, permanent-way, etc., during the years 1937-38 and 1938-39 on all railways open for traffic servants and other persons, killed or injured in each class of accident.

RAILWAYS

Railway servants.				Other persons				Grand Total.				Serial No of class of accident (See column No 304.)
Killed		Injured		Killed		Injured		Killed		Injured		
1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39	(Cols 313, 317 and 321)	Cols. 314, 318 and 322	
315	316	317	318	319	320	321	322	323	324	325	326		327
13	15	79	107	4	1	3	5	121	47	247	229	Brought forward.
--	--	..	..	.	..	..	..	..	.	..	..	10 (a)
--	--	.	..	..	.	..	..	..	..	..	..	10 (b)
--	1	..	..	..	..	..	..	..	1	..	..	10 (c)
--	--	..	..	..	..	..	..	.	..	..	.	10 (d)
2	..	11	.	..	..	.	..	2	..	18	..	11 (a)
..	..	..	..	1	..	..	..	1	..	..	..	11 (b)
--	--	..	.	..	..	..	..	..	..	.	.	12 (a)
--	..	..	..	22	15	18	18	22	15	18	18	12 (b)
..	1	5	15		1	.	20	--	29	5	153	12 (c)
..	..	..	..	1	.	.	..	1	..	..	..	12 (d)
.	..	.	3	28	9	48	24	29	9	50	30	12 (e)
2	..	1	5	1	..	1	2	3	..	2	7	12 (f)
1	..	11	22	4	..	10	..	5	8	21	56	12 (g)
18	17	107	152	61	36	80	69	184	109	361	493	Total

Number of persons killed or injured during the year 1938-39 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident	†CLASS I RAILWAYS.								*CLASS II RAILWAYS							
	PASSENGERS		RAILWAY SERVANTS		OTHER PERSONS		TOTAL		PASSENGERS		RAILWAY SERVANTS		OTHER PERSONS		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 329, 331 and 333)	Injured (Cols. 330, 332 and 334)	Killed	Injured	Killed	Injured	Killed	Injured	Killed (Cols. 337, 339 and 341)	Injured (Cols. 338, 340, and 342)
1. Ascending or descending steps at stations		7		7		1		15								
2. Being struck, by barrows, by falling over packages, etc., on platform		1		71				72								
3. Falling off platforms.		1	1	26		3	1	30								
4. Loading, unloading or sheeting wagons.			2	1,108	6	29	8	1,137			1			1		
5. Moving or carrying goods at stations, etc.			3	346	1	3	4	349						1	1	
6. Working at cranes or capstans.				92				92								
7. Falling off wagon doors, lamps, bales of goods, etc.				241	1	4	1	245				1			1	
8. Falling off, or getting on or off, stationary engines or vehicles.			1	340			1	340				1			1	
9. Falling off platforms, ladders, scaffolds, etc.			2	151	6	20	8	171				2			2	
10. Stumbling whilst walking, on the line or platforms.		6		210	5	13	5	229								
11. Attending to stationary engines in sheds.				2,507		1		2,508				2			2	
12. Being trampled on or kicked by horses				2				2								
13. Working on the line or in sidings			3	1,588		23	3	1,611			1	10			10	
14. Miscellaneous		4	12	8,145	14	60	26	8,209				3	2		5	
Total		10	24	9,984	33	167	57	10,010			3	19	2	1	20	

† Inclusive of Mysore State Railway.

* Exclusive of Mysore State Railway.

DIX D (w).

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. 361
PASSENGERS		RAILWAY SERVANTS		OTHER PERSONS		TOTAL.		PASSENGERS.		RAILWAY SERVANTS		OTHER PERSONS		TOTAL.		
Killed	Injured	Killed.	Injured	Killed	Injured	Killed (Cols 345, 347 and 349)	Injured (Cols. 346, 348 and 350)	Killed	Injured	Killed	Injured.	Killed	Injured	Killed (Cols 353, 355 and 357)	Injured (Cols 354, 356 and 358)	
345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	
.	7	.	7	.	1	.	15	1 Ascending or descending steps at stations.
.	1	.	71	.	.	.	72	2 Being struck by barrows, by falling overpackages, etc., on platform
..	1	1	26	..	3	1	30	3 Falling off platforms
...	1	.	1	..	2	..	.	3	1,109	6	30	9	1,139	4 Loading, unloading or sheeting wagons
.	.	.	1	.	.	.	1	.	..	3	347	1	4	4	351	5 Moving or carrying goods at stations, etc.
.	92	.	.	..	92	6 Working at cranes or capstans.
.	1	.	..	.	1	.	..	..	248	1	4	1	247	7 Falling off wagon doors, lamps, bales of goods, etc.
-	1	341	.	.	1	341	8 Falling off, or getting on or off, stationary engines or vehicles.
..	..	1	.	..	..	1	.	..	..	3	159	6	20	9	173	9 Falling off platforms, ladders, scaffolds, etc.
-	-	6	..	210	5	13	5	229	10 Stumbling whilst walking on the line or platforms
-	2,509	.	1	.	2,510	11 Attending to stationary engines in sheds.
-	2	..	.	.	2	12 Being trampled on or kicked by horses.
-	1	..	.	..	1	..	..	4	1,599	..	23	4	1,622	13 Working on the line or in sidings.
..	.	..	3	..	..	.	3	..	4	12	3,151	16	60	28	3,215	14 Miscellaneous.
..	.	1	7	..	1	1	8	..	19	27	9,800	35	159	62	10,038	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1938-39
[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. 363	Percent- age of total. 364	Injured 365	Percent- age of total. 366	Killed. 367	Percent- age of total 368	Injured. 369	Percent age of total 370	Killed. 371	Percent- age of total 372	Injured 373	Percent- age of total. 374
362												
Assam-Bengal	1	100 0	9	56 3	.		4	25 0	.	.	3	18 8
Bengal and North-Western	3	75 0	34	100 0	1	25 0					..	.
Bengal-Nagpur	3	33 3	231	91 7	6	66 7	16	6 35	..		5	1 98
Bombay, Baroda and Central India.	3	60 0	140	86 4	2	40 0	22	13 6				..
Eastern-Benga ^l	10	83 3	147	77 0	1	8 33	36	18 8	1	8 33	8	4 19
East Indian	33	60 0	638	97 7	21	38 2	14	2 15	1	1 82	1	0 15
Great Indian Peninsula	13	65 0	1,111	98 8	7	35 0	9	0 80			4	0 36
Jodhpur			2	50 0	.		2	50 0			.	.
Madras and Southern Mahratta	6	75 0	284	97 6	2	25 0	7	2 40			.	..
Mysore State . . . .					.		4	100 0			..	.
Nizam's State			21	91 3	1	100 0	2	8 70	..			.
North Western	27	100 0	619	99 5			3	0 48	..		..	.
Rohilkund and Kumaon . . . .	..	.	..		5	38 4	8	61 6	.	..	..	..
South Indian	2	66 7	63	85 1	1	33 3	11	14 9	.			.
Total	101	67 3	3,299	95 4	47	31 3	138	3 99	2	1 33	21	0 61

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 (v).]

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. 375	Percentage of total 376	Injured 377	Percentage of total 378	Killed 379	Percentage of total, 380	Injured. 381	Percentage of total 382	Killed (Cols 363, 367, 371, 375 and 379) 383	Injured (Cols 365, 369, 373, 377 and 381) 384		385
..		1	16	Assam-Bengal
.		4	34	Bengal and North-Western.
.		9	252	Bengal Nagpur
	5	162	Bombay, Baroda and Central. India
..	12	191	Eastern Bengal.
..	55	653	East Indian.
..	20	1,124	Great Indian Peninsula.
..				4	Jodhpur
.	8	291	Madras and Southern Mah- ratta.
.		4	Mysore State.
..		1	23	Nizam's State
..	27	622	North Western.
..		5	8	Rohilkund and Kumaon.
.	3	74	South Indian.
.	150	3,458	Total

† Inclusive of Mysore State Railway

Number of accidents which occurred during the year 1938-39 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	Eastern Bengal	East Indian.	Great Indian Peninsula	Jodhpur.
386	387	388	389	390	391	392	393	394	395
(a) Total number of accidents .	.	146	15	70	2,310	321	1,023	1,544	37
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops	Killed ..		..	..	1		..	1	1
	Injured ..	146	4	52	2,285	319	1,023	1,543	35
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	24	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	11	..	..	..	..	..
Total (b)	Killed ..	..	..	..	1	..	..	1	1
	Injured ..	146	4	63	2,309	319	1,023	1,543	35
<i>(c) Affecting other persons.</i>									
1. Railway workshops	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..	..
2. New works, not opened for traffic	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	1
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1	..	..	..	..	..	..
Total (c)	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1	..	..	1	..	..	1
GRAND TOTAL (b+c)	Killed ..	..	2	..	1	..	..	1	1
	Injured ..	146	5	63	2,309	320	1,023	1,543	36

DIX D (vi).

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

Railways.						† Total class I Railways	* Total class II Railways	Total class III Railways	Total all Railways (columns 402, 403 and 404)	No of accidents and No of persons killed or injured.
Madras and Southern Mahratta.	Mysore State	Nizam's State	North Western.	Rohil- kund and Kumaon	South Indian.						402	403	404	405	406
849	65	397	1,270	2	580	8,629	55	1	8,685	(a) Total number of accidents
3			4	..	..	10	..	..	10	Killed } 1
846	65	397	1,266	2	581	8,564	54	1	8,619	Injured } 1
..	Killed } 2
..	Injured } 2
..	Killed } 3
..	24	..	..	24	Injured } 3
..	Killed } 4
..	Injured } 4
..	Killed } 5
..	11	..	..	11	Injured } 5
3	4	..	..	10	..	..	10	Killed } Total (b).
846	65	397	1,266	2	581	8,599	54	1	8,654	Injured } Total (b).
..	(c) Affecting other persons.
..	Killed } 1
..	1	..	..	1	Injured } 1
..	Killed } 2
..	1	..	..	1	Injured } 2
..	1	1	..	..	1	Killed } 3
..	1	..	1	Injured } 3
..	Killed } 4
..	Injured } 4
..	2	..	..	2	Killed } 5
..	1	..	..	1	Injured } 5
..	1	3	..	..	3	Killed } Total (c).
..	3	1	..	4	Injured } Total (c).
3	4	..	1	13	..	..	13	Killed } GRAND
846	65	397	1,266	2	581	8,602	55	1	8,658	Injured } TOTAL (d).

†Inclusive of Mysore State Railway.

*Exclusive of Mysore State Railway.

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									
Assam-Bengal	3' 3½"	203	100 0	863	98 3	0 70	5,816	88 6	1 07
Bengal and North-Western	3' 3½"	393	74 3	1,587	07 8	12 8	12,690	Nil	3 43
Bengal Nagpur	5' 6" 2' 0"	656	100 0	1,161	95 6	4 39	22,701	80 3	19 7
		115	93 0	406	92 6	Nil	1,987	85 3	0 10
Bombay, Baroda and Central India	5' 6" 3' 3½" 2' 6"	362	100 0	1,978	100 0	Nil	10,185	95 0	2 44
		465	100 0	1,474	99 9	0 07	9,433	39 7	10 7
		27	Nil	72	Nil	Nil	337	Nil	Nil
Eastern-Bengal	5' 6" 3' 3½" 2' 6"	294	100 0	1,151	99 9	0 10	8,570	59 6	40 0
		207	100 0	1,098	88 5	11 5	5,597	38 7	2 09
		9	Nil	57	Nil	Nil	23	Nil	Nil
East Indian	5' 6"	1,542	99 4	3,326	98 8	1 17	51,430	78 9	19 1
Great Indian Peninsula	5' 0" 2' 6"	664	100 0	1,980	100 0	Nil	19,234	91 7	8 07
		21	Nil	61	Nil	Nil	235	Nil	Nil
Jodhpur	3' 3½"	103	87 4	360	90 3	8 61	2,899	10 7	2 66
Madras and Southern Mahratta	5' 6" 3' 3½"	298	99 3	871	98 2	1 84	6,096	88 1	11 9
		320	71 9	955	92 0	3 66	6,898	2 71	44 8
Mysore	3' 3½" 2' 6" 2' 0"	80	95 0	323	92 0	6 00	1,490	54 0	17 0
		10	90 0	30	10 0	Nil	88	3 00	96 0
		6	Nil	5	Nil	Nil	52	Nil	Nil
Nizam's State	5' 6" 3' 3½"	85	100 0	172	99 4	0 58	2,208	79 0	18 5
		83	88 0	171	100 0	Nil	1,431	33 9	1-20
North Western	5' 6" 2' 6"	1,181	99 2	3,491	100 0	Nil	29,332	93 4	6 62
		100	Nil	352	87 5	Nil	902	75 4	0 66
Rohilkund and Kumaon	3' 3½"	89	79 8	225	55 6	21 8	2,987	0 97	0 54
South Indian	5' 6" 3' 3½" 2' 6"	152	100 0	480	97 7	2 29	2,490	80 2	19 0
		384	100 0	†1,522	94 7	4 14	6,194	4 57	4 49
		11	54 5	35	Nil	Nil	78	Nil	Nil
Total		7,8 0	94 5	23,196	93 9	2 81	211,475	67 7	13 5
CLASS II RAILWAYS									
Barsi Light	2' 6"	31	93 5	121	100 0	Nil	286	43 7	56 3
Bengal Doons	3' 3½"	19	47 4	72	15 3	44 4	448	0 44	Nil
Bhavnagar State	3' 3½"	39	76 9	204	92 2	5 88	1,217	0 33	1 07
Bikaner State	3' 3½"	54	57 4	178	34 2	18 5	1,262	6 10	0 24
Darjeeling Himalayan	2' 0"	34	2 90	128	100 0	Nil	504	100 0	Nil
Dibru Sadiya	3' 3½"	29	82 7	63	82 5	17 5	1,178	27 6	65 6
Gaekwar's Baroda State	3' 3½" 2' 6"	24	95 8	94	98 9	1-06	321	21 2	3 43
		37	Nil	137	Nil	Nil	727	Nil	Nil
Gondal	3' 3½"	26	100 0	141	95 7	4 96	699	0 14	2 00
Jaipur State	3' 3½"	12	100 0	80	100 0	Nil	230	100 0	Nil
Jamnagar and Dwarka	3' 3½"	16	75 0	74	70 3	21 6	628	96-5	4 30
Junagad State	3' 3½"	18	100 0	168	99 4	0 60	369	0 27	5 96
Morvi	3' 3½"	22	90 9	121	97 5	Nil	350	3 71	4 57
Shahdara (Delhi) Saharanpur	2' 6"	10	Nil	49	Nil	Nil	266	Nil	Nil
Total		371	63 3	1,630	74 0	6 93	8,485	23 1	12 3
GRAND TOTAL (CLASS I & II RAILWAYS)		8,231	93 1	24,826	92 2	3 08	219,900	66 1	13 5

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1939.

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
CLASS I RAILWAYS											
(e)723	Nil	94.2	7	226	237	470	100.0	95.8	100.0	97.9	Assam-Bengal
1,368	Nil	100.0	61	560	78	699	100.0	58.2	100.0	63.4	Bengal and North Western.
(b)871	4.47	95.5	57	357	198	612	100.0	97.8	98.5	98.2	} Bengal Nagpur
(b)375	Nil	92.8	11	177	70	258	100.0	85.9	79.5	84.6	
770	Nil	100.0	Nil	316	158	474	Nil	98.4	65.8	84.5	} Bombay, Baroda and Central India
1,276	Nil	100.0	Nil	655	262	917	Nil	89.7	100.0	92.4	
72	Nil	38.9	Nil	33	26	59	Nil	76.7	100.0	85.5	
820	Nil	100.0	5	191	258	454	100.0	77.3	67.7	71.7	} Eastern Bengal
767	Nil	100.0	15	291	250	556	100.0	100.0	100.0	100.0	
57	Nil	40.4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
(c)2,779	Nil	81.3	137	1,129	806	2,072	100.0	96.5	97.6	97.1	East Indian
(a)1,275	Nil	100.0	1	428	347	776	100.0	81.1	77.1	79.3	} Great Indian Peninsula.
49	Nil	100.0	Nil	26	20	46	Nil	92.9	100.0	95.8	
325	Nil	98.8	13	99	119	231	100.0	100.0	100.0	100.0	Jodhpur
(d)634	Nil	97.8	Nil	242	263	505	Nil	96.0	96.7	96.4	} Madras and Southern Mahratta
(d)807	Nil	98.1	Nil	317	357	674	Nil	100.0	95.7	97.7	
235	Nil	100.0	2	186	31	219	100.0	100.0	100.0	100.0	} Mysore
20	Nil	100.0	Nil	22	Nil	22	Nil	100.0	Nil	100.0	
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
139	17.3	82.7	Nil	55	24	79	Nil	100.0	100.0	100.0	} Nizam's State
140	40.7	59.3	Nil	64	23	87	Nil	91.4	95.8	92.6	
*2,554	Nil	96.7	39	975	799	1,813	100.0	100.0	100.0	100.0	} North Western
*292	Nil	95.5	8	170	45	223	100.0	100.0	100.0	100.0	
238	Nil	100.0	3	91	52	146	100.0	67.9	100.0	77.2	Rohilkund and Kumaon.
359	Nil	94.4	Nil	132	112	244	Nil	100.0	100.0	100.0	} South Indian.
1,394	Nil	95.1	Nil	594	240	834	Nil	85.7	58.8	75.7	
35	Nil	100.0	Nil	8	1	9	Nil	44.4	9.10	31.0	
18,369	0.60	93.9	359	7,347	4,776	12,482	100.0	88.6	89.4	89.2	Total
CLASS II RAILWAYS.											
110	Nil	100.0	Nil	27	12	39	Nil	36.5	66.7	42.4	Barsi Light
64	Nil	100.0	3	17	10	30	100.0	56.7	100.0	69.8	Bengal Doonars
144	Nil	100.0	Nil	85	14	99	Nil	100.0	100.0	100.0	Bhavnagar State.
142	Nil	97.9	5	86	17	108	100.0	100.0	100.0	100.0	Bikaner State
106	5.60	84.4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya
162	Nil	100.0	Nil	50	30	80	Nil	100.0	100.0	100.0	} Gaekwar's Baroda State.
268	Nil	99.3	Nil	79	41	120	Nil	97.5	100.0	98.4	
111	Nil	100.0	Nil	61	16	77	Nil	100.0	100.0	100.0	Gondal
78	Nil	100.0	Nil	60	2	62	Nil	100.0	100.0	100.0	Jaipur State.
55	Nil	100.0	Nil	31	Nil	31	Nil	88.6	Nil	88.6	Jamnagar and Dwarka.
146	Nil	100.0	Nil	65	37	102	Nil	100.0	86.0	94.4	Junagad State.
94	Nil	98.9	Nil	45	16	61	Nil	100.0	84.2	85.8	Morvi
53	Nil	100.0	3	18	2	23	100.0	42.9	100.0	48.7	Shahdara(Delhi) Saharanpur.
1,593	0.38	98.5	11	657	209	877	100.0	80.6	86.0	81.9	Total
19,962	0.58	94.8	370	8,004	4,985	13,359	100.0	87.8	89.3	88.7	GRAND TOTAL (CLASS I & II RAILWAYS)

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars

(a) This figure varies from the total figure of columns 16 and 62 of Statement 10-B against G. I. P. Ry. as in the latter are included 127 reserved cars and 53 non-passenger carrying vehicles

(b) Difference with the figures appearing in Cols 62 and 9, respectively, of statement 10 of B. N. Ry. is due to the exclusion of 104 vehicles and inclusion of 2 Rail cars on the Broad Gauge and the exclusion of 5 relief vans and the inclusion of 3 Rail cars on the Narrow Gauge.

(c) Includes 3 steam coaches

(d) Exclude 26 and 36 vehicles on the Broad and Metre Gauges, respectively, transferred to Goods Stock as they are not passenger carriages.

(e) Excludes 7 carriages under rebuilding

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1938-39

Railway system	Crime and Order Contribution to Local Government.	WATCH AND WARD		Total cost to the Railway	TOTAL COST	
		Watchmen	Contingencies		Per Route Mile	Per Train Mile
1	2	3	4	5	6	7
CLASS I						
	Rs	Rs	Rs	Rs	Rs	Rs
Assam Bengal	56,852	94,016	1,365	1,52,233	116 5	0 03
Bengal and North Western	85,123	81,083	1,204	1,67,410	79 1	0 02
Bengal Nagpur	1,49,253	(a) 4,28,032	25,148	6,02,433	177 6	0 04
Bombay, Baroda and Central India	3,06,075	6,31,444	14,180	9,51,699	271 2	0 05
Eastern Bengal	(b) 2,31,374	3,62,601	24,226	6,18,201	307 8	0 05
East Indian	3,57,684	6,94,887	54,731	11,07,302	252 2	0 03
Great Indian Peninsula	4,49,605	4,11,697	6,177	8,67,479	234 7	0 04
Jodhpur	9,290	24,160	3,972	37,422	35 5	0 02
Madras and Southern Mahratta	2,30,053	2,80,306	10,581	5,20,940	175 6	0 04
Mysore State	Nil	27,513	Nil	27,513	37 8	0 01
Nizam's State	1,69,370	*	30,791	2,00,161	147 2	0 05
North Western	(c) 3,56,467	10,50,939	20,990	14,28,306	206 1	0 05
Rohilkund and Kumaon	14,409	23,522	576	38,507	67 6	0 02
South Indian	1,65,980	1,38,376	2,666	3,07,022	121 3	0 02
Total	25,81,635	42,48,576	1,06,607	70,26,718	192 1	0 04
CLASS II						
Barsi Light	4,300	5,999	350	10,649	52 6	0 02
Bengal Doonars	Nil	7,205	209	7,504	46 7	0 02
Bhavnagar State	12,950	12,559	24	25,533	83 2	0 03
Bikaner State	31	7,498	319	7,848	9 21	0 01
Darjeeling Himalayan	1,562	Nil	Nil	1,562	10 7	0 00
Dibru Sadiya	Nil	4,818	Nil	4,818	50 3	0 01
Gaekwar's Baroda State	Nil	9,772	138	9,910	15 3	0 01
Gondal	12,066	10,852	2	22,920	111 2	0 04
Jaipur State	(d)	(d)	(d)	(d)	(d)	(d)
Jamnagar Dwarka	1,754	3,376	26	5,156	30 2	0 02
Junagad State	5,131	2,052	Nil	7,183	31 3	0 01
Morvi	6,442	1,592	Nil	8,034	60 7	0 02
Shahdara (Delhi) Saharanpur Light	Nil	4,687	361	4,988	53 9	0 03
Total	44,236	70,500	1,369	1,16,105	33 8	0 02
Class III Total	10,776	12,620	107	23,503	20 9	0 01
GRAND TOTAL	26,36,547	43,31,696	1,98,083	71,66,326	174 2	0 04

* Included in column 2.

(a) Includes Salaries, Passages, Travelling & other allowances of the Superintendent and other Inspecting Staff

(b) Includes adjustment of excess recovery made by the Provincial Government in 1937-38, and, also, cost of Order Police of Cooch Behar State Railway pending readjustment

(c) Includes credits of Rs 89,854 excess debited during 1937-38 & excludes Rs 64,531 on account of a portion of cost of Order Police supplied by the Punjab Government not having been adjusted during the year

(d) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Government under Jaipur State Police Budget

APPENDIX G.

Errata showing (i) Corrections in comparative statements (i.e., statements in which two or more years' figures are published),

(ii) Corrections in statements in which only one year's figures are published, and

(iii) Corrections relating to earlier years [other than those referred to at (i) and (ii)]

in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 2, 6, 12, 14, 112, 114, 115, 117, 144, 145, 152, 153, 154, 155, 158, 159, 218, 233, 244, 245, 246, 247, 248 and 254

The sign (e) appearing against 10,497 & 9,177 in col 9 of Appendix B page 224 has been removed and inserted against 4,025 & 3,648 in col. 8 thereof

PART II—[*Showing particulars of (ii) and (iii) heading above.*]

Reference to Vol II	Particulars	Year to which correction pertains	Number of—		Column No	Particulars.	
			Page(s)	Summary Statement Appendix		Figures as shown	Figures as should be
1937 38	Assam Bengal	1937-38	78	Statement 9	2	1,329 4	1,329 7
1937-38	Total 3' 38'	1937-38	78	Do	2	12,742 8	12,743 0
1937-38	Grand Total	1937-38	78	Do	2	36,539 5	36,539 7
1937 38	Assam Bengal	1937 38	178	Statement 30	3	241 6	241 4
1937 38	Do	1937-38	178	Do	6	162 3	162 2
1937 38	Do	1937-38	178	Do	9	148 2	148 1
1937-38	Do	1937-38	179	Do	12	603 4	603 1
1937-38	Do	1937-38	179	Do	15	1,269 8	1,269 2
1937-38	Do	1937 38	180	Do	31	1,915 6	1,914 6
1937-38	Do	1937 38	181	Do	39	2,390 7	2,389 6
1937-38	Do	1937-38	182	Do	44	2,994 1	2,992 6
1937 38	Bombay, Baroda and Central India —						
	Item D (d) Wooden Sleepers	1937 38	229	Appendix A	11	.	2
1937-38	Do	1937 38	229	Do	12	35	33
1937 38	Total	1937 38	229	Do	11	3,133	31,35
1937 38	Total ..	1937 38	229	Do	12	24,26	24,24
1937-38	Item D (d) Wooden Sleepers	1937 38	231	Do	37		2
1937 38	Do	1937 38	231	Do	38	182	180
1937-38	Total	1937-38	231	Do	37	1,25,08	1,25,10
1937 38	Total	1937 38	231	Do	38	4,67,30	4,67,28
1937 38	Tezpur Balpara	1936 37	221	Statement 36	41	1,030	1
1937-38	Do	1936 37	221	Do	42	49 7	0 04
1936 37 & 1937-38	South Indian	1936 37	144	Statement 25	7 & 8	2,262,670	2,159,194
1937 38	Bengal Provincial	1937 38	214	Statement 34	6 & 12	24 & 26	25 & 27
1937 38	Do	1937 38	214	Do	6 & 12	278 & 313	279 & 314
1937-38	Madras & Southern Maharatta	1937-38	79	Statement 10	11 & 13	&	6 & 680
1936 37 & 1937-38	Smith Indian	1936 37	112	Statement 14	3	1,78,281	1,88,612
1937-38	Item 2 Trespassing on the line	1936 37	241	Appendix D (u)	52	706	703